

**INITIAL STUDY
FOR THE
LACMA BUILDING FOR THE
PERMANENT COLLECTION**

**County of Los Angeles
August 2016**

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Initial Study for the LACMA Building for the Permanent Collection

- 1. Project Title:** LACMA Building for the Permanent Collection
- 2. Lead Agency:** County of Los Angeles
- 3. Contact Person and Address:** Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple St., Room 754
Los Angeles, CA 90012
E-Mail: pburgis@ceo.lacounty.gov
- 4. Project Location:** The Project would be located within the eastern portion of the LACMA Campus (LACMA East) and would extend to the south across Wilshire Boulevard to a surface parking area located on the Spaulding Lot at the southeast corner of Wilshire Boulevard and Spaulding Avenue. In addition, the Ogden Parking Structure would be constructed on the Ogden Lot, which is comprised of three contiguous parcels at 715–731 S. Ogden Drive located southwest of the intersection of Wilshire Boulevard and Ogden Drive in the City of Los Angeles (City). Refer to Attachment A, Project Description, of this Initial Study, for a detailed description of the Project location.
- 5. Project Sponsor’s Name and Address:** Museum Associates dba
Los Angeles County Museum of Art
5905 Wilshire Boulevard
Los Angeles, CA 90036
- 6. General Plan Designation:** The County-owned portion of the Project Site within LACMA East is designated for Public Facility uses by the City’s Wilshire Community Plan. The portion of the Project Site on Spaulding Lot and Ogden Lot are

designated for Regional Commercial uses by the City's Wilshire Community Plan.

7. Zoning:

The portion of the Project Site located within LACMA East is zoned PF (Public Facilities) and the portion of the Project Site that comprises the Spaulding Lot is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) and R3-1 (Multiple Dwelling zone, Height District 1) under the Los Angeles Municipal Code (LAMC). In addition, the Ogden Lot is zoned [Q]C2-1-CDO (Qualified Condition, Commercial, Height District 1, Community Design Overlay) and [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) by the LAMC.

8. Description of Project:

The Los Angeles County Museum of Art (LACMA) is the largest museum in the western United States. LACMA's Campus is comprised of the east campus (LACMA East), located within Hancock Park, and the west campus (LACMA West), located west of Hancock Park in the area bordered by the former Ogden Drive on the east, Fairfax Avenue on the west, 6th Street on the north, and Wilshire Boulevard on the south. The LACMA Campus is within the Wilshire Community Plan Area of the City of Los Angeles. Museum Associates, a private nonprofit public benefit corporation organized under California law and doing business as LACMA, manages and operates LACMA under the authority of the County of Los Angeles. In partnership with the County of Los Angeles, Museum Associates proposes to construct the LACMA Building for the Permanent Collection (the Museum Building) within LACMA East and the adjacent property owned by Museum Associates on the south side of Wilshire Boulevard at the corner of Wilshire Boulevard and Spaulding Avenue.

As described in detail in Attachment A, Project Description, the proposed 368,300 gross square-foot Museum Building would replace four existing buildings within LACMA East collectively comprising approximately 392,871 gross square feet: the Ahmanson Building, the Hammer Building, the Art of the Americas Building, and the Bing Theater (which currently provides 600 seats). Overall, the Project would result in a decrease in the square footage of museum buildings by approximately 24,571 square feet and a reduction in the maximum theater size from 600 seats to 300 seats.

The Museum Building is proposed to consist of eight semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level and extend over Wilshire Boulevard to the property at the southeast corner of Wilshire Boulevard and Spaulding Avenue (the Spaulding Lot). The design of the Museum Building would enhance the outdoor

experience for museum visitors and guests by including outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and the existing uses within Hancock Park. In addition, a new parking facility providing approximately 260 parking spaces would be developed southwest of the intersection of Ogden Drive and Wilshire Boulevard. This new parking facility (referred to as the Ogden Parking Structure) would replace the existing surface parking currently on the Spaulding Lot and would provide the same number of spaces currently located on the Spaulding Lot. The Museum Building and the Ogden Parking Structure, together, comprise the Project. Refer to Attachment A, Project Description, of this Initial Study, for a detailed description of the Project.

9. Surrounding Land Uses and Setting:

LACMA serves as the anchor and western edge of Museum Row, a stretch of Wilshire Boulevard between Fairfax Avenue and La Brea Avenue that also houses the La Brea Tar Pits & Museum, the Peterson Automotive Museum, and the Craft and Folk Art Museum, as well as the future Academy Museum of Motion Pictures, which would be located within the former May Company Building. The areas surrounding the LACMA Campus includes a mix of commercial uses, residential uses, and open space. Specifically, the LACMA Campus is bounded by Park La Brea Apartments to the north across 6th Street, open space and the La Brea Tar Pits & Museum to the east, commercial and museum uses to the south across Wilshire Boulevard, and commercial and multi-family uses to the west across Fairfax Avenue. In addition, specific to the portion of the Project Site located within LACMA East, surrounding uses include the Pavilion for Japanese Art and the La Brea Tar Pits & Museum to the north and east, commercial and museum uses to the south across Wilshire Boulevard, and the LACMA West buildings and outdoor exhibits to the west, including the Urban Light artwork, the BP Grand Entrance and adjacent plazas, the Broad Contemporary Art Museum, the Resnick Pavilion, and the former May Company Building.

Uses surrounding the Spaulding Lot include LACMA East to the north, multi-family residential uses to the south, commercial uses and surface parking to the east, and commercial uses to the west. Uses surrounding the Ogden Lot include museum uses within the LACMA Campus to the north, multi-family residential uses to the south, commercial uses to the east, and commercial uses to the west.

10. Discretionary Approvals:

Discretionary approvals from the County of Los Angeles will be necessary to implement the Project. County of Los Angeles discretionary actions are anticipated to include, but may not be limited to, the following:

- Certification of EIR;

- Approval of Project as described in EIR;
- Approval of Project financing including bond issuances;
- Approval of lease/lease-back or comparable agreement for financing;
- Approval of a ground lease for the Spaulding Lot, with the County of Los Angeles as lessee under the ground lease; and
- Other approvals as needed and as may be required.

In addition, City approvals for the Ogden Parking Structure and spanning the Museum Building over Wilshire Boulevard are anticipated to include, but may not be limited to, the following:

- Zoning approvals, if necessary, for the Ogden Parking Structure (possible variances or adjustments, etc.);
- Miracle Mile Community Design Overlay Plan Approval for Ogden Parking Structure;
- Street vacation of airspace and related City grants, approvals, or agreements, as necessary, associated with spanning the Museum Building over Wilshire Boulevard;
- Cultural Affairs Commission approval for structures over the public right-of-way;
- Termination of existing parking covenants on Spaulding Lot and recordation of a new parking covenant for the Ogden Lot; and
- Other approvals as needed and as may be required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



 Signature

8/2/2016

 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL IMPACTS. (Explanations for all answers are required):

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|---|---|--------------------------|
| 1. AESTHETICS. Would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. Scenic vistas generally include views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest. Visual resources in the vicinity of the Project Site include Hancock Park, which is registered as a National Natural Landmark and California Historical Landmark, and the Hollywood Hills to the distant north. Scenic vistas of the visual resources in the vicinity of the Project Site are available from area roadways. The Museum Building and the Ogden Parking Structure would be potentially visible within scenic vistas that are available in the vicinity of the Project Site. Therefore, the Project's potential impacts on scenic vistas will be analyzed further in an EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. No state designated scenic highways are located in the vicinity of the Project Site.¹ However, Wilshire Boulevard is a City of Los Angeles designated scenic highway in the vicinity of the Project Site. In addition, the Project Site is located within Hancock Park, which is registered as a National Natural Landmark and California Historical Landmark. Therefore, the EIR will provide further analysis of the Project's potential impacts to scenic resources along Wilshire Boulevard.

¹ California Department of Transportation. *California Scenic Highway Program, Scenic Highway Routes*, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed April 15, 2016, and City of Los Angeles Transportation Element, June 2002.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project would modify the existing visual character of the Project Site and its surroundings by replacing four buildings within LACMA East and surface parking within the Spaulding Lot with the proposed Museum Building. Additionally, the Project proposes a new parking structure on the Ogden Lot, which is currently vacant and used for construction staging by Metro. The visual character or quality of a site and its surroundings can also be affected by shading cast upon adjacent areas by proposed structures. Shadows may provide positive effects, such as cooling effects during warm weather, or negative effects, such as the loss of natural light necessary for solar energy purposes, or the loss of warming influences during cool weather. Shadow effects depend on several factors, including the local topography, height and bulk of a project’s structural elements, sensitivity of adjacent land uses, existing conditions on adjacent land uses, season, and duration of shadow projection. Shade-sensitive uses typically 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 seating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce. Shade-sensitive uses in the vicinity of the Project Site include Hancock Park and the tar pits as well as other potential routinely useable outdoor spaces associated with surrounding residential uses. The proposed Museum Building would have an approximate maximum height of 74 feet, with the portion of the building spanning Wilshire Boulevard located approximately 20 feet above ground level. The maximum height of the Ogden Parking Structure would be approximately 55 feet. Therefore, the Project would have the potential to generate new shadows with varied lengths and angles, depending on the time of day and season, on sensitive receptors adjacent to the Project Site. Therefore, an analysis of the Project’s potential impacts associated with visual character and quality, including potential shading impacts, will be provided in an EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Lighting within the Project Site includes low-level exterior lights adjacent to the buildings and along pathways and within parking areas for security and wayfinding purposes. In addition, low-level lighting for accent signage, architectural features, and landscaping is also present. The Urban Light artwork within LACMA West and street lighting along Wilshire Boulevard, Fairfax Avenue, and 6th Street are also sources of light.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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With regard to glare, based on the materials used to construct the façades of the existing structures, existing sources of glare within the Project Site are limited.

The Project would introduce new sources of light and glare, including low-level interior lighting visible through the windows of the Museum Building, signage lighting, low-level lighting associated with rooftop uses and activities, and new building surfaces, including potential glare from the windows on the Museum Building. Therefore, an analysis of the Project’s potential light and glare impacts will be provided in an EIR.

2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site comprises a portion of LACMA East, the Spaulding Lot, and the Ogden Lot. The Project Site is located in an area of the City of Los Angeles known as the Miracle Mile, a cultural, commercial, and residential center established during the early 1920s along Wilshire Boulevard. The Project Site and surrounding area are not currently improved with any agricultural land or mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.² As such, the Project would not convert

² California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Important Farmland in California, 2012.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The portion of the Project Site located within LACMA East is zoned PF (Public Facilities) and the portion of the Project Site that comprises the Spaulding Lot south of Wilshire Boulevard is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) and R3-1 (Multiple Dwelling zone, Height District 1) under the LAMC. In addition, the Ogden Lot is zoned [Q]C2-1-CDO (Qualified Condition, Commercial, Height District 1, Community Design Overlay) and [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) by the LAMC. Thus, the Project Site is not zoned for agricultural use. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.³ Therefore, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As discussed above in Response to Checklist Question No. 2.b, the Project Site is not zoned for forest land or timberland. In addition, the Project Site is located in an urbanized area and is not currently used as forest land or timberland. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

³ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 5905 W. Wilshire Boulevard, <http://zimas.lacity.org/>, accessed April 20, 2016.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. As stated above in Response to Checklist Question No. 2.c, the Project Site is not zoned for forest land and does not include any forest land. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As discussed above in Response to Checklist Question No. 2.a and in Response to Checklist Question No. 2.c, the Project Site does not contain any agricultural or forest uses, nor are any agricultural or forest uses located in the vicinity of the Project Site. Thus, development of the Project would not convert any farmland or forest land to non-agricultural or non-forest use. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 2.5 microns in size [PM_{2.5}], and lead⁴). SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing

⁴ Partial nonattainment designation for the Los Angeles County portion of the Basin only.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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emissions and achieving ambient air quality standards. As the Project Site is located within the boundaries of the SCAQMD, the Project would be subject to SCAQMD's 2012 Air Quality Management Plan.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, an analysis of the Project's consistency with the SCAQMD's AQMP will be provided in an EIR.

- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During operation of the Project, air pollutants would be emitted on a daily basis from motor vehicle travel, natural gas consumption, and other onsite activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As described above in Response to Checklist Question No. 3.b, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, PM_{2.5} and lead, and State air quality standards for ozone, PM₁₀, and PM_{2.5}. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As discussed above in Response to Checklist Question No. 3.b, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses to the north of LACMA East and south of the Ogden Lot and Spaulding Lot. Therefore, the EIR will provide further analysis of the Project’s potential to result in substantial adverse impacts to sensitive receptors.

e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project would be constructed using conventional building materials typical of construction projects of a similar type and size. Any odors that may be generated during construction would be typical of construction activities and would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.⁵

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. While the Project would not involve these types of uses, on-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated during operation of the Project. Thus, impacts with regard to odors would be less than significant, and no mitigation measures are required. No further analysis of this issue is required.

⁵ *SCAQMD Rule 402: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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4. BIOLOGICAL RESOURCES. Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on 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 U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with museum uses and surface parking. Due to the urban nature of the Project Site and the surrounding uses and lack of large and remote expanses of open spaces areas, species likely to occur onsite are limited to small terrestrial and avian species typically found in developed settings. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area and is developed with museum uses and surface parking. No riparian habitat or other sensitive natural community exists on the Project Site or in the immediate surrounding area. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Project Site is currently developed with museums uses and surface parking. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. As such, the Project would not have an adverse effect on federally protected wetlands. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with museum uses and surface parking. In addition, the areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open space areas and which may serve as wildlife corridors. Furthermore, there are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Additionally, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Notwithstanding, although unlikely, the existing onsite trees that would be removed during construction of the Project could potentially provide nesting sites for migratory birds. As provided in the Tree Survey for the Project included in Appendix IS-1 of this Initial Study, the Project would include the removal of 97 onsite trees of varying species, including Mexican Fan Palm, Jacaranda, Fern Pine, Indian Laurel Fig, Bismark Palm, Baby Queen Palm, Red Flowering Gum, Brazilian Pepper, Lemon Scented Gum, Mondell Pine, Australian Willow, Sugar Gum, London Plane/Sycamore, Flowering Cherry Tree, Weeping Fig, Canary Pine, Deodar Cedar, Crape Myrtle, and Coral Tree. However, the Project would comply with the

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–September 15), if and to the extent feasible. To the extent that 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 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the Migratory Bird Treaty Act, impacts regarding the movement of any native resident or migratory fish or wildlife species would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The Los Angeles County Oak Tree Ordinance regulates the relocation or removal of oaks trees that are at least 25 inches in circumference (8 inches in diameter) as measured 4.5 feet above mean natural grade. In addition, the City's protected tree regulations included in Section 17.05.R of the LAMC (the Tree Regulations) regulate the relocation or removal of specified protected trees, which include all Southern 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. Surveys of the existing onsite trees and street trees in proximity to the Project Site and a review of the proposed development relative to the existing location of the onsite trees and street trees were conducted by LACMA and Pierre Landscape in October 2015 (updated July 2016) and in May 2016, respectively. The results of the surveys are provided in the Tree Survey for the Project included in Appendix IS-1 of this Initial Study. As shown in the Tree Survey, none of the tree species found within or adjacent to the Project Site are protected under the Los Angeles County Oak Tree Ordinance or the City of Los Angeles Tree Regulations.

With regard to street trees, the Project would include removal of approximately 74 non-protected street trees of varying species and sizes along Wilshire Boulevard. While LACMA is a County facility, Wilshire Boulevard is within the jurisdiction of the City of Los Angeles. Therefore, in accordance with the City of Los Angeles Department of Public Works Street Tree Division, any street trees to be removed as part of the Project would be replaced on a 2:1 basis. Therefore, with compliance with the City's requirements regarding street tree replacement, the Project would not conflict with any local policies or ordinances protecting

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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biological resources. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

5. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historical resource as a resource that is: (1) listed in, or determined to be eligible for listing in, the California Register of Historical Resources; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources.

LACMA East is located within Hancock Park. Hancock Park is registered as a California Historic Landmark and previously determined eligible for listing in the National Register of Historic Places. Rancho La Brea within Hancock Park is registered as a National Natural

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Landmark. In addition, three of the four LACMA East buildings that will be removed due to the Project are over 50 years in age.⁶ Therefore, further analysis of the potential for the Project to cause a substantial adverse change in the significance of any designated or potential historical resource will be provided in an EIR.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. 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 to 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.

While portions of the Project Site have been subject to disturbance in the past, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project’s potential impacts to archaeological resources.

- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. 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 species that have existed on earth from this area are extinct. Although the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths for construction of the Museum Building on LACMA East and the Spaulding Lot and may include new excavation for subterranean parking on the Ogden Lot at depths greater than previously excavated, which would have the potential to disturb undiscovered paleontological resources that may exist

⁶ To be eligible for listing in the California Register of Historical Resources, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under at least one of four criteria. A property under 50 years of age may be eligible if sufficient time has passed to understand its historical importance.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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within the Project Site. Therefore, the EIR will provide further analysis of the Project’s potential impacts to paleontological resources.

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| d. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code §7050.5(b))? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. As previously described, while portions of the Project Site have been subject to disturbance in the past, the Project would require grading and excavation to greater depths for construction of the Museum Building on LACMA East and may require excavation at greater depths for the subterranean parking on the Ogden Lot. Therefore, while not likely, there is the possibility that unknown resources could be encountered during construction of the Project. Thus, further analysis of this issue will be included in an EIR.

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| e. Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California Register of Historical Resources, listed on a local historical register, or otherwise determined by the lead agency to be a Tribal Cultural Resource? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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While the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths for construction of the Museum Building on LACMA East and the Spaulding Lot and may require excavation at greater depths for the subterranean parking on the Ogden Lot. Therefore, the potential exists for the Project to significantly impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the County will notify all applicable tribes and the Project will participate in any requested consultations. Further analysis of this topic will be provided in the EIR.

6. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

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| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey, faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The closest surface trace of an active fault is the Newport-Inglewood Fault, which is estimated to be located approximately

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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1.9 miles south of the Project Site.⁷ Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Nonetheless, given the proximity of the Newport-Inglewood Fault, further analysis of this issue will be provided in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The closest active fault is the Newport-Inglewood Fault, which is located approximately 1.9 miles south of the Project Site. The location of the Project Site within a seismically active area in proximity to the Newport-Inglewood Fault could expose people or structures to strong seismic ground shaking. Therefore, further analysis of the Project’s potential impacts associated with ground shaking will be provided in an EIR.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

Based on the Seismic Hazards Maps of the State of California, the Project Site is not located within a potentially liquefiable area.⁸ Therefore, no impact from liquefaction would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

⁷ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 5905 W. Wilshire Boulevard, <http://zimas.lacity.org/>, accessed April 20, 2016.

⁸ California Geological Survey, Earthquake Zones of Required Investigation, Hollywood Quadrangle, released November 6, 2014, http://gmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf, accessed April 20, 2016.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. In addition, based on the State of California Seismic Hazards Map, Hollywood Quadrangle, the Project Site is not located in a landslide area as mapped by the State,⁹ nor is the Project Site mapped as a landslide area by the City of Los Angeles.^{10,11} Furthermore, the development of the Project does not require substantial alteration to the existing topography. As such, the Project Site would not be susceptible to landslides. No impact from landslides would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. Therefore, an analysis of the Project's potential impacts associated with soil erosion or the loss of topsoil will be provided in an EIR.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The State of California Seismic Hazards Map, Hollywood Quadrangle and the City's Zoning Information and Map Access System indicate the Project Site is not located in an area that has been identified by the State as being potentially

⁹ California Geological Survey. *Earthquake Zones of Required Investigation, Hollywood Quadrangle*, released November 6, 2014.

¹⁰ Los Angeles General Plan Safety Element, Exhibit C, *Landslide Inventory & Hillside Areas*, page 51 (November 1996).

¹¹ City of Los Angeles Department of City Planning, ZIMAS, *Parcel Profile Report for 5905 W. Wilshire Boulevard*, <http://zimas.lacity.org/>, accessed April 20, 2016.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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susceptible to liquefaction. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability. As discussed above in Response to Checklist Question No. 6.a.iii, and iv, the Project would have no impact associated with liquefaction or landslides. Notwithstanding, the Project Site is susceptible to ground shaking and may contain soils that are unstable. Therefore, soil stability will be evaluated further in the EIR.

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Based on the underlying soil conditions, groundwater levels, and presence of tar, an analysis of the Project’s potential impacts associated with expansive soils will be provided in an EIR.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located within a community served by existing sewer infrastructure. Therefore, wastewater generated by the Project would be accommodated via connections to the existing sewage infrastructure located in the vicinity of the Project Site. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems, and no mitigation measures are required. No further analysis of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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7. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are referred to as greenhouse gases since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, have the potential to generate greenhouse gas emissions that may have a significant impact on the environment. Therefore, further analysis of greenhouse gas emissions will be provided in an EIR.

- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The Project would have the potential to emit greenhouse gas emissions that may not be consistent with applicable plans and policies. Therefore, an evaluation of these emissions and associated emission reduction strategies will be undertaken in an EIR to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

8. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the Project would involve the temporary use of typical, although potentially hazardous materials, including vehicle fuels, oils, transmission fluids, paints, adhesives, cleaning solvents, surface coatings, and other acidic or alkaline

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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solutions that would require special handling, transport, and disposal. In addition, soil that may be contaminated with tar could be removed and require disposal during construction. Furthermore, operation of the Project would involve the routine use and handling of potentially hazardous materials typical of those used for a museum and a parking structure, including cleaning solvents for custodial maintenance of the buildings and art pieces, and pesticides for landscaping. However, all potentially hazardous materials used during construction and operation would be contained, stored, used, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local standards and regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. Therefore, impacts would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. As described in Attachment A, Project Description, the Project proposes the demolition of several existing facilities on the Project Site. Based on the types and ages of the existing on-site structures, it is possible that demolition and excavation activities would expose asbestos containing materials and/or lead-based paints, or result in other significant hazards to the public. In addition, the Project Site is located within a designated Methane Zone as mapped by the City. Therefore, further analysis of this issue in an EIR is required.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. Refer to Response to Checklist Question No. 8.b, above. In addition, there are several schools within 0.25 mile of the Project Site. Therefore, further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. It is possible that the Project Site is listed on a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, further analysis of this issue in an EIR is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project Site is not located within an airport land use plan or within 2 miles of a public airport. The closest airport to the Project Site, the Santa Monica Municipal Airport in Santa Monica, is located approximately 5.82 miles west of the Project Site. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is located along a designated disaster route along Wilshire

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Boulevard and is 0.14 mile from the disaster route on Fairfax Avenue.¹² The Project could require lane closures along Wilshire Boulevard during construction of the Museum Building. Therefore, further analysis of this issue in an EIR is required.

- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. There are no wildlands located within or in the vicinity of the Project Site. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone (VHFHSZ).¹³ Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

9. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction activities associated with the Project would have the potential to result in the conveyance of pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site drainage patterns resulting from implementation of the Project could affect the quality of storm water runoff. Therefore, further analysis of this issue will be included in an EIR.

¹² Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).

¹³ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 5905 W. Wilshire Boulevard, <http://zimas.lacity.org/>, accessed April 20, 2016. The VHFHSZ was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. While the Project would likely result in an increase in the amount of on-site permeable areas compared to existing conditions, the Project would require excavation which may encounter groundwater and require dewatering. Therefore, further analysis of this issue will be included in an EIR.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project would include the removal of four existing buildings within LACMA East and the removal of two surface parking areas for development of the Museum Building. The Project would also open up new park space on the LACMA Campus. As such, the Project would have the potential to alter drainage patterns within the Project Site in a manner which would result in substantial erosion or siltation. Therefore, further analysis of this issue will be included in an EIR.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Potentially Significant Impact. As discussed above in Response to Checklist Question No. 9.c, the Project has the potential to affect drainage patterns. Such potential changes in drainage patterns could in turn affect the rate or amount of surface water on-site. Thus, further analysis of this issue will be included in an EIR.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. See Response to Checklist Question Nos. 9.a and 9.c, above. Therefore, further analysis of this issue will be included in an EIR.

- f. Otherwise substantially degrade water quality?

Potentially Significant Impact. See Response to Checklist Question No. 9.a, above. Therefore, further analysis of this issue will be included in an EIR.

- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project does not propose the development of residential uses. The Project Site is not located within a 100-year flood plain, as mapped by FEMA or by the City of Los Angeles.^{14,15} Specifically, the Project Site is located in FEMA’s Zone X, which is defined as areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than 1 square mile; and protected by levees from one percent annual chance flood. As such, the Project would not place housing within a 100-year flood plain. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

¹⁴ Federal Emergency Management Agency, *Flood Insurance Rate Map, Panel Number 06037C1605F*, accessed April 20, 2016.

¹⁵ *Safety Element of the Los Angeles City General Plan, Exhibit F, 100-Year & 500-Year Flood Plains*, page 57 (November 1996).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. As discussed above in Response to Checklist Question No. 9.g, the Project Site is not located within a 100-year flood plain as mapped by FEMA. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin.¹⁶ However, the Project Site is located within the potential inundation area for the Hollywood Reservoir, which is held by the Mulholland Dam.¹⁷ The Mulholland Dam is a City of Los Angeles Department of Water and Power dam located in the Hollywood Hills approximately 4 miles northeast of the Project Site. The Mulholland Dam was built in 1924 and designed to hold 2.5 billion gallons of water. This dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake for the site. Pursuant to these regulations, the Mulholland Dam is regularly inspected and meets current safety regulations. In addition, the City of Los Angeles Department of Water and Power has emergency response plans to address any potential impacts to its dams. Given the distance of the Mulholland Dam to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the City of Los Angeles Department of Water and Power's emergency response program, the potential for

¹⁶ *Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazards Areas, page 59 (November 1996).*

¹⁷ *Ibid.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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substantial adverse impacts related to inundation at the Project Site as a result of dam failure would be less than significant. No further evaluation of this topic in an EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

As discussed above in Response to Checklist Question No. 9.i, the Project Site is located within a potential inundation area associated with the Hollywood Reservoir. However, given the distance of the Project Site to the Hollywood Reservoir, a seiche within the Hollywood Reservoir would not affect the Project Site. In addition, the Project Site is approximately 8 miles east of the Pacific Ocean and is not mapped in the Safety Element of the City of Los Angeles General Plan as being located within an area potentially affected by a tsunami.¹⁸ The Project Site is also not in close proximity or positioned downslope from any mountains or steep slopes which could be affected by a potential mudflow. Therefore, no seiche, tsunami, or mudflow events are expected to impact the Project Site. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

10. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?

Less Than Significant Impact. The Project Site is located within a highly urbanized area that includes a mix of commercial uses, residential uses, and open space. Specifically, the uses surrounding the portion of the Project Site located within LACMA East include the Pavilion for Japanese Art, Hancock Park, and the La Brea Tar Pits & Museum to the north and east, commercial and museum uses to the south across Wilshire Boulevard, and the LACMA West buildings and outdoor exhibits to the west, including the Urban Light artwork, the BP Grand Entrance and adjacent plazas, BCAM, the Resnick Pavilion, and the former May Company Building. Uses surrounding the Spaulding Lot include LACMA East to the north, multi-family

¹⁸ *Ibid.*

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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residential uses to the south, commercial uses and surface parking to the east, and commercial uses to the west. Uses surrounding the Ogden Lot include museum uses within the LACMA Campus to the north, multi-family residential uses to the south, commercial uses to the east, and commercial uses to the west.

The Project would demolish four existing museum buildings on LACMA East and the surface parking lot on the Spaulding Lot for the development of the Museum Building which would include outdoor open spaces with plazas, terraces, gardens, and pedestrian and bicycle paths and bridges. The Project would also remove surface parking on the Ogden Lot and construct the Ogden Parking Structure that would include up to five above-grade parking levels and two below-grade levels. The Project would be an extension of the existing museum and parking uses within and surrounding the Project Site and would be consistent with other land uses in the surrounding area, as described above. In addition, there are no existing residential uses on the Project Site which would require removal and relocation. Furthermore, the Project would utilize existing sites that have already been developed with similar uses. Additionally, the Project would not require the permanent closure of any streets surrounding the Project Site which currently provide access to surrounding uses. Therefore, the Project would not physically divide an established community. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

- 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. Although the Project Site is located within the City of Los Angeles, LACMA East is on property owned by the County of Los Angeles. The existing buildings on LACMA East are also owned by the County. Similarly, the proposed Museum Building would be a County-owned building located on land that is either owned by the County or that will be leased by the County (in the case of the Spaulding Lot), and will be developed in partnership with the County. Additionally, Museum Associates manages, operates and maintains the LACMA buildings under authority from the County. As such, development of the Museum Building within LACMA East and the Spaulding Lot is not subject to the City of Los Angeles zoning or building regulations. However, the Ogden Lot is separately owned by Museum Associates, and the proposed Ogden Parking Structure would be owned by Museum

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Associates. Accordingly, development of the Ogden Lot would be subject to City of Los Angeles zoning and building regulations. Furthermore, the street vacation of airspace over Wilshire Boulevard and the construction of a structure over the public-right-of-way would be a part of the Project and would require City approvals. Therefore, the EIR will discuss the Project’s consistency with City and County regional planning documents to the extent they are applicable, including the City of Los Angeles General Plan, as well as compliance with City consultation procedures.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no mitigation measures are required. No further analysis of this topic in an EIR is required.

11. MINERAL RESOURCES. Would the project:

- a. 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?

No Impact. The Project Site is located within an urbanized area and has been previously disturbed by development. In addition, no mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey.^{19,20} The Project Site is also not located within a City-designated oil field or oil drilling area.²¹ As such, the Project would not result in the loss of availability of a mineral resource that would be of value to the region or the

¹⁹ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.

²⁰ State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.

²¹ Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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state. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

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| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. See Response to Checklist Question No. 11.a, above. Therefore, further analysis of this issue will be included in an EIR.

12. NOISE. Would the project result in:

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| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. The Project Site is located in an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, performances, and use of outdoor plazas.

During construction of the Project, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. Additionally, since the Project would expand outdoor areas within the Project Site, noise levels from on-site sources may also increase during Project operation. Furthermore, the temporary traffic increase attributable to Project operation has the potential to increase noise levels along adjacent roadways. Therefore, further analysis of this issue will be included in an EIR.

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| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with site grading, clearing activities, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Therefore, further analysis of the Project’s potential vibration impacts during construction will be included in an EIR.

The Project would not involve uses that would generate vibration during operation. Therefore, the Project would not have the potential to generate vibration during operation. Thus, further analysis of vibration impacts during operation will not be included in an EIR.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed above in Response to Checklist Question No. 12.a, noise from on-site sources and temporary increases in traffic has the potential to increase ambient noise levels above existing levels during Project operation. Therefore, further analysis of this issue will be included in an EIR.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed above in Response to Checklist Question No. 12.a and Response to Checklist Question No. 12.b, Project construction activities would have the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the introduction of new occupiable outdoor areas may result in periodic increases in noise levels during Project operation. Therefore, further analysis of this issue will be included in an EIR.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an airport land use plan or within 2 miles of a public airport. The closest airport to the Project Site, the Santa Monica Municipal Airport in Santa Monica, is located approximately 5.82 miles west of the Project Site. Therefore, no

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

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| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

13. POPULATION AND HOUSING. Would the project:

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| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less Than Significant Impact. The Project does not propose the development of residential uses. Therefore, the Project would not directly induce population growth in the Project area. However, the Project could indirectly induce population growth through the creation of temporary construction-related jobs. It is noted that the work requirements of most construction projects are highly specialized such 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, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project, and, therefore, the Project is not likely to generate any new permanent residents during construction of the Project.

With regard to operation, the existing uses within LACMA East and the Spaulding Lot would be relocated to the new Museum Building and the Ogden Sparking Structure. With the overall reduction in square footage, the improvements to LACMA that would be implemented are not anticipated to increase the average amount of programming, hours, or the daily or annual attendance levels that have been experienced at LACMA. Therefore, the Project is not expected to generate any new employees. As such, the Project would not result in a substantial indirect increase in demand for new housing that could be generated by permanent employment opportunities. Furthermore, as the Project would be located in a

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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generally developed area with an established network of roads and other urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. Therefore, impacts would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, development of the Project would not cause the displacement of any persons that would necessitate the construction of housing elsewhere. In addition, the Project would replace the existing four buildings housing LACMA’s permanent collection with one new building that would house LACMA’s permanent collection, and would not indirectly displace people through loss of employment. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a. Fire protection?

Potentially Significant Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services for the Project Site. The closest LAFD fire station to the Project Site is Fire Station No. 61 located at 5821 West 3rd Street in the City of Los

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Angeles, approximately 1.4 miles northeast of the Project Site.²² Given the Museum Building’s unique design spanning Wilshire Boulevard, consultation with the LAFD regarding emergency access would be required. Consultation with the LAFD regarding the Ogden Parking Structure’s compliance with the City of Los Angeles Fire Code would also be required. Therefore, further analysis of this issue will be included in an EIR.

b. Police protection?

Less Than Significant Impact. The Wilshire Community Police Station, which serves the Project area, is located at 4861 West Venice Boulevard, approximately 2.7 miles southeast of the Project Site. The Wilshire Community Police Station is under the jurisdiction of the LAPD’s West Bureau. The Wilshire Community Police Station serves an area that spans approximately 13.97 square miles and has a resident population of approximately 251,000 people, but has a daytime business and residential population that swells to approximately 500,000 people due to those who pursue knowledge and skills training at educational and profession institutions, and those who work or visit business and residential neighborhoods within the boundaries of the Wilshire Community Police Station.²³

With regard to construction, construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Given the existing Project Site operations and in accordance with standard construction industry practices, the potential for theft of construction equipment and building materials would be minimized through the use of security fencing, lighting, locked entry, and security patrol of the Project Site and construction areas.

Construction of the Project could also potentially impact access to the Project Site and the surrounding vicinity through the movement of construction equipment, hauling of demolition and graded materials, and construction worker trips. Additionally, construction of the Project may involve temporary lane closures. Other implications of construction-related traffic include increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Project Site during construction. As discussed above in Response to Checklist Question No. 8.g and below in Response to Checklist Question No. 16.e, further discussion of

²² Los Angeles Fire Department, *Fire Station Locator*, www.lafd.org/fire_stations/station_results/%2A?zipcode=90036, accessed May 24, 2016.

²³ Wilshire Community Police Station, *About Wilshire*, www.lapdonline.org/wilshire_community_police_station/content_basic_view/1723, accessed May 24, 2016.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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the Project's potential impacts to access during construction, including emergency access, would be provided in an EIR.

With regard to operation, the proposed Museum Building would house the permanent art collection of LACMA and may temporarily increase the daytime population within the Wilshire Community Police Station's service area when the Project is initially complete. The temporary daytime population projected to be generated by the Project would contribute to an increase in the demand for police protection services as provided by the Wilshire Community Police Station. However, the daytime population and associated demand for police protection services is expected to drop back to average attendance over time. In addition, the Project does not include any residential uses, which typically have a higher and direct demand on police protection services. Therefore, the Project would not directly affect the existing officer to resident ratio or the crimes per resident ratio citywide or within the Wilshire Community Police Station service area. Notwithstanding, to help reduce any on-site increase in demand for police services, the Project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services, including: perimeter and interior proximity/key-card systems; motion detection systems; glass break detectors; video management software and hard system; various collection theft and damage protection systems; vehicle and pedestrian barrier systems; front-line staff including security, building operations, on-site services, and special event staff utilizing radios; panic alarms; and security personnel provided via a contract security company. The security control room operators within the security personnel on-site would dispatch LAPD as needed. The Project would also incorporate the following to facilitate and secure on-site security:

- Design of entrances to, and exits from the buildings, open space around buildings, and pedestrian walkways to be open and in view of surrounding sites.
- Appropriate lighting at night to avoid areas of concealment.
- Lighting and signs on building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings.

With regard to emergency access and response times during operation, the Project would maintain the existing circulation adjacent to the Project Site and would not include the permanent closure of any adjacent roads or install barriers along the adjacent roads which could impede emergency access. Furthermore, while the Project could temporarily generate additional traffic in the vicinity of the Project Site, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. In addition, any initial and temporary increase in traffic associated with the

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Project is anticipated to normalize consistent with existing visitorship. Thus, Project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site or the surrounding area.

Based on the above analysis, the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the Wilshire Community Police Station to serve the Project Site. Therefore, the Project would not necessitate the provision of new or physically altered police stations, the construction of which could cause significant impacts, in order to maintain acceptable service ratios or response times. Impacts to police protection service would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Schools?

No Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into six local districts.²⁴ The Project Site is located in Local District–West.²⁵ As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of students within the service area of the LAUSD. Furthermore, the Project is not expected to generate any new employees. As such, the Project would not generate an indirect need for additional public school facilities. Thus, the Project would not result in the need for new or altered school facilities. Therefore, no impacts to schools would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

d. Parks?

No Impact. The Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. Furthermore, the Project is not expected to generate new employees and would therefore not result in an indirect demand for parks.

²⁴ Los Angeles Unified School District, Board of Education Districts Maps 2015-2016, <http://achieve.lausd.net/Page/8652>, accessed April 6, 2016.

²⁵ Los Angeles Unified School District, Board of Education Local District—West Map, June 11, 2015, <http://achieve.lausd.net/Page/8686>, accessed November 13, 2015.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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As described in Attachment A, Project Description, of this Initial Study, a portion of the Project Site is located within LACMA East which is within the approximately 23-acre Hancock Park. Hancock Park is the location of the La Brea Tar Pits & Museum and LACMA. Hancock Park offers open spaces and landscaped areas for walking and picnicking. The Project would open up more than 2.5 acres of new public outdoor space on the LACMA Campus. The outdoor open spaces would include plazas, terraces, gardens, and pedestrian and bicycle paths and bridges that would be designed to integrate the new buildings and existing uses within Hancock Park and provide for outdoor programming such as outdoor concert spaces, various sculpture gardens, and educational spaces. Therefore, the Project would result in a beneficial impact on parks and recreational facilities.

Based on the above, no impacts with regards to parks would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

e. Other public facilities?

Potentially Significant Impact. The Project area is served by existing libraries within the Wilshire Community, including the nearby Fairfax Branch Library, located at 161 S. Gardner Street, approximately 1.1 miles north of the Project Site. As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of residents within the service area of the Fairfax Branch Library. In addition, as the Project does not include any new employees, the Project would not create an indirect demand for library services. Therefore, no impacts to library services and facilities would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

During construction and operation of the Project, roads would continue to be utilized to access the Project Site. As discussed below in Response to Checklist Question No. 16.a, further analysis of the potential for the Project to result in a significant increase in the number of vehicle trips on local roadways will be included in an EIR. Any necessary improvements to local roadways associated with development of the Project will also be identified in an EIR.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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15. RECREATION.

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. As discussed above in Response to Checklist Question No. 14.d, the Project would result in a beneficial impact on recreational facilities by opening up more than 2.5 acres of new public outdoor space on the LACMA Campus. The outdoor open spaces would include plazas, terraces, gardens, and pedestrian and bicycle paths and bridges that would be designed to integrate the new buildings and existing uses within Hancock Park and provide for outdoor programming such as outdoor concert spaces, various sculpture gardens, and educational spaces. In addition, the Project does not propose the development of residential uses and is not expected to generate new employees. Thus, the Project would not increase the use of existing off-site neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project would not require the construction or expansion of existing recreational facilities as the Project does not include residential uses which generate a direct demand for recreational facilities. As discussed above in Response to Checklist Question No. 14.d, the Project would open up more than 2.5 acres of new public outdoor space on the LACMA Campus which could be used for walking and picnicking, similar to existing conditions. The new public outdoor open spaces would include plazas, terraces, gardens, and pedestrian and bicycle paths and bridges that would be designed to integrate the new buildings and existing uses within Hancock Park and enhance outdoor programming. The 2.5 acres of new public outdoor space on the LACMA Campus would occur as a result of removal of the four existing buildings on LACMA East and the proposed design of the Museum Building to minimize the footprint at the ground level. The additional public outdoor space to be provided on the LACMA Campus would be an extension of the existing public outdoor spaces within the

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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LACMA Campus and would not result in an adverse physical effect on the environment. Therefore, no impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

16. TRANSPORTATION/TRAFFIC. Would the project:

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| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. The Project proposes development that has the potential to result in a temporary increase in daily and peak-hour traffic within the Project vicinity when the Project first becomes operational. Although Project traffic is expected to decrease to existing traffic levels over time, the EIR will analyze the temporary operational traffic impacts generated by the Project. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Therefore, further analysis of this issue will be included in an EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The County’s Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project would generate additional temporary vehicle trips that could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be included in an EIR.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. As previously described in Response to Checklist Question Nos. 8.e and 8.f and in Response to Checklist Question Nos. 12.e and 12.f, the Project Site is not located within the vicinity of a public or private airport or planning boundary of any airport land use plan. With implementation of the Project, the Museum Building would have a maximum height of 74 feet and the maximum height of the Ogden Parking Structure would be approximately 50 feet, which would be consistent with the building heights in the vicinity of the Project Site. As such, the structures proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, as shown in Figure A-5, Conceptual Site Plan, provided in Attachment A, Project Description, of this Initial Study, no sharp curves or dangerous intersections would be created by the Project. Furthermore, access to the Project Site would be designed and constructed in accordance with regulatory requirements. The proposed uses would also be consistent with the existing museum and parking uses surrounding the Project Site. Therefore, impacts would be less than significant, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project’s construction activities may temporarily affect access on portions of the adjacent street rights-of-way for the installation or upgrading of local infrastructure and during construction of the Museum Building spanning Wilshire Boulevard. Construction within the adjacent roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic which may affect the capacity of adjacent streets. Therefore, further analysis of this issue in an EIR is required.

With regard to emergency access during operation, the Project would maintain the existing circulation adjacent to the Project Site and would not include the permanent closure of any adjacent roads or install barriers along the adjacent roads which could impede emergency access. Furthermore, while the Project could temporarily generate additional traffic in the vicinity of the Project Site, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project would not result in inadequate emergency access during operation.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The Project Site is served by a variety of transit options. The Project proposes new development that has the potential to result in an increased demand for alternative transportation modes that may conflict with adopted policies, plans, or programs regarding public transit. Therefore, further analysis of this issue will be included in an EIR.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater collection and treatment services for the Project Site. As is the case under existing conditions, wastewater generated during operation of the Project would be

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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collected and discharged into existing sewer mains and conveyed to the Hyperion Treatment Plant in El Segundo. The Project could result in increased wastewater generation from the Project Site. Thus, this topic will be evaluated further as part of an EIR.

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. While the Project would replace the four existing buildings within the Project Site and provide one new Museum Building, attendance levels are expected to increase temporarily, which would result in an additional demand for water and wastewater generation. Further analysis of this issue in an EIR will be provided.

- c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. As discussed in Response to Checklist Question No. 9.a and Response to Checklist Question No. 9.d, above, drainage patterns and the amount of impervious surfaces on-site may be altered as a result of the Project. Therefore, the potential for the Project to require the construction of new stormwater drainage facilities will be analyzed further in an EIR.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The City of Los Angeles Department of Water and Power supplies water to the Project Site. While the Project would replace the four existing buildings within the Project Site and provide one new Museum Building, attendance levels are expected to increase temporarily, which would result in an additional demand for water. Further analysis of this issue will be provided in an EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. See Response to Checklist Question No. 17.b, above. Therefore, further analysis of this issue will be provided in an EIR.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Ten Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.^{26,27} Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.²⁸ Based on the 2014 CoIWMP Annual Report, the remaining disposal capacity for the County's Class III landfills is estimated at approximately 112.09 million tons.²⁹ Additionally, in 2014, the County's Class III landfills had a total maximum daily capacity of 30,449 tons per day (tpd) and an average daily disposal of 14,777 tpd, resulting in approximately 15,671 tpd of remaining daily disposal capacity.³⁰ Aggressive

²⁶ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015.*

²⁷ *The ten Class III landfills within Los Angeles County include Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

²⁸ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015.*

²⁹ *This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.*

³⁰ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2014 Annual Report, December 2015, Appendix E-1.*

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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waste-reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills.

Based on the 2014 CoIWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2029, which is past the Project's anticipated build-out year of 2023, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, using available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, developing conversion and other alternative technologies, and increasing the Countywide diversion rate by enhancing waste prevention and diversion programs.

Construction of the Project would involve demolition of four existing museum buildings and surface parking, grading and excavation, and construction of one new museum building, a parking structure, and related infrastructure. These activities would generate construction and demolition wastes (e.g., wood, concrete, asphalt, cardboard, brick, glass, plastic, and metal) that would be recycled or collected by private waste haulers and taken for disposal at the County's inert landfills. Effective January 1, 2011, Los Angeles County adopted the Green Building Standards Code, which sets forth recycling requirements for construction and demolition projects. Specifically, non-residential construction projects, consisting of commercial, industrial, or retail structures must recycle a minimum of 65 percent of debris generated by weight.³¹ Therefore, as part of the Project, construction materials would be recycled in accordance with the Los Angeles County recycling requirements for construction and demolition projects. Furthermore, materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills. Given the remaining permitted capacity of the Azusa Land Reclamation facility (approximately 52,750,160 cubic yards)³² as well as the Class III landfills, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

Based on solid waste generation factors provided by CalRecycle, operation of the Project would generate approximately 1,424 tons per year (3.9 tpd) of solid waste, resulting in a net decrease of approximately 767 tons per year (2.1 tpd) of solid waste when compared with

³¹ Los Angeles County, Department of Public Works, Construction and Demolition, <http://dpw.lacounty.gov/epd/cd/>, accessed May 3, 2016.

³² Waste Management Solutions. Azusa Land Reclamation Fact Sheet, www.wmsolutions.com/pdf/factsheet/Azusa_Land_Reclamation.pdf, accessed July 28, 2016

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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existing conditions.³³ The estimated solid waste increase generated by the Project would represent approximately 0.001 percent of the estimated annual remaining disposal capacity and 0.025 percent of the remaining daily disposal capacity of Class III Landfills open to the Project. The waste generation factors utilized do not account for recycling or other waste diversion measures, and, as such, this estimated amount of solid waste calculated to be generated by the Project is conservative.

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this issue in an EIR is required.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from

³³ *Waste generation for museum, offices, storage, public amenities, and mechanical were based on CalRecycle Service Sector: Estimated Solid Waste Generation and Disposal Rate for Other Services (www.calrecycle.ca.gov/wastechar/wastegenrates/Service.htm), with a waste generation factor of 3.12 pounds per 100 square foot per day.*

*Proposed solid waste generation: 3.12 pounds * (250,000 square feet/100 square feet) = 7,800 pounds per day = 3.9 tons per day * 365 days= 1,424 tons per year.*

*Existing solid waste generation: 3.12 pounds * (383,571 square feet/100 square feet) = 11,967 pounds per day= 6 tons per day = 2,190 tons per year.*

Net decrease: 11,967 pounds per day – 7,800 pounds per day = 4,167 pounds per day net decrease = 2.1 tons per day = 767 tons per year.

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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landfills and expand opportunities for recycling in California. More recently, in October 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste³⁴ on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California’s recycling and greenhouse gas emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Project would be consistent with the applicable regulations associated with solid waste and would promote compliance with AB 939, AB 341, and AB 1826. Specifically, the Project would include clearly marked, source-sorted receptacles to facilitate recycling with a focus on items such as paper, cardboard, glass, aluminum, plastic, and cooking oils. In addition, the Project would provide for source-sorted receptacles for the recycling of organic waste. In accordance with AB 1327 and AB 1826, the Project would also provide for adequate areas for the collection, loading, and removal of recycled materials, including organic waste. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, no impacts would occur, and no mitigation measures are required. No further evaluation of this issue in an EIR is required.

h. Other utilities and service systems?

Potentially Significant Impact. The Project would generate an increased demand for electricity and natural gas services provided by the City of Los Angeles Department of Water and Power and the Southern California Gas Company (SoCalGas), respectively. Therefore, further analysis of this issue will be provided in an EIR. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F to the CEQA Guidelines, further analysis of the Project’s consistency with Appendix F will also be provided in an EIR.

³⁴ *Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.*

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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18. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As indicated in the analysis above in Checklist Question No. 4, Biological Resources, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project could potentially affect historical and cultural resources. An EIR will be prepared to analyze and document any potential impacts to historical and cultural resources.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Cumulative impacts for the following subject areas will be addressed in an EIR: aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions,

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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hazards/hazardous materials, hydrology and water quality, land use and planning, noise, public services (fire protection), transportation/traffic, and utilities and service systems (water, wastewater, and energy).

With regard to cumulative effects with respect to agricultural and forest resources, biological resources, mineral resources, population and housing, public services (police, schools, parks, libraries), recreation, and other utilities (i.e., solid waste), the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, with respect to agricultural resources, biological resources, and mineral resources, the Project would have no impact on these resources, and therefore could not combine with other projects to result in cumulative impacts. In addition, these resource areas are generally site-specific and would be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's building permit review and approval process, which address these subjects.

With regard to population and housing, police protection, schools, parks, libraries, and recreation, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, as discussed in the analysis above in Checklist Question No. 13, Population and Housing, and in Checklist Question No. 14, Public Services, the Project does not propose the development of residential uses and, thus, would not directly contribute to population growth within the Project Site area or an associated direct demand for police protection services, schools, parks, library services, or recreation facilities. Furthermore, the Project is not expected to increase the number of employees in the area and, thus, would not directly contribute to an associated indirect demand for police protection services, schools, parks, library services, or recreation facilities.

With regard to solid waste, the Project's demand for solid waste facilities would represent a small fraction of the landfill capacity available to the County of Los Angeles. In addition, as set forth in the 2014 Annual Report, the County of Los Angeles projects that adequate landfill capacity will be available to serve the County, including projected growth in the County, through 2029. The preparation of each annual ColWMP provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's goal to achieve zero waste by 2030. Thus, cumulative solid waste impacts would be less than significant.

Therefore, cumulative impacts with respect to these topics would be less than significant, and no mitigation measures are required. No further evaluation of these topics in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As set forth above, the Project has the potential to result in significant impacts associated with aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use, noise, public services (fire protection), transportation/traffic, and utilities and service systems (water, wastewater, and energy). Thus, the potential direct and indirect impacts associated with these issue areas will be addressed in an EIR. As set forth above, the Project will not result in potential impacts associated with agricultural resources, forest resources, biological resources, mineral resources, population and housing, police protection, schools, parks, libraries, recreation, and solid waste. Thus, potential direct and indirect impacts associated with these issue areas would not occur and no further analysis of these issues is required.

Attachment A

Project Description



Attachment A: Project Description

A. Introduction

The Los Angeles County Museum of Art (LACMA) is the largest museum in the western United States. LACMA's Campus is comprised of the east campus (LACMA East), located within Hancock Park,¹ and the west campus (LACMA West) located west of Hancock Park between Fairfax Avenue and the vacated Ogden Drive. The LACMA Campus is within the Wilshire Community Plan Area of the City of Los Angeles. Museum Associates, a private nonprofit public benefit corporation organized under California law and doing business as LACMA, manages and operates LACMA under the authority of the County of Los Angeles.² In partnership with the County of Los Angeles, Museum Associates proposes to construct the LACMA Building for the Permanent Collection (the Museum Building), as described below, within LACMA East and the adjacent property owned by Museum Associates on the south side of Wilshire Boulevard at the corner of Wilshire Boulevard and Spaulding Avenue.

The proposed LACMA Building for the Permanent Collection, also referred to herein as the Museum Building, would comprise one building of approximately 368,300 gross square feet. The Museum Building would replace four existing buildings within LACMA East collectively comprising approximately 392,871 gross square feet: the Ahmanson Building, the Hammer Building, the Art of the Americas Building, and the Bing Theater (which currently provides 600 seats). Overall, the proposed Museum Building would result in a decrease in the square footage of museum buildings by approximately 24,571 square feet and a reduction in the maximum theater size from 600 seats to 300 seats. The Museum Building is designed by architect Peter Zumthor and is proposed to consist of eight semi-transparent Pavilions that would support an elevated, continuous, transparent

¹ For purposes of this document, Hancock Park refers to the public park bordered by 6th Street and Wilshire Boulevard to the north and south and Curson Avenue and the vacated Ogden Drive to the east and west. Hancock Park does not refer to the Historic Preservation Overlay Zone that shares this name, roughly bounded by Melrose Avenue and Wilshire Boulevard to the north and south and Arden Boulevard and Citrus Avenue to the east and west in the City of Los Angeles.

² Per the Los Angeles County Code and various operating agreements, Museum Associates, a nonprofit public benefit corporation, manages, operates, and maintains LACMA. Museum Associates is governed by its Board of Trustees, which sets policy and determines LACMA's strategic direction.

main gallery level and extend over Wilshire Boulevard to the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (referred to as the Spaulding Lot) owned by Museum Associates. The design of the Museum Building would also enhance the outdoor experience for museum visitors and guests by including outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park. In addition, a new parking facility providing approximately 260 parking spaces would be developed southwest of the intersection of Ogden Drive and Wilshire Boulevard on three contiguous parcels owned by Museum Associates and referred to as the Ogden Lot. This new parking facility (referred to as the Ogden Parking Structure) would replace the existing surface parking currently on the Spaulding Lot and would provide the same number of spaces currently located on the Spaulding Lot. The Museum Building and the Ogden Parking Structure, together, comprise the Project. The Lead Agency for the Project is the County of Los Angeles.

B. Project Location

The LACMA Campus is located within a portion of the approximately 23-acre Hancock Park (referred to as LACMA East) and on the approximately 8-acre adjacent parcel (referred to as LACMA West). As shown in Figure A-1 on page A-3, the LACMA Campus is specifically located north of Wilshire Boulevard, south of 6th Street, and east of Fairfax Avenue in an area of the City of Los Angeles known as the Miracle Mile, a cultural, commercial, and residential center established during the early 1920s along Wilshire Boulevard.

The LACMA Campus is comprised of LACMA East and LACMA West, which are located to the east and west of the vacated Ogden Drive, respectively, as illustrated in Figure A-1. LACMA East is bounded by 6th Street to the north, Hancock Park to the east, Wilshire Boulevard to the south, and the vacated Ogden Drive and LACMA West to the west. None of the buildings on LACMA West are part of the Project. LACMA West is bounded by 6th Street to the north, the vacated Ogden Drive and LACMA East on the east, Wilshire Boulevard to the south, and Fairfax Avenue on the west. LACMA West originally included the May Company department store building at the corner of Wilshire Boulevard and Fairfax Avenue. As discussed below, the May Company department store building and adjacent land immediately to the north of the building are being leased to the Academy of Motion Picture Arts and Sciences for construction of the Academy Museum of Motion Pictures (the Academy Museum of Motion Pictures Project).

As shown in Figure A-2 on page A-4, the proposed Museum Building would be located within LACMA East and would extend to the south across Wilshire Boulevard to a surface parking area located on the Spaulding Lot south of Wilshire Boulevard and east of

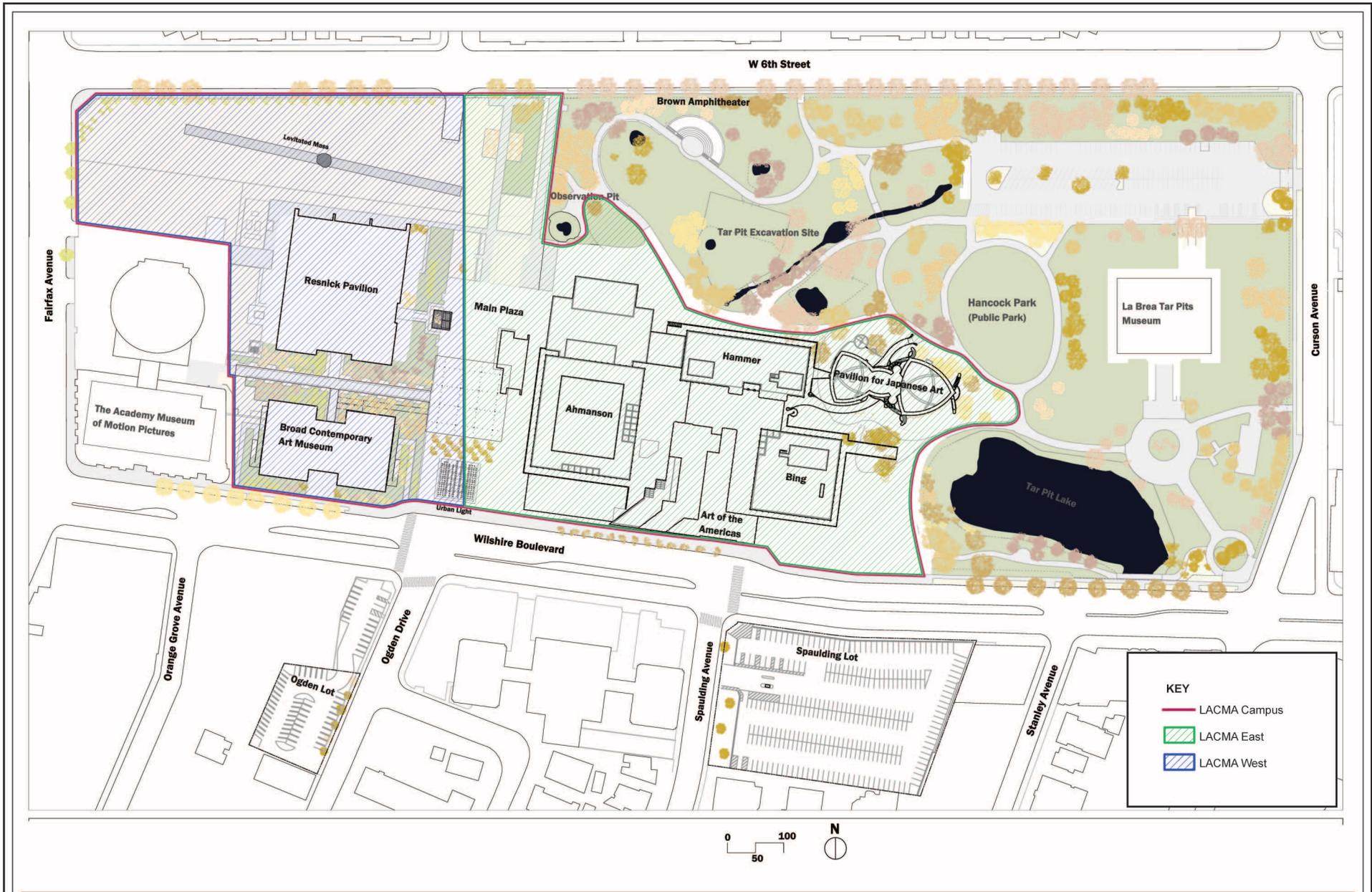


Figure A-1
LACMA Campus Boundaries



Source: LACMA, 2016.



Figure A-2
Project Site Boundaries

Spaulding Avenue. In addition, the Ogden Parking Structure would be constructed on the Ogden Lot, which is comprised of three contiguous parcels at 715–731 S. Ogden Drive, located southwest of the intersection of Wilshire Boulevard and Ogden Drive, as shown in Figure A-2 on page A-4. The areas to be improved within LACMA East, the Spaulding Lot, and the Ogden Lot are collectively referred to as the Project Site. The Project Site comprises approximately 8.8 acres, including approximately 5.7 acres within LACMA East, approximately 2.01 acres within the Spaulding Lot, and approximately 0.4 acre within the Ogden Lot. The remaining area of the Project Site comprises the elevated portion across Wilshire Boulevard.

As shown in Figure A-3 on page A-6, primary regional access to the Project Site is provided by Interstate 10, which runs east-west less than 2 miles south of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Wilshire Boulevard, La Brea Avenue, and Fairfax Avenue.

C. Background and Existing Project Site Conditions

1. Background

As described above, the Project Site comprises a portion of the area within LACMA East, the Spaulding Lot, and the Ogden Lot. LACMA East is located within the approximate 23-acre County-owned Hancock Park. Hancock Park was acquired in 1916 by the County of Los Angeles through the donation of George Allen Hancock, after discoveries of prehistoric fossils were made in the early 1900s on what was Hancock Ranch. Recognizing the site as scientifically valuable, it was agreed that the County would develop the park as a scientific monument, the La Brea Tar Pits. The newly named Natural History Museum (NHM) La Brea Tar Pits & Museum³ continues to administrate the paleontological research, education programs, and management of the tar pits and methane presence on the site. Hancock Park is registered as a National Natural Landmark and California Historical Landmark No. 170.

In 1960, a portion of the land within Hancock Park was entrusted to the creation, development and maintenance of LACMA. In 1961, LACMA was established as a separate, art-focused institution. LACMA is devoted to collecting works of art that span both history and geography, in addition to representing Los Angeles's uniquely diverse population. In 1965, LACMA opened to the public in its current Wilshire Boulevard location within LACMA East (east of the vacated Ogden Drive). In 1965, LACMA consisted of

³ *The museum located in Hancock Park and included in the newly named NHM La Brea Tar Pits & Museum was formerly known as the George C. Page Museum.*

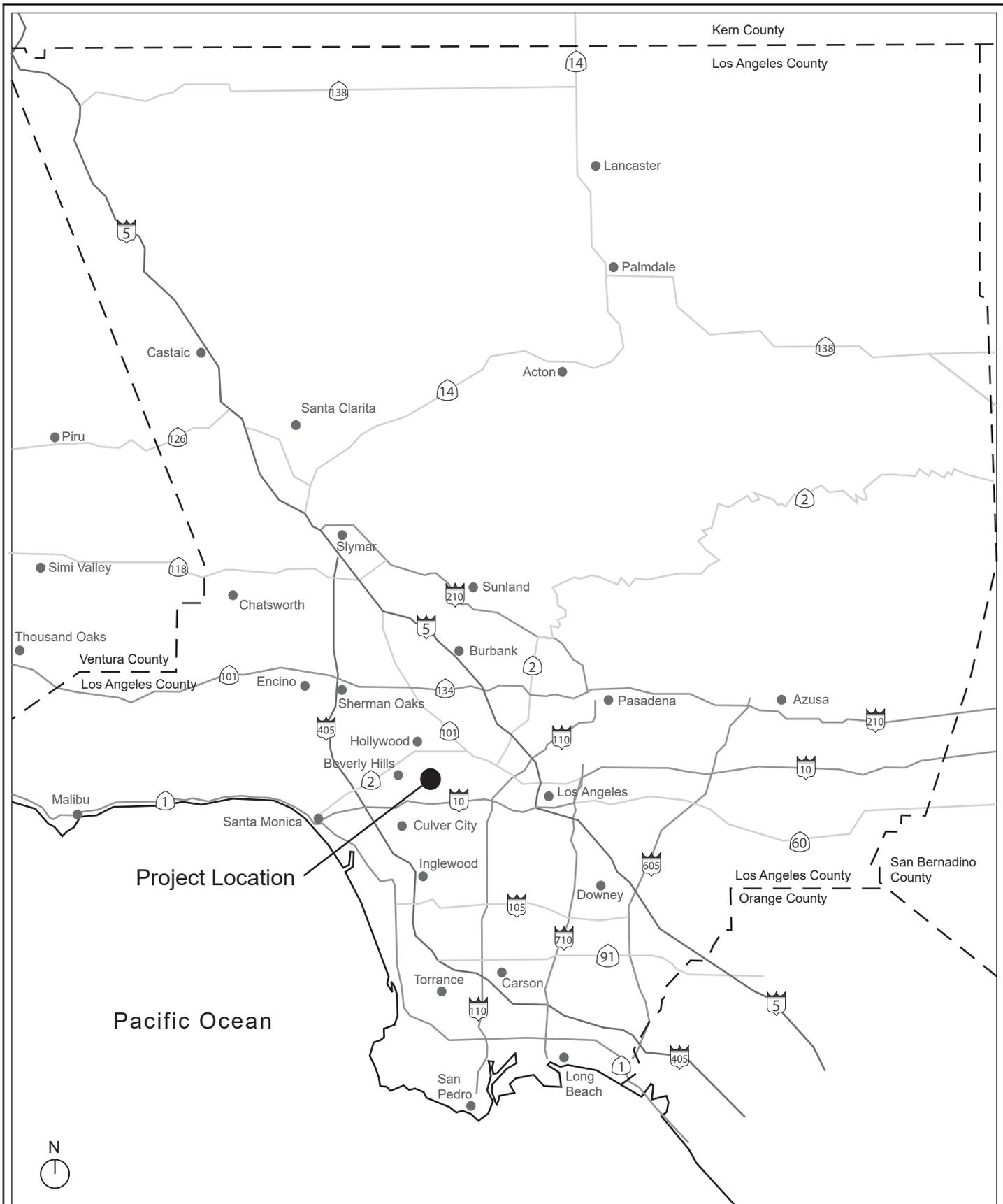


Figure A-3
Regional Location Map

three buildings, including the Ahmanson Building, which housed LACMA's permanent collection, the Hammer Building, which accommodated special exhibitions, and the Bing Theater, which included 600 seats and was devoted to public programs. Over several decades, the LACMA Campus has been expanded and altered. The Anderson Building (renamed the Art of the Americas building in 2007) opened in 1986 to house modern and contemporary art within the current LACMA East. In 1988, the Pavilion for Japanese Art opened within LACMA East. These existing buildings within LACMA East are shown in Figure A-4 on page A-8.

In 1994, Museum Associates acquired LACMA West, including the May Company department store building at the corner of Wilshire Boulevard and Fairfax Avenue.

More recent improvements to the LACMA Campus are concentrated within LACMA West, east of the May Company building. Specifically, in 2008, LACMA opened the Broad Contemporary Art Museum (BCAM), a three-story building providing approximately 65,000 square feet of exhibition space, as well as the open-air BP Grand Entrance and the two-level underground Pritzker Parking Garage. In fall of 2010, the 45,000-square-foot Lynda and Stewart Resnick Exhibition Pavilion opened to the public within LACMA West, providing a rotating selection of major exhibitions. The Resnick Pavilion is located north of BCAM. The BP Grand Entrance includes Ray's and Stark Bar, a restaurant and bar, as well as a centralized ticketing area. In addition, there are a number of outdoor sculptures and public art installations located throughout LACMA. Artist projects that have been developed and installed outdoors within the LACMA Campus include Michael Heizer's *Levitated Mass* (2012), Robert Irwin's *Palm Garden* (2008), Chris Burden's *Urban Light* (2008), Alexander Calder's *Three Quintains (Hello Girls)* (1964), and the *Cantor Sculpture Garden*, which features sculptures from Auguste Rodin.

Today, LACMA is the largest art museum in the western United States. Its collection includes over 130,000 objects dating from antiquity to the present, encompassing the geographic world and nearly the entire history of art.

Additional improvements are currently underway within LACMA West for the rehabilitation and adaptive reuse of the May Company department store building, the construction of a new wing and at-grade plaza, and the removal of the 1946 addition to the May Company department store building. These improvements are being undertaken by the Academy Museum Foundation in order to build the Academy of Motion Pictures Museum, which would be dedicated to films and filmmaking. The Academy Museum Foundation is a supporting organization of the Academy Foundation, which is the charitable arm of the Academy of Motion Picture Arts and Sciences (Academy). To provide for these improvements, the Academy entered into a long-term lease agreement with Museum Associates on approximately 2.2 acres within LACMA West. The total developed floor

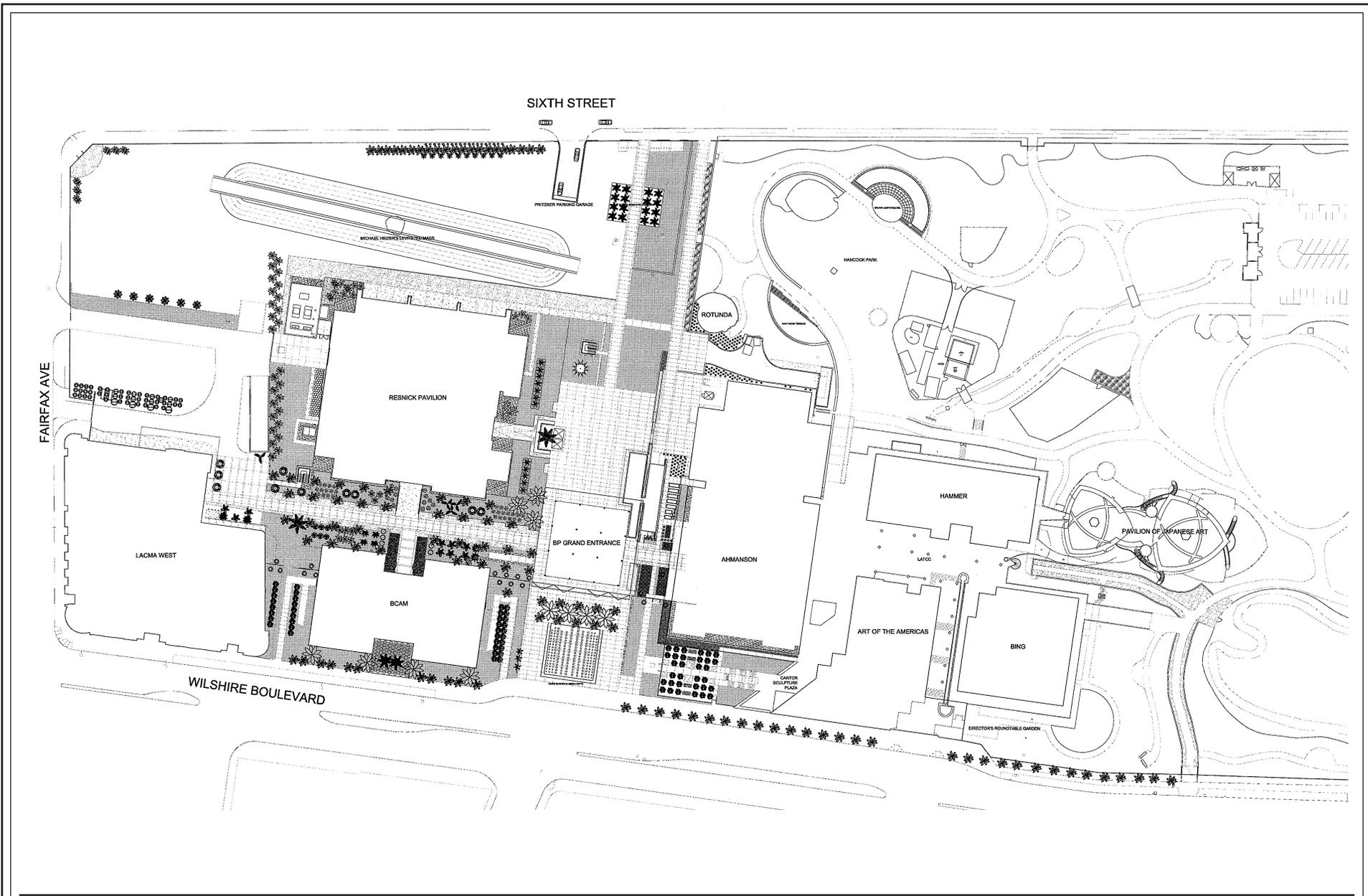


Figure A-4
Existing LACMA Campus



Source: LACMA, 2015.

area under the Academy Museum of Motion Pictures Project will be approximately 208,000 square feet, including the rehabilitated May Company Building and a new wing that would be constructed at the north side of the May Company Building. The Academy Museum of Motion Pictures Project was approved in 2015 and is expected to be completed in 2018. The Academy Museum of Motion Pictures is not part of the Project.

2. Existing Project Site Conditions

As shown in the aerial photograph provided in Figure A-2 on page A-4, the Project Site includes a portion of LACMA East and extends to the south across Wilshire Boulevard to include the approximately two-acre surface parking area on the Spaulding Lot. As shown in Figure A-2, the Project Site also includes the approximately 0.40-acre surface parking lot on the Ogden Lot, located southwest of the intersection of Wilshire Boulevard and Ogden Drive. As shown in Figure A-4 on page A-8, the existing buildings within the Project Site include the Ahmanson Building, the Hammer Building, the Bing Theater, and the Art of the Americas Building. These buildings, which together comprise approximately 392,871 gross square feet, will be replaced by the proposed Museum Building. As shown in Figure A-4, the Pavilion for Japanese Art within LACMA East is not part of the Project Site and would remain.

Parking for LACMA is located at the Pritzker Parking Garage accessed from 6th Street, just east of Fairfax Avenue, and at the Spaulding Lot accessed from Spaulding Avenue south of Wilshire Boulevard. The Pritzker Parking garage provides approximately 650 parking spaces (with implementation of attendant-operated stacked parking), while the Spaulding Lot provides approximately 260 parking spaces, as well as six motorcycle parking spaces. Therefore, the combined supply for LACMA is 910 vehicle spaces. The parking spaces available at the Pritzker Parking Garage and at the Spaulding Lot are on a non-exclusive basis. Other parking facilities are provided in the vicinity, which offer additional parking options for LACMA's visitors (e.g., the Petersen Automotive Museum).

Primary pedestrian access to LACMA is from Wilshire Boulevard and from 6th Street. Bicycle parking is provided throughout the LACMA Campus along these site entry points off of Wilshire Boulevard, 6th Street, and within Hancock Park next to the Pavilion for Japanese Art. As part of the Academy Museum of Motion Pictures Project, LACMA and the Academy Museum Foundation have agreed to install facilities for up to 88 bicycles at the entrance to the LACMA Campus from 6th Street.

Access for deliveries is from 6th Street via a portion of the vacated Ogden Drive and along the north side of Wilshire Boulevard, between Spaulding Avenue and Stanley Avenue, via an existing fire lane.

Lighting within the Project Site includes low-level exterior lights adjacent to the buildings and along pathways and within parking areas for security and wayfinding purposes. In addition, low-level lighting for accent signage and architectural features is also present. The Urban Light artwork on Wilshire Boulevard east of BCAM, and street lighting along Wilshire Boulevard, Fairfax Avenue, and 6th Street are also sources of light. Signage within the Project Site and the LACMA Campus is limited to identification and wayfinding signs.

The Project Site is well-served by public transit. Specifically, the Metro 20 and 720 bus lines on Wilshire Boulevard and the Metro 217, 218, and 780 bus lines on Fairfax Avenue all stop within half a block of the museum. Two future transit projects would provide additional transit access in the vicinity of the Project. The Wilshire Bus Rapid Transit Project will provide a peak hour bus-only lane along Wilshire Boulevard, supplementing the existing bus service on the street. In addition, the construction of the Metro Subway Extension Project is underway, which will connect the existing Metro Purple Line from its current terminus at the Wilshire/Western Station to a Westwood/VA Hospital Station with seven new stations. A new station will specifically be located across from LACMA West, beneath the intersection of Wilshire Boulevard and Fairfax Avenue west of the Project Site with the main entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Section I of the Metro Subway Extension Project, including the Wilshire/Fairfax station, is anticipated to be operational in 2023.

3. Existing Land Use and Zoning Designations

Although the Project Site is located within the City of Los Angeles, LACMA East is on property owned by the County of Los Angeles (Hancock Park). The existing buildings on LACMA East are also owned by the County. Similarly, the proposed Museum Building would be a County-owned building located on land that is either owned by the County or that will be leased by the County from Museum Associates (in the case of the Spaulding Lot), and will be developed in partnership with the County. Additionally, as explained above, Museum Associates manages, operates and maintains the LACMA buildings under authority from the County. As such, development of the Museum Building within LACMA East and the Spaulding Lot is not subject to the City of Los Angeles zoning or building regulations (although City zoning information for these properties is provided below for informational purposes). However, the Ogden Lot is separately owned by Museum Associates, and the proposed Ogden Parking Structure would be owned by Museum Associates. Accordingly, development of the Ogden Lot would be subject to City of Los Angeles zoning and building regulations.

The County-owned portion of the Project Site within LACMA East (and Hancock Park) is designated for Public Facilities uses by the City's Wilshire Community Plan. The

Spaulding Lot and Ogden Lot are designated for Regional Commercial uses by the City's Wilshire Community Plan.

The portion of the Project Site located within LACMA East is zoned PF (Public Facilities) and the portion of the Project Site that comprises the Spaulding Lot south of Wilshire Boulevard is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) and R3-1 (Multiple Dwelling zone, Height District 1) under the Los Angeles Municipal Code (LAMC). In addition, the Ogden Lot is zoned [Q]C2-1-CDO (Qualified Condition, Commercial, Height District 1, Community Design Overlay) and [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay) by the LAMC. The Miracle Mile Community Design Overlay District in which the Spaulding Lot and Ogden Lot are located provides guidelines and standards regarding the design of new buildings in order to improve the appearance, enhance the identity, and promote the pedestrian environment of the Miracle Mile Community Design Overlay District. In addition, Zoning Information Nos. 1117 and 2140 require consultation with Metro regarding construction activities within proximity to the future Metro line along Wilshire Boulevard. The Project Site is also located within a City-designated methane zone.⁴

D. Surrounding Uses

LACMA is located at the western edge of Museum Row, a stretch of Wilshire Boulevard between Fairfax Avenue and La Brea Avenue that also houses the NHM La Brea Tar Pits & Museum, the Peterson Automotive Museum, and the Craft and Folk Art Museum, as well as the future Academy Museum of Motion Pictures, which would be located within the former May Company Building. As shown in the aerial photograph provided in Figure A-2 on page A-4, the area surrounding the LACMA Campus includes a mix of commercial uses, residential uses, and open space. Specifically, the LACMA Campus is bounded by Park La Brea Apartments to the north across 6th Street, open space and the NHM La Brea Tar Pits & Museum to the east, commercial and museum uses to the south across Wilshire Boulevard, and commercial and multi-family uses to the west across Fairfax Avenue. In addition, specific to the portion of the Project Site located within LACMA East, surrounding uses include the Pavilion for Japanese Art and the NHM La Brea Tar Pits & Museum to the north and east, commercial and museum uses to the south across Wilshire Boulevard, and the LACMA West buildings and outdoor exhibits to the west, including the Urban Light artwork, the BP Grand Entrance and adjacent plazas, BCAM, the Resnick Pavilion, and the former May Company Building.

⁴ City of Los Angeles. *Zone Information and Map Access System. Parcel Profile Report for 5905 Wilshire Boulevard and 715 Ogden Drive.*

As shown in Figure A-2 on page A-4, uses surrounding the Spaulding Lot include LACMA East to the north, multi-family residential uses to the south, commercial uses and surface parking to the east, and commercial uses to the west. Uses surrounding the Ogden Lot include museum uses within the LACMA Campus to the north, multi-family residential uses to the south, commercial uses to the east, and commercial uses to the west.

E. Description of the Project

The Project would consist of the following:

- Demolition of four existing museum buildings on LACMA East collectively comprising approximately 392,871 gross square feet;
- Demolition of the surface parking lot on the Spaulding Lot;
- Construction of the LACMA Building for the Permanent Collection, an approximately 368,300-gross-square-foot building located on LACMA East and the Spaulding Lot (Museum Building), with a portion of the Museum Building spanning Wilshire Boulevard between LACMA East and the Spaulding Lot; and
- Construction of an approximately 55-foot-tall, 260-space parking structure located on the Ogden Lot with up to five above-grade parking levels and up to two below-grade levels (Ogden Parking Structure).

The proposed 368,300-gross-square-foot Museum Building, which would include approximately 45,000 square feet in a basement level, would replace four existing buildings within LACMA East and would extend to the south across Wilshire Boulevard to the Spaulding Lot. The Museum Building would result in an overall reduction of approximately 24,571 gross square feet. With the removal of the Bing Theater, the Project would also result in a reduction in the maximum theater size from 600 seats to 300 seats within the Project Site. A detailed description of the Project is provided below. In addition, as part of the Project, the new Ogden Parking Structure providing approximately 260 parking spaces would be developed within approximately 725 feet of the proposed north entrance of the Museum Building and approximately 950 feet of the proposed south entrance of the Museum Building.

1. Design

As designed by Peter Zumthor, the proposed Museum Building would include approximately 368,300 gross square feet, including 45,000 square feet in a basement level, that would replace the Ahmanson, Hammer, Bing, and Art of the Americas buildings that

together comprise approximately 392,871 square feet of gross building area within the Project Site. As such, the Project would result in a reduction in overall square footage within the Project Site. The new Museum Building would include galleries, study centers, space for conservation treatments, museum support operations, education studios, a theater, restaurants, and retail uses. The maximum size of the theater space would be 300 seats, also representing a reduction in size from the existing 600-seat theater within the Bing Theater.

As shown in Figure A-5 on page A-14, the new Museum Building would span Wilshire Boulevard to the Spaulding Lot. The new Museum Building would include eight semi-transparent structures at the ground level, referred to as Pavilions, that would support an elevated, continuous, transparent main gallery level. The Pavilions would house parts of LACMA's collections, libraries, education studios, conservation treatment spaces, restaurants, retail spaces, and theater, enabling access to cultural programming both day and night. Creative interiors and art display in the Pavilions would also allow them to become key elements of the landscape. It is anticipated that the Pavilions would include ground floor and mezzanine levels located below the main galleries, with one of the Pavilions including a basement level. Each Pavilion would also have a gallery on the main gallery level with an elevated roof and windows, referred to as Chapel Galleries. The façade of the Pavilions at ground level would be comprised of charcoal concrete structural cores which would be partially enveloped by a glass façade. The glass portion of these Pavilions would allow for 24 hour views of art and retail and other program space from the outside while the concrete cores would house light and sound sensitive programming.

The Museum Building's main gallery level would be located between two horizontal planes, elevated approximately 20 feet to 30 feet above ground level. These planes would be supported by the transparent Pavilion cores and surrounded by a continuous veranda gallery that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA's collection of sculptural works. The façade of the main gallery level will be floor to ceiling glass that would be screened with interior curtains and protected by generous overhangs from the roof above.

The new Museum Building would have a maximum height of 74 feet. The portion of the building spanning Wilshire Boulevard would be located approximately 20 feet above the street level.

The Project also includes the construction of the Ogden Parking Structure, a new 260-space parking structure on the Ogden Lot that would replace the parking spaces currently on the Spaulding Lot. As shown in Figure A-5, the new parking structure would be located southwest of the intersection of Wilshire Boulevard and Ogden Drive on three contiguous parcels at 715–731 S. Ogden Drive. The new parking structure would

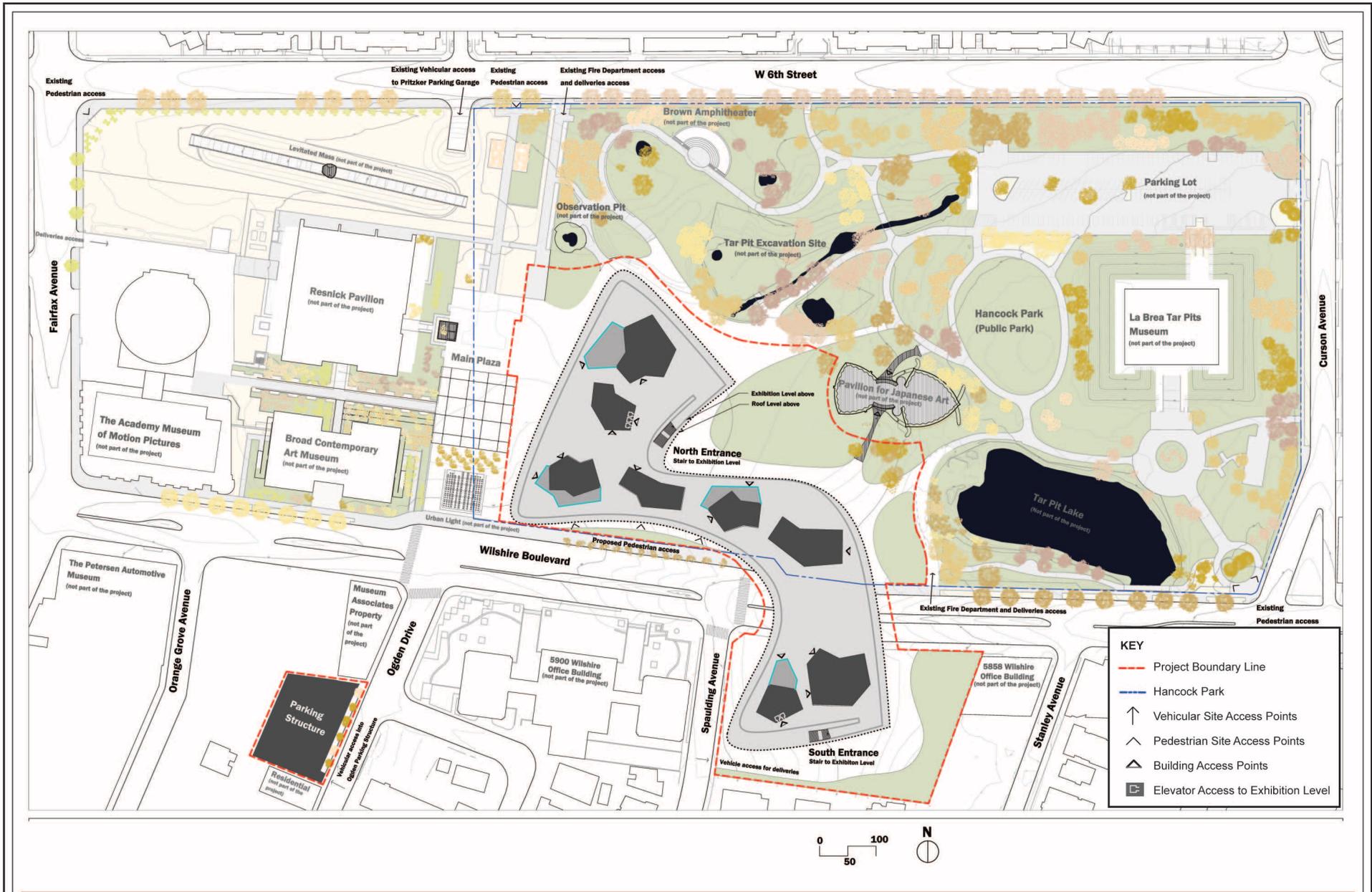


Figure A-5
Conceptual Site Plan

include up to five above-grade parking levels and up to two below-grade parking levels. The maximum height of the parking structure would be approximately 55 feet, which would be consistent with the building heights in the vicinity.⁵ Access to the new parking structure would be provided from Ogden Drive.

The Project would meet the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) standards for certification of environmentally sustainable buildings. The Project would incorporate LEED features achieving Silver certification and would work toward the goal of achieving LEED Gold certification. The Project would also be designed to meet the County's green building requirements (Los Angeles County Code, Title 31 – Green Building Standards Code). The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. Water conservation measures would include the use of drought tolerant planting, installation of dual plumbing in order to use reclaimed water for toilet flushing, use of restaurant faucets of a self-closing design, and storm water retention through cisterns where recycled water would be filtered, treated and used for toilets, urinals, landscape irrigation and cooling towers.

In addition, local air quality would be enhanced by the reduction of VOC-containing construction materials. Construction activities would also make use of local, recycled, and renewable materials where possible and reuse construction materials such as grading debris within the Project Site. The numerous existing and future public transit options, bicycle routes, and pedestrian amenities within the Project vicinity also promote sustainability by reducing vehicle miles traveled.

2. Programming

Average annual attendance at LACMA from fiscal year ending June 30, 2010, through fiscal year ending June 30, 2015, was approximately 1,200,000 persons. LACMA's regular hours of operation are: 11:00 A.M. to 5:00 P.M. Monday, Tuesday and Thursday; 11:00 A.M. to 8:00 P.M. Friday; and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday. With the overall reduction in square footage, the improvements to LACMA that would be implemented are not anticipated to increase the average amount of programming,

⁵ *The proposed parking structure would include an elevator at the roof level which would extend approximately 9 feet above the 55-foot height of the parking structure. With inclusion of the elevator, the maximum height of the proposed parking structure would be approximately 65 feet.*

hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance in the near term following the opening of the Museum Building.

3. Access and Parking

Primary pedestrian access to the Project Site would be provided from Wilshire Boulevard but would also be available from 6th Street. In addition, vehicular access for deliveries would be provided from 6th Street at the northern portion of the Museum Building. Less active vehicular access for deliveries will occur within the southern portion of the Spaulding Lot. Bicycle parking would be provided within the parking structure proposed at the Ogden Lot, along with existing bicycle parking that is provided throughout the campus along the campus entry points off of Wilshire Boulevard and 6th Street, and within Hancock Park next to the Pavilion for Japanese Art.

Parking for LACMA would continue to be provided in the Pritzker Parking Garage. In addition, approximately 260 parking spaces would be provided in the Ogden Parking Structure. These new parking spaces would replace the parking spaces at the Spaulding Lot.

4. Landscaping

The new Museum Building would open up more than 2.5 acres of new public outdoor space on the LACMA Campus. The outdoor open spaces would include plazas, terraces, gardens, and pedestrian paths and bridges that would be designed to integrate the new buildings and existing uses within Hancock Park and provide for outdoor programming such as outdoor music spaces, various sculpture gardens, and educational spaces. Vegetation would include native planting and drought tolerant and water conserving material. Implementation of the Project would require the removal of approximately 97 non-protected trees within the LACMA Campus and 74 non-protected street trees. No oak trees would be removed for the Project. Trees within the LACMA Campus would be replaced on a minimum one-to-one basis. Street trees would be replaced on a two-to-one basis. The Project may also relocate trees throughout the Project Site.

5. Lighting and Signage

Similar to existing conditions, Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the site. New sources of artificial lighting

that may be introduced by the Project may include: low-level interior lighting visible through the windows of the Museum Building, signage lighting, and low-level lighting associated with rooftop uses and activities. Project lighting has been designed to minimize light trespass from the proposed buildings and overall Project Site.

New identification signage would be provided as part of the Project. However, the Project will not include electronic signage or signs with flashing, mechanical, or strobe lights.

6. Infrastructure Improvements

As part of the Project, the existing central plant located within the existing buildings would be removed and replaced with a new central plant within the Museum Building. The new central plant would require three or four cooling towers, approximately 14 feet to 18 feet in height, which may be installed on an approximately 20-foot by 50-foot pad immediately west of the Resnick Pavilion on LACMA West. Infrastructure improvements proposed as part of the Project would include a new fire water line, new electrical and natural gas service and associated facilities, and sewer and water connections and drainage improvements. In addition, given the Project Site's location within a County- and City-designated methane zone, the Project would comply with the methane requirements of both the County of Los Angeles and the City of Los Angeles regarding the installation of a methane system to protect the proposed structures against the intrusion of methane gas.

F. Project Construction and Scheduling

Construction of the Project is anticipated to commence during the third or fourth quarter of 2018 and be completed in 2023. Construction activities would include demolition of several existing facilities, grading and excavation, and construction of new structures and related infrastructure. It is estimated that the Project would require approximately 93,400 cubic yards of cut, including approximately 72,000 cubic yards of cut from LACMA East and approximately 21,400 cubic yards of cut from the Ogden Lot, all of which would be exported. The Project would require approximately 38,000 cubic yards of fill. As part of the Project, Museum Associates would collaborate with the Natural History Museum on all aspects of the Project that might affect Hancock Park and the La Brea Tar Pits to alert the Natural History Museum of any paleontological or archaeological discoveries during construction and provide reports to the Natural History Museum on a timely basis.

LACMA is exploring the feasibility of keeping the Pavilion for Japanese Art open during construction. In addition, any existing art, including art within the existing buildings and outdoor sculptures within the area of the Project Site, including Alexander Calder's *Three Quintains (Hello Girls) (1964)*, and the *Cantor Sculpture Garden*, would be

temporarily relocated from the Project Site and protected during construction. Upon buildout of the Project, relocated existing outdoor sculptures would be integrated in the new LACMA East.

G. Necessary Approvals

Discretionary approvals from the County of Los Angeles will be necessary to implement the Project. County of Los Angeles discretionary actions are anticipated to include, but may not be limited to, the following:

- Certification of EIR;
- Approval of Project as described in EIR;
- Approval of Project financing including bond issuances;
- Approval of lease/lease-back or comparable agreement for financing;
- Approval of a ground lease for the Spaulding Lot, with the County of Los Angeles as lessee under the ground lease; and
- Other approvals as needed and as may be required.

In addition, City approvals for the Ogden Parking Structure and spanning the Museum Building over Wilshire Boulevard are anticipated to include, but may not be limited to, the following:

- Zoning approvals, if necessary, for the Ogden Parking Structure (possible variances or adjustments, etc.);
- Miracle Mile Community Design Overlay Plan Approval for Ogden Parking Structure;
- Street vacation of airspace and related City grants, approvals, or agreements, as necessary, associated with spanning the Museum Building over Wilshire Boulevard;
- Cultural Affairs Commission approval for structures over the public right-of-way;
- Termination of existing parking covenants on Spaulding Lot and recordation of a new parking covenant for the Ogden Lot; and
- Other approvals as needed and as may be required.

Appendix IS-1

Tree Survey



Original dated 10/15/2015

Updated 07/01/2016

LACMA TREE PLAN - TREE NAMES

List of trees to be removed for new building at LACMA

Total number of trees to be removed: **97**

(The list does not include the trees on the median or those on the south side of Wilshire)

Tree Name Common	Tree Number (corresponds to plan)	Quantity (if more than 1)	DBH_Diameter at Breast Height (4'-5" from grade) Inches
Mexican Fan Palm	1 to 32	32	15 2/8
Jacaranda	33		22 2/8
Fern Pine	34		4 6/8
Fern Pine	35		4 6/8
Indian Laurel Fig	36		9 4/8
Indian Laurel Fig	37		9 4/8
Indian Laurel Fig	38		9 4/8
Indian Laurel Fig	39		9 4/8
Bismark Palm	40		15 2/8
Bismark Palm	41		22 2/8
Bismark Palm	42		16 7/8
Baby Queen Palm	43		19 6/8
Baby Queen Palm	44		20 1/8
Red Flowering Gum	45		24 2/8
Red Flowering Gum	46		0
Red Flowering Gum	47		15 2/8
Red Flowering Gum	48		16 4/8
Brazilian Pepper	49		13 3/8
Brazilian Pepper	50		9 2/8
Lemon Sented Gum	51		3 7/8
Lemon Sented Gum	52		9 2/8
Mondell Pine	53		14 5/8
Australian Willow	54		7 5/8
Sugar Gum	55		8
Sugar Gum	56		7 5/8
Sugar Gum	57		11 4/8
Sugar Gum	58		11 4/8
London Plane/ Sycamore	59		7 5/8
London Plane/ Sycamore	66		20 1/8
Jacaranda	69		15 2/8
Jacaranda	70		15 2/8
Jacaranda	71		15 2/8
Jacaranda	71b		11 4/8
Fern Pine	72		14
Fern Pine	73		16
Fern Pine	74		14
London Plane/ Sycamore	75		0
London Plane/ Sycamore	76		22 7/8
Flowering Cherry Tree	78		11 4/8
Flowering Cherry Tree	79		5/8
Flowering Cherry Tree	80		5/8
Flowering Cherry Tree	81		3 4/8
Weeping fig	82		21
London Plane/ Sycamore	83		33 4/8
Canary Pine	85		11 4/8
Canary Pine	86		11 1/8
Canary Pine	87		13 6/8
Canary Pine	88		9 7/8
Deodar Cedar	89		13 6/8

Original dated 10/15/2015

Updated 07/01/2016

LACMA TREE PLAN - TREE NAMES

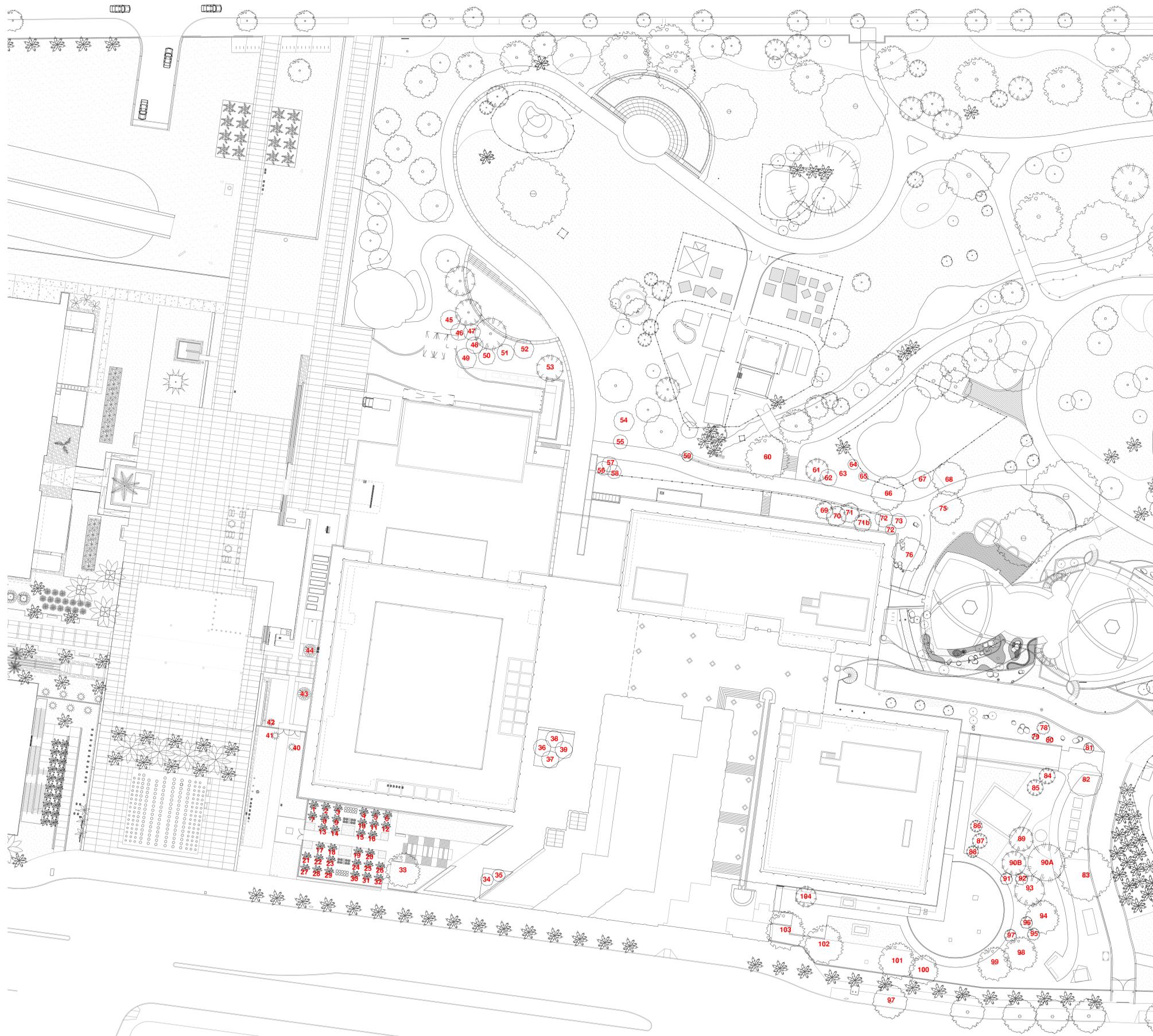
List of trees to be removed for new building at LACMA

Total number of trees to be removed: **97**

(The list does not include the trees on the median or those on the south side of Wilshire)

Tree Name Common	Tree Number (corresponds to plan)	Quantity (if more than 1)	DBH_Diameter at Breast Height (4'-5" from grade) Inches
Deodar Cedar	90a		17 7/8
Deodar Cedar	90b		21
Crape Myrtle	91		5 1/8
Crape Myrtle	92		2
Deodar Cedar	93		22 7/8
Deodar Cedar	93b		11 4/8
Jacaranda	94		16 7/8
Jacaranda	95		4 1/8
Jacaranda	96		1 4/8
Crape Myrtle	97		4 1/8
Jacaranda	98		11 1/8
Jacaranda	99		15 1/8
Jacaranda	100		11 3/8
Jacaranda	101		16 2/8
Coral Tree	102		26 2/8
Coral Tree	103		31 7/8
Canary Pine	104		14 3/8

LOS ANGELES COUNTY MUSEUM OF ART TREES IMPACTED IN LACMA EAST CAMPUS BY 'LOS ANGELES COUNTY MUSEUM OF ART BUILDING FOR THE PERMANENT COLLECTION'



KEY
107 TREE IMPACTED BY CONSTRUCTION
RELATED TO THE PROJECT

N.B. NUMBER REFERS TO TREE NAME
IN 'LACMA TREE PLAN_TREE NAMES'
TABLE

Sheet

L1

Title
TREES IMPACTED - 1 of 1

Date
07/01/2016

Scale
1/32" = 1'-0"

NOTE: FIELD VERIFICATION REQUIRED.



Street Tree Report - 05/05/2016

Information collected by Jorge Benitez of Pierre Landscape

Street Tree Map_05-05-2016 defines location

Tree Type	DBH	Location
Sycamore	5.09	South of Wilshire between Stanley and Spaulding
	3.82	
	7.32	
	6.36	
	3.18	
	5.73	
	7.32	
	2.86	
	3.82	
	2.22	
	4.45	
	6.68	North of Wilshire between Stanley and Ogden
	7.32	
	6.36	
	6.05	
	5.23	
	5.41	
10.82		
11.28		
13.05		
Crape Myrtle	2.54	
	2.86	
	3.5	
	4.77	
	4.45	
	4.45	
	8.28	Median between stanley and Spaulding
	6.36	
	7.64	
8.91		
Washingtonia Palm	16.56	
	13.69	
	13.37	
	14.33	
	14.01	
	13.37	
	12.1	
	16.87	North of Wilshire between Stanley and Ogden
	18.15	
	13.37	
14.33		
11.14		

13.37

14.01

13.37

13.05

14.33

14.33

15.28

13.37

14.01

14.96

14.64

15.92

17.82

14.64

14.01

15.92

14.33

15.92

14.33

15.92

14.01

14.33

14.96

13.37

Canary/Date Palm

18.15 Median between stanley and Spaulding

18.78

19.74

Forals

9.55

9.87

11.14

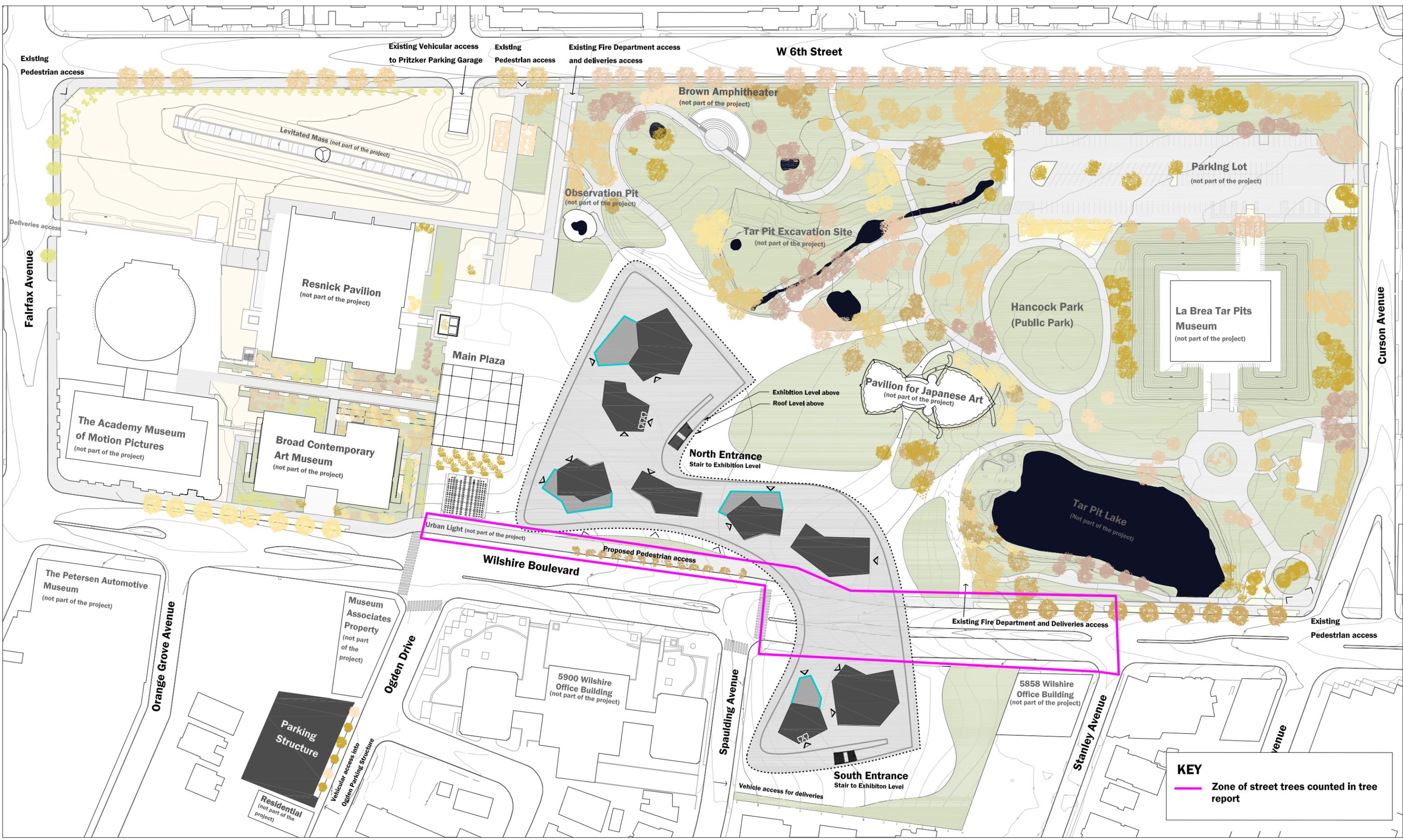
6.05

9.55

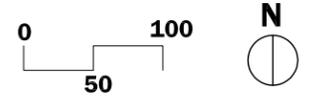
8.28

Total

74 trees



Los Angeles County Museum of Art
 Building for the Permanent Collection,
 Los Angeles, California



Street Tree Count on site plan

MAY 2016