

Appendix A



Initial Study, Notice of Preparation (NOP), and
NOP Comment Letters

Appendix A.1

Initial Study



**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

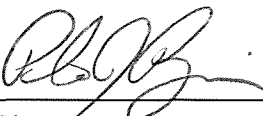
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------|
| <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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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"/>
<p>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.</p>				
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"/>

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

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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"/> |
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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.*

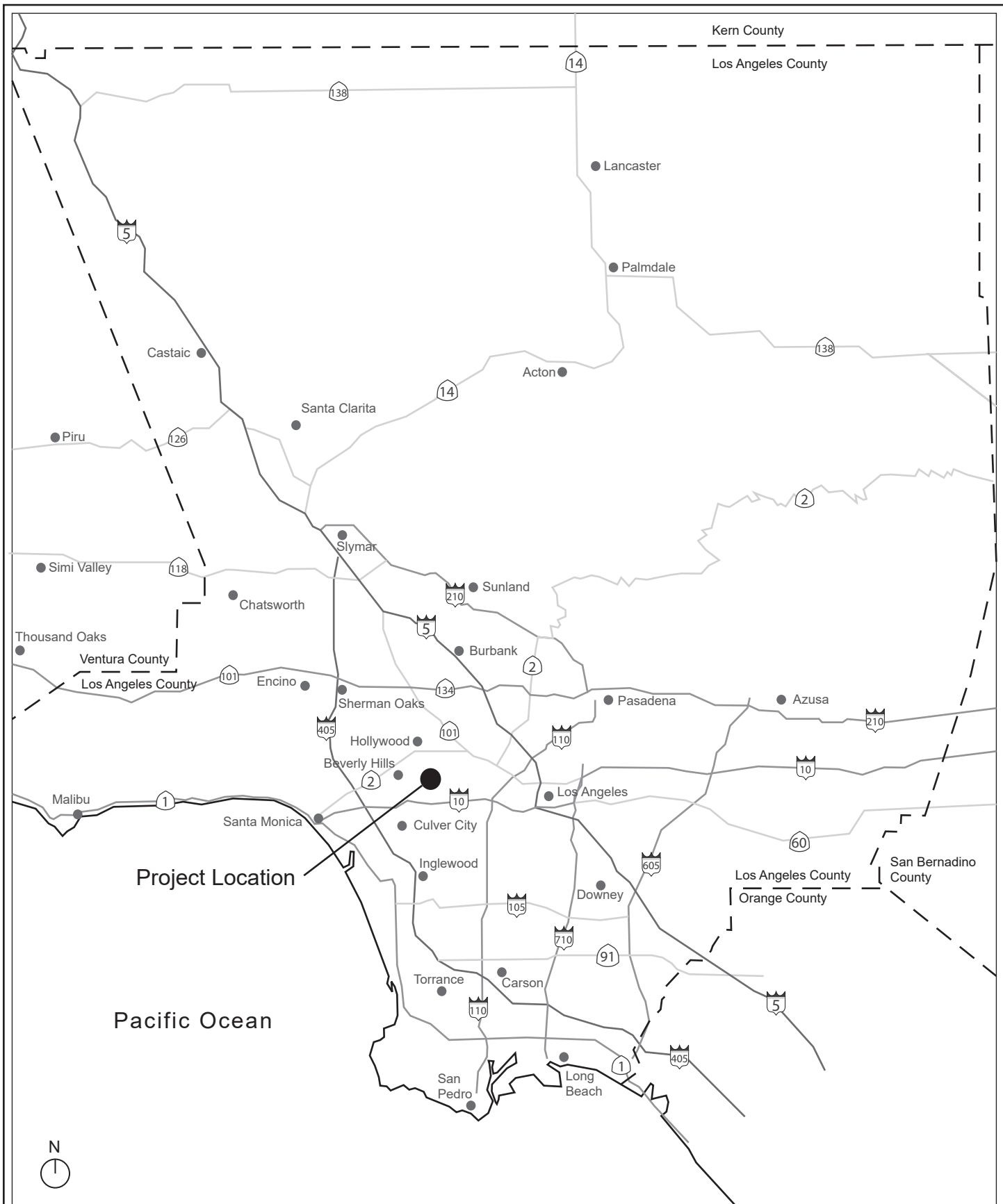


Figure A-3
Regional Location Map

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

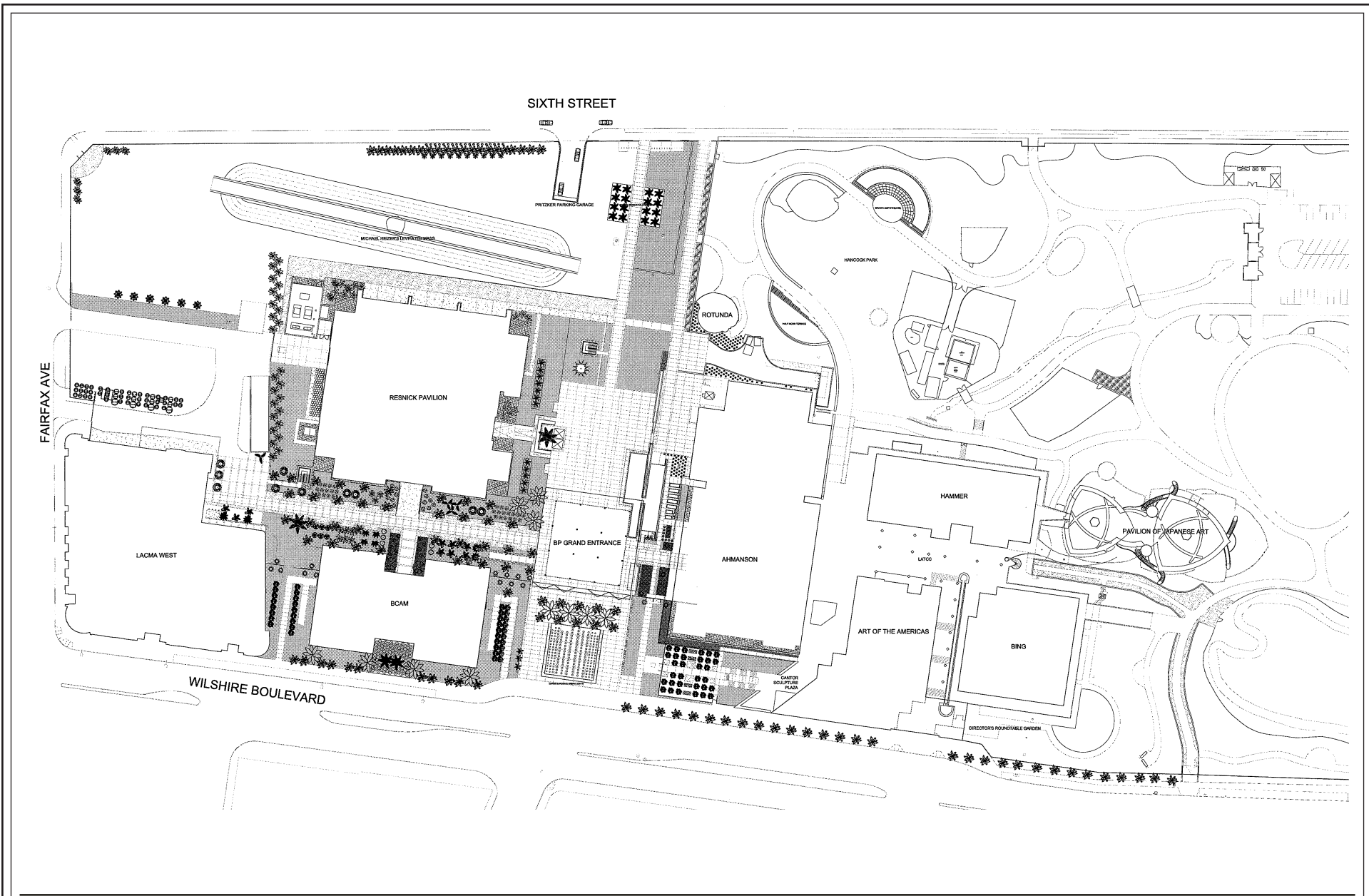


Figure A-4
Existing LACMA Campus

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

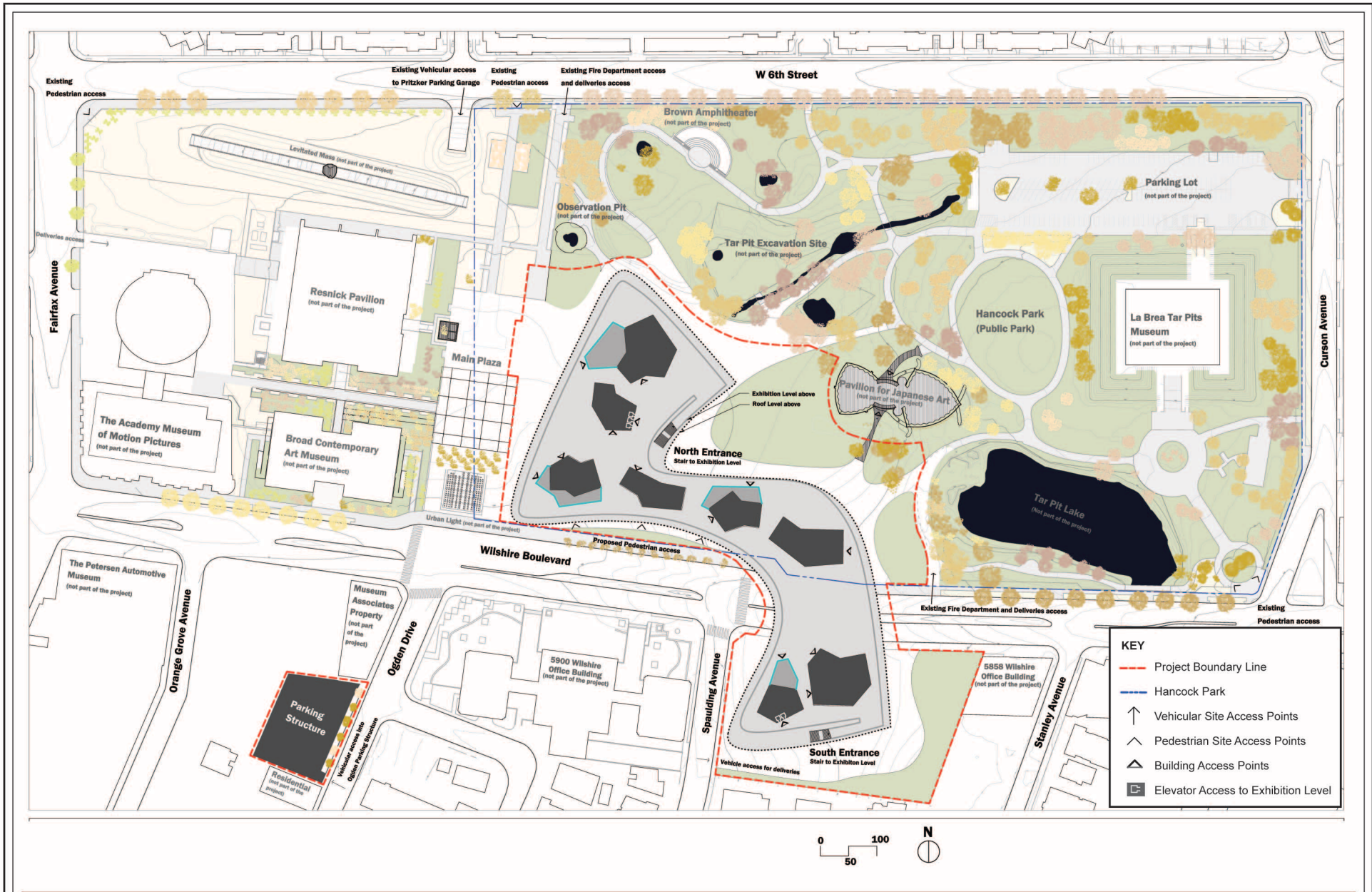


Figure A-5
Conceptual Site Plan

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.

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

APPENDICES**

**County of Los Angeles
August 2016**

Appendices



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

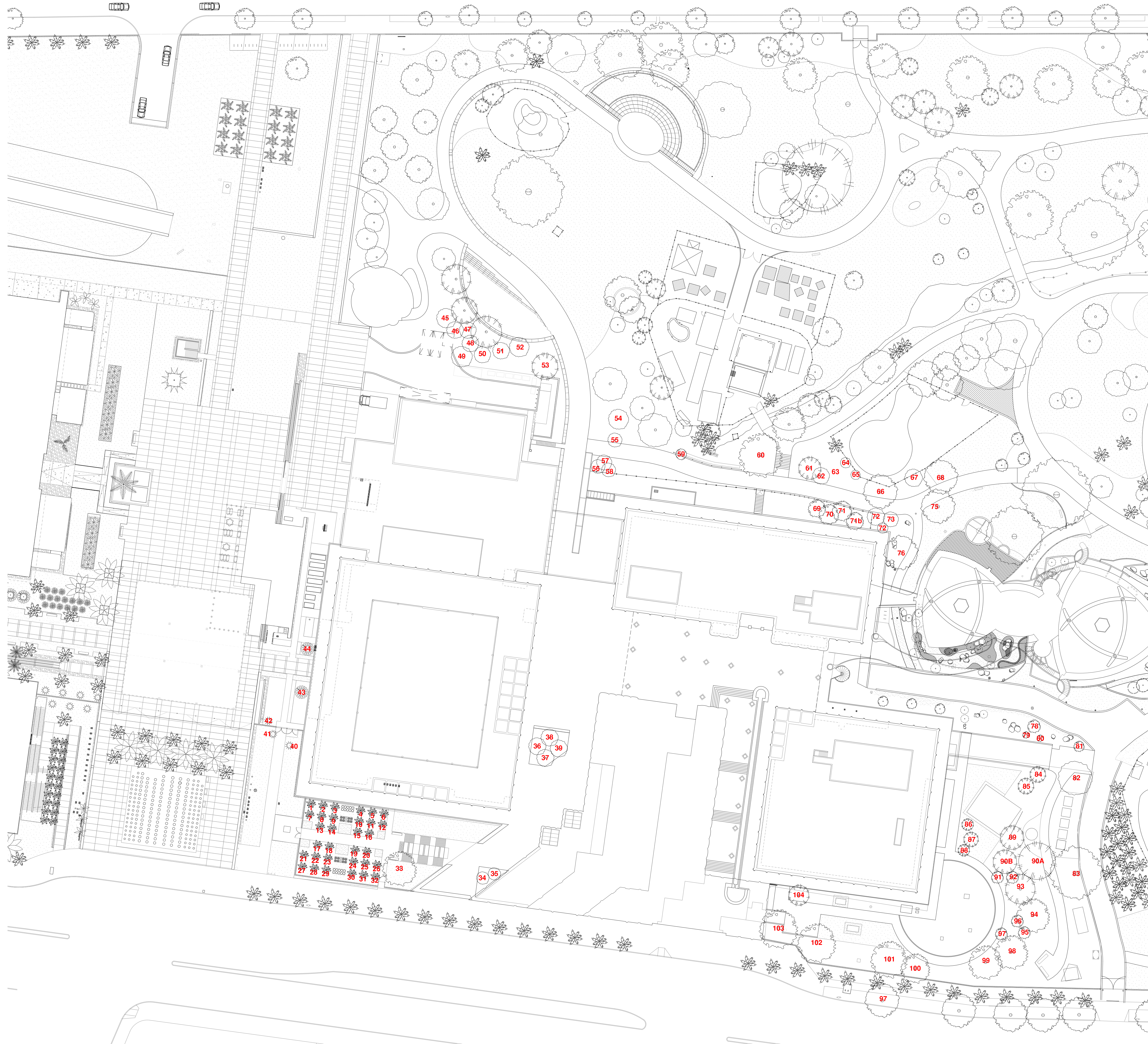
List of trees to be removed for new building at LACMA

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

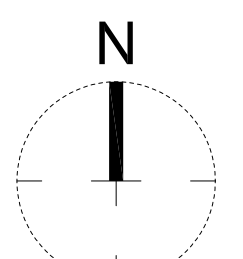
(The list does not include the trees on the median or those on the south side of Wilshire)

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		<h1>L1</h1>	
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	
Crape Myrtle	10.82	
	11.28	
	13.05	
	2.54	
	2.86	
	3.5	
	4.77	
	4.45	
	4.45	
	8.28	Median between stanley and Spaulding
Washingtonia Palm	6.36	
	7.64	
	8.91	
	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

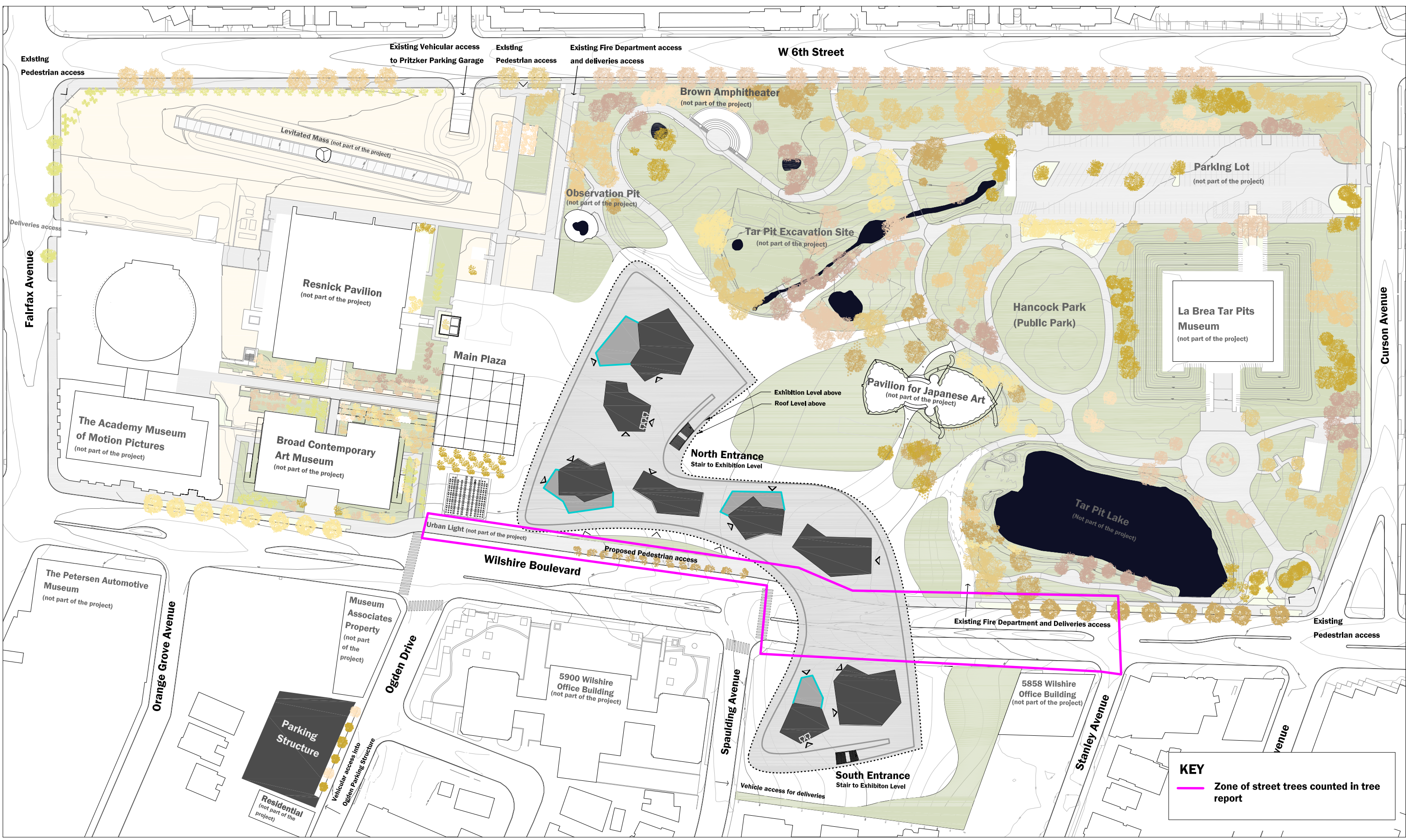
6.05

9.55

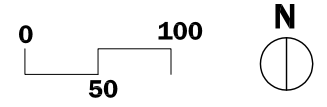
8.28

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

Appendix A.2

Notice of Preparation (NOP)



**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
AND
NOTICE OF PUBLIC SCOPING MEETING**

To: All Interested Agencies, Organizations and Persons
From: The County of Los Angeles
Subject: Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting

Project Title: LACMA Building for the Permanent Collection
Project Proponent: Museum Associates dba Los Angeles County Museum of Art
Project Address: 5905 Wilshire Boulevard, Los Angeles, California 90036
Date of Notice: August 4, 2016

The County of Los Angeles (County) will be the Lead Agency and will require the preparation of an Environmental Impact Report (EIR) for the Los Angeles County Museum of Art (LACMA) Building for the Permanent Collection (the Project) proposed by Museum Associates, a private nonprofit public benefit corporation organized under California law and doing business as LACMA. The County requests agencies' timely comments as to the scope and content of the EIR related to the agencies' responsibilities. For all interested agencies, organizations and persons, this scoping notice allows you an early opportunity to consult on the Project before preparation of the Draft EIR. Following preparation of the Draft EIR, there will be a later separate notice of the future opportunity to comment on the analyses of the Project in the Draft EIR.

The Project description, the potential environmental effects anticipated to be studied in the EIR, and the environmental factors not potentially affected that would not be addressed in the EIR are set forth in the Initial Study and summarized here. Also included below are the date, time, and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR. The Scoping Meeting will be in an open house format. No decisions about the Project will be made at the scoping meeting. A copy of the Initial Study prepared for the Project is not attached due to its length, but is available for public review online at <http://ceo.lacounty.gov/envirodoc.html>, and in hard copy by appointment at Los Angeles County Chief Executive Office/Capital Programs Division, 500 West Temple Street, Room 754, Los Angeles, CA 90012. Appointment requests should be made to Peter Burgis at pburgis@ceo.lacounty.gov or at (213) 974-1417.

PROJECT BACKGROUND AND SUMMARY DESCRIPTION: LACMA's Campus is comprised of the east campus (LACMA East), located within Hancock Park¹ and the west campus (LACMA West), located west of Hancock Park in the area bordered by the vacated Ogden Drive on the east, Fairfax Avenue on the west, 6th Street on the north, and Wilshire Boulevard on the south. LACMA is 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. LACMA is the largest art museum in the western United States. 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 Project within LACMA East and the adjacent property owned by Museum Associates at the southeast corner of Wilshire Boulevard and Spaulding Avenue (referred to as the Spaulding Lot).

The Project would consist of one new museum building of approximately 368,300 gross square feet (Museum Building) and a new parking facility referred to as the Ogden Parking Structure. The proposed Museum Building would replace four 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 the existing museum buildings by approximately 24,571 square feet and a reduction in the 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 Spaulding Lot. The design of the Museum Building would enhance the outdoor experience of 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 the surrounding park area. The Ogden Parking Structure 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. 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.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Cultural Resources (historical resources, archaeological resources, and paleontological resources), Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services (fire protection), Transportation/Traffic, Utilities and Service Systems (water, wastewater, and energy), and Mandatory Findings of Significance. These potential impacts will be addressed in the Draft EIR.

ENVIRONMENTAL FACTORS NOT POTENTIALLY AFFECTED: Based on the Initial Study, the following environmental factors do not need to be addressed in the Draft EIR: Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Population and

¹ 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.

Housing, Public Services (police protection, schools, parks, library services), Recreation, and Utilities and Service Systems (solid waste).

PUBLIC SCOPING MEETING DATE AND LOCATION: A Scoping Meeting will be held on **August 24, 2016**, from 6:00 P.M. to 8:00 P.M. at the Los Angeles County Museum of Art, Broad Contemporary Art Museum (BCAM) building, 1st Floor, 5905 Wilshire Boulevard, Los Angeles, CA 90036. Parking will be available at the Pritzker Parking Garage, which is accessible from 6th Street.

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding environmental issues to be addressed in the Draft EIR. The Scoping Meeting will provide information regarding the Project and the anticipated scope of analyses to be contained in the Draft EIR. Written comments may be submitted at the Scoping Meeting or at any time before the end of scoping on **September 6, 2016**. Attendance at the Scoping Meeting is not required, and written comments on the scope of the Draft EIR by US mail or email are welcome at the County of Los Angeles, Chief Executive Office address provided below.

Written comments must be submitted to the County of Los Angeles by **September 6, 2016**, to be timely scoping comments for consideration in the preparation of the Draft EIR.

Please direct your comments by e-mail or U.S. mail to:

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



Peter Burgis, LA County Chief Executive Office

Attachments:

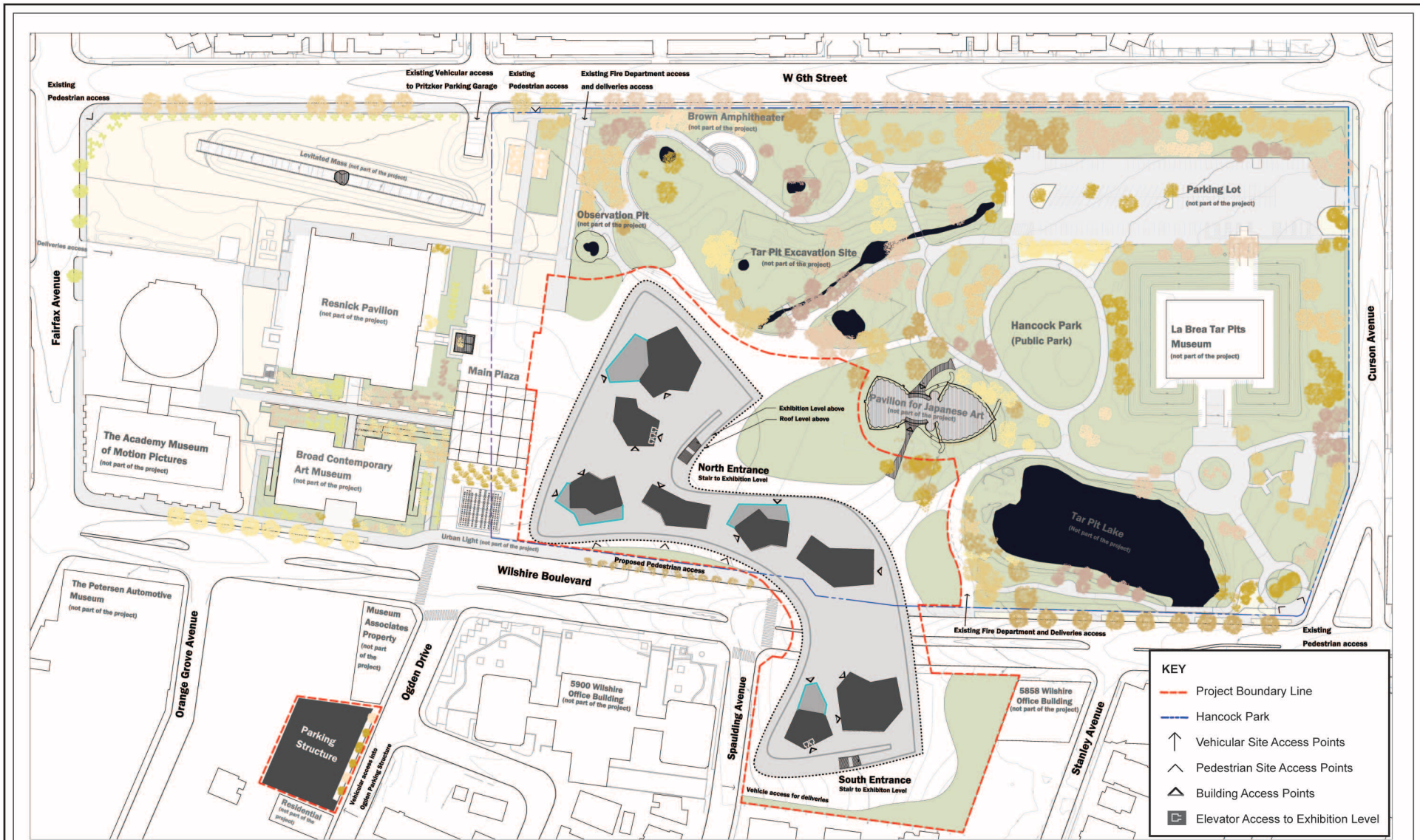
Project Location Map

Conceptual Site Plan

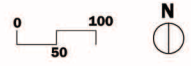
Scoping Meeting Location Map



Project Location Map



KEY	
---	Project Boundary Line
---	Hancock Park
↑	Vehicular Site Access Points
∧	Pedestrian Site Access Points
△	Building Access Points
⊞	Elevator Access to Exhibition Level



Conceptual Site Plan

Source: LACMA, 2016.



**Broad Contemporary
Art Museum**
5905 Wilshire Boulevard
Los Angeles, CA 90036

**PROJECT
SITE**

Scoping Meeting Location Map

Source: LA County GIS, 2015; Google Earth, 2016.

Appendix A.3

NOP Comment Letters





Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

August 4, 2016

To: Reviewing Agencies
Re: LACMA Building for the Permanent Collection
SCH# 2016081014

Attached for your review and comment is the Notice of Preparation (NOP) for the LACMA Building for the Permanent Collection draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Peter Burgis
Los Angeles County
500 w. Temple Street, Room 754
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016081014
Project Title LACMA Building for the Permanent Collection
Lead Agency Los Angeles County

Type NOP Notice of Preparation

Description Museum Associates proposes the LACMA Building for the Permanent Collection (the Museum Building) within the eastern portion of the LACMA Campus (LACMA East) and the adjacent property owned by Museum Associates on the south side of Wilshire Blvd. at the corner of Wilshire Blvd. and Spaulding Ave. The Museum Building would comprise one building of approx. 368,300 gross sq. ft. and would replace four buildings within LACMA East collectively comprising approx. 392,871 gross sq. ft. Overall, the Museum Building would result in a decrease in the sq. footage of museum buildings by approx. 24,571 sq. ft. and a reduction in the maximum theater size from 600 seats to 300 seats. A new parking facility providing approx. 260 parking spaces is also proposed.

Lead Agency Contact

Name Peter Burgis
Agency Los Angeles County
Phone 213-974-1417 **Fax**
email
Address 500 w. Temple Street, Room 754
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Wilshire Blvd./ Spaulding Ave./Ogden Dr.
Lat / Long 34° 03' 48.04" N / 118° 21' 29.35" W
Parcel No. 5508016901; 5089011154, 5086010032

Township	Range	Section	Base
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Proximity to:

Highways I-10
Airports
Railways
Waterways
Schools Various
Land Use Museum and Parking / PF, [Q]C4-2-CDO, R3-1, [Q]C2-1-CDO / Public Facilities and Regional Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control

Date Received 08/04/2016 **Start of Review** 08/04/2016 **End of Review** 09/02/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

From: Bradford, Melanie@DOT [<mailto:melanie.bradford@dot.ca.gov>]
Sent: Tuesday, September 06, 2016 3:27 PM
To: Peter Burgis
Subject: LACMA Building for the Permanent Collection

Good afternoon Mr. Burgis,
Attached for your review are the comments from Caltrans District 7 IGR unit.
I will be sending a hard copy of the comments through the mail.

Thank you,

Melanie Bradford
Associate Transportation Planner, Office of Advance Planning State Of California Department
of Transportation
100 S. Main Street, MS 16
Los Angeles, CA 90012
Phone: (213) 897-9446, Email: Melanie.Bradford@dot.ca.gov

Mission: It is Caltrans Mission to provide a safe, sustainable, integrated and efficient
transportation system to enhance California's economy and livability.

-----Original Message-----

From: t7prc166@dot.ca.gov [<mailto:t7prc166@dot.ca.gov>] On Behalf Of t7prc166@
Sent: Tuesday, September 06, 2016 3:07 PM
To: Bradford, Melanie@DOT <melanie.bradford@dot.ca.gov>
Subject: Scanned image from t7prc166

Reply to: t7prc166@dot.ca.gov <t7prc166@dot.ca.gov> Device Name: t7prc166 Device Model: MX-
4111N
Location: 12-026

File Format: PDF (Medium)
Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.

Use Acrobat(R)Reader(R) or Adobe(R)Reader(R) of Adobe Systems Incorporated to view the
document.

Adobe(R)Reader(R) can be downloaded from the following URL:

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious Drought.
Serious drought.
Help save water!*

September 6, 2016

Mr. Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple Street Room 754
Los Angeles, CA 90012

RE: LACMA Building for the Permanent
Collection
SCH # 2016081014
Ref. GTS# 07-LA-2016-00076MB
Vic. LA-10/PM 10.0

Dear Mr. Burgis:

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation (NOP) prepared for the proposed LACMA Building for Permanent Collection. The project consists of one museum building of approximately 368,300 gross square feet (Museum Building) and a new parking facility referred to as the Ogden Parking Structure. The proposed Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet.

To assist in evaluating the impacts of this project on State Transportation facilities, a traffic study should be prepared to analyze the following information:

1. A brief discussion of the traffic impacts on State Route 10 and State Route 2, and all affected significantly impacted streets, crossroads and controlling intersections, as well as analysis of existing and future conditions including construction periods.
2. If truck traffic is expected to cause delays on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.
3. Traffic volume counts that include anticipated AM and PM peak-hour volumes.
4. Level of service (LOS) before and during the construction.

Peter Burgis
September 6, 2016
Page 2

5. A brief construction/operation traffic discussion showing ingress/egress, turning movements, and a directional flow for construction vehicle trips.
6. Discussion of mitigation measures appropriate to alleviate anticipated construction/operation traffic impacts.

Please note that any work performed within State Right of Way will require an encroachment permit from Caltrans. In addition, please be reminded that transportation of heavy construction equipment, materials, or other special equipment, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

Caltrans is committed to working with the City in an effort to alleviate traffic congestion on State transportation facilities. If you have any questions, please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to GTS#07-LA-2016-00076MB.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

L.A. CA 900



ZIP 90012 \$ 000.94⁰
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0001373712 SEP. 07. 2016

Mr. Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple Street Room 754
Los Angeles, CA
90012



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

September 28, 2016

**Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple St, Room 754
Los Angeles, CA 90012**

**RE: LACMA Building for the Permanent Collection – Notice of Preparation of a Draft
Environmental Impact Report**

Dear Mr. Burgis:

Thank you for the opportunity to comment on the proposed LACMA Building for the Permanent Collection located at 5905 Wilshire Boulevard in the City of Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Project Description:

The project would consist of one new museum building of approximately 368,300 gross square feet (Museum Building) and a new parking facility referred to as the Ogden Parking Structure. The Museum Building would replace four existing LACMA buildings collectively comprising of 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 the existing museum buildings by approximately 24,571 square feet and a reduction in the theater size from 600 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. The design of the Museum Building would include outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation. The Ogden Parking Structure would be developed southwest of the intersection of Ogden Drive and Wilshire Boulevard on continuous parcels. The Ogden Parking structure would replace an existing surface parking lot and provide the same number of spaces.

Metro Comments:

Proximity to Purple Line Extension Project:

Metro requests that because of the close proximity to the Purple Line Extension (PLE), the project sponsor considers the following:

1. The project sponsor should acknowledge in the Draft EIR that that the Metro Purple Line Extension (PLE – formerly known as the Westside Subway Extension) will ultimately operate

peak service as often as every four minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the tunnel below the proposed project. This will provide significantly greater access for people who may choose public transportation to travel to LACMA and the other cultural institutions in the area.

2. With a greater number of visitors coming to LACMA as a result of the subway and the new buildings and facilities, Metro notes that the LACMA Project Description does not include the environmental clearance of a second Metro Purple Line Subway entrance on the north side of Wilshire Boulevard. In 2012, LACMA publically stated the museum's intention to "commit, subject to the approval of our Board of Trustees, to raising the funds necessary to pay for the construction of a second entry portal to be located on the north side of Wilshire Boulevard, directly across from the Orange Grove entrance." LACMA further stated, "It is anticipated that this LACMA entry portal will be constructed concurrent with the Wilshire/Fairfax subway station and would not result in any increase in cost to the project." This is evidenced in the staff report and presentation to the Metro Board of Directors and LACMA's letter to Metro dated April 16, 2012 (all three documents are attached). Considering the breadth and timing of the changes to the LACMA campus anticipated in the Notice of Preparation, it is strongly recommended that the DEIR include the second, northern Purple Line Fairfax Station entrance previously committed to by LACMA for further evaluation and consideration.
3. Considering the proximity of the proposed project to the subway tunnel, the Metro Purple Line will produce noise and vibration that may be perceptible within the proposed project. A recorded Noise Easement Deed in favor of Metro is required, a form of which is attached. The easement recorded in the Deed will extend to successors and tenants as well. In addition, any noise or vibration mitigation required for the project will be borne by the developers of the project and not Metro.
4. Neither Metro nor its contractors have continuing, ongoing responsibility to reduce or avoid impacts, other than what is specified in the Final Environmental Impact Report/Environmental Impact Statement for the Westside Subway Extension. For additional information regarding this project please visit: <http://www.metro.net/projects/westside/>. The FIER can be accessed from the following link: <http://www.metro.net/projects/westside/final-eis-eir/>
5. The construction and operation of the proposed project must not disrupt the operation and maintenance activities of the Metro Purple Line or the structural and systems integrity of Metro's Purple Line subway tunnels.
6. Consistent with ZI No. 1117, prior to the City issuing a building permit within 100 feet of the Metro Rail construction area, clearance shall be obtained from Metro. Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Please refer to the attached Metro "Design Criteria and Standards, Volume III - Adjacent Construction Design Manual" for more details regarding submitting drawings and calculations to Metro for review. Please note that Metro requires an Engineering Review Fee for evaluation of any impacts based on adjacency and relationship of the proposed building to Metro's existing structures. Aspet Davidian, Director, Project Engineering Facilities should be contacted at 213-922-5258.
7. Metro staff shall be permitted to monitor construction activity to ascertain any impact to the subway tunnel.

8. The project sponsor should be advised that Metro may request reimbursement for costs incurred as a result of project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure.
9. The project sponsor will be required to notify Metro of any changes to the construction/building plans that may or may not impact the subway tunnel. Dennis Mori, Senior Executive Officer, Project Director should be contacted at 213-312-3109 regarding the project's potential impacts on Metro's Purple Line station and tunnels.
10. Please be advised that the Purple Line Extension makes use of construction staging sites as an integral part of Metro's project operations. The parking lot on the southwest corner of Crenshaw Boulevard and Wilshire is owned by Metro and is intended to be used as a laydown area for construction storage and materials during the development of the PLE Project. Other construction staging areas along the alignment include:
 - the Northeast corner of Wilshire Blvd/Manhattan Place
 - the Northwest and Southwest corners of Wilshire Blvd/La Brea
 - the Northwest corner of Wilshire/Fairfax; south side of Wilshire between Orange Grove and Ogden
 - the Northwest corner of Wilshire/La Cienega to Northwest corner of Wilshire/GaleThese areas will be in use until 2023 and the project sponsor should take appropriate measures to soundproof windows and walls facing the laydown area and to inform residents of that use.
11. Metro requests that LACMA contacts Dennis Mori to establish procedures for reviewing plans and project schedules.
12. Please contact the PLE Project Director David Mieger for further coordination regarding planning review. Mr. Mieger can be reached at 213-922-3040 or miegerd@metro.net. Information about the PLE Project can also be found on the Metro website at <http://www.metro.net/projects/westside/>.

Bus Operations:

Metro bus lines 20 and 720 operate on Wilshire Blvd, adjacent to the proposed project. Two Metro bus line 20 stops are directly next to the proposed project. The following comments relate to bus operations and the bus stops:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus may also be impacted and should be included in construction outreach efforts.

3. Metro encourages the installation of bus shelters with benches, way finding signage, enhanced crosswalks with ADA-compliant ramps, as well as pedestrian lighting and shade trees in paths of travel to access transit stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site.
4. Driveways accessing parking and loading at the project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.

Final design of the bus stop and surrounding sidewalk area must be compliant with the Americans with Disabilities Act (ADA) and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development. The curbside peak period bus lanes along Wilshire Boulevard should also be maintained during construction.

Transit Orientation:

Considering the proximity to the future Wilshire/Fairfax Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to the future Wilshire/Fairfax Station and existing bus stops, including orienting pedestrian pathways toward the transit facilities.
2. Metro would like to inform the Project Sponsor of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Sarah Zadok, at 213-922-4110 or zadoks@metro.net.
3. Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.
4. With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the existing and future transit facilities including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
5. The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting stations with housing and employment concentrations. For reference, we would like to direct City staff to view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf

6. Metro is supportive of the project's inclusion of a "Transit Plaza" in the revised project design. Metro applauds efforts that make the transit ridership experience more pleasant and convenient. We encourage the City and the project sponsor to create a seamless transition between bus ridership and subway ridership; bicycle ridership and subway ridership, and to provide amenities to transit riders in the form of bus shelters, benches, and street-level retail whenever possible.

Active Transportation:

Metro would like to suggest the following improved active transportation and multi-modal access recommendations:

1. Coordinate with Metro Bike Share program to evaluate and consider a potential bike share station location at this development.
2. Coordinate with the City of Los Angeles to provide safe and convenient connections for pedestrians and people riding bicycles to cross Wilshire Boulevard, Odgen Drive, Spaulding Avenue, etc.
3. Coordinate with Metro Bike Program or the City to evaluate and consider potential Metro Bike Hub or Mobility Hub implementation.
4. Please ensure adequate short-term bicycle parking spaces for the Project. Refer to Los Angeles Municipal Code (LAMC) §12.21.A.4 "Off Street Automobile Parking Requirements."
5. Short-term parking should be placed near ground level entrances so they are visible and easily accessible to all guests, including Metro transit users. Consider coordinating with the City to implement bicycle racks/corrals on public right-of-way.

Congestion Management Program:

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

LACMA Building for the Permanent Collection
Metro Comments
September 28, 2016

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,



Elizabeth Carvajal
Transportation Planning Manager

Attachments:

1. Metro Westside Subway Extension Board Report
2. Fairfax Station Presentation
3. LACMA Letter to Metro Regarding Siting of Fairfax Station Portal
4. Noise Easement Deed
5. Design Criteria and Standards, Volume III - Adjacent Construction Design Manual
6. CMP Appendix D: Guidelines for CMP Transportation Impact Analysis



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2352

213.922.2000 Tel
metro.net

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 18, 2012

SUBJECT: WESTSIDE SUBWAY EXTENSION

**ACTION: APPROVE PROJECT DEFINITION, CERTIFY
FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT (FEIS/FEIR)
AND RELATED ACTIONS**

RECOMMENDATION

A. Approve the Project Definition for the Westside Subway Extension Project, which is based on the Locally Preferred Alternative (LPA) of a 9.0 mile Heavy Rail subway project previously designated by the Board in October 2010 and which incorporates several station, alignment and phasing refinements, including:

1. An Initial Construction Segment Interim Terminus extended from Wilshire/Fairfax to Wilshire/La Cienega, to be effectuated in the event that funding can only build less than the full 9-mile project;
2. Station locations and alignments for the westernmost three stations as follows:
 - a) Century City Station location under Constellation Boulevard at Avenue of the Stars with corresponding subway alignments between Beverly Hills and Westwood;
 - b) Westwood/UCLA Station under Wilshire Boulevard at Westwood Boulevard with corresponding subway alignment;
 - c) Westwood/Veterans Administration (VA) Hospital Station south of Wilshire Boulevard between the I-405 Freeway and Bonsall Avenue with corresponding subway alignment.

3. Station entrances and construction staging sites for the seven stations as follows:
 - a) Wilshire/La Brea Station entrance on the northwest corner with two construction staging sites on the north and south sides of Wilshire Boulevard between La Brea and Detroit Avenue;
 - b) Wilshire/Fairfax Station entrance on the southeast corner of Wilshire and Orange Grove Avenue northwest corner (west of Johnie's) with two construction staging sites on the northwest corner and on the south side of Wilshire Boulevard between Orange Grove and Ogden Drive;
 - c) Wilshire/La Cienega Station entrance on the northeast corner with two construction staging sites on the northeast corner and on the northwest corner of Wilshire Boulevard and Gale Drive;
 - d) Wilshire/Rodeo Station entrance on the southwest corner of Wilshire Boulevard and Reeves Drive (Ace Gallery site) with two construction staging sites on the southwest corner of Wilshire/Reeves and on the northeast corner of Wilshire/Canon Drive;
 - e) Century City Station entrance on the northeast corner of Constellation/Avenue of the Stars with two construction staging sites on the northeast corner of Constellation/Avenue of the Stars and on the east corner of Constellation/Century Park East;
 - f) Westwood/UCLA Station entrances at three locations with a full entrance at UCLA Lot #36 and split entrances on the northwest and southwest corners of Wilshire/Westwood Boulevards and construction staging site on UCLA Lot #36;
 - g) Westwood/VA Hospital Station entrance on the southeast corner of Wilshire Boulevard and Bonsall Avenue with construction staging sites in the VA Hospital north parking lot, within the Caltrans I-405 right-of-way and within the Westwood Federal Building property.

4. Rail Storage and Maintenance Facility expansion of Metro Division 20 located in Downtown Los Angeles and other support facilities including special track work (crossovers, tail tracks, etc.), traction power substations, emergency generators and vent shafts as identified in the FEIS/FEIR volume 3- Appendices A and B.

Attachment A shows the Recommended Project Definition Maps including the three construction segments and the seven proposed new stations including the recommended station entrances and construction staging sites.

- B. Certify the Westside Subway Extension Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR). Attachment B contains the Executive Summary. The full report is available upon request or at www.metro.net/westside.
- C. Authorize the Chief Executive Officer (CEO) to file a Notice of Determination (Attachment C) with the Los Angeles County Clerk and State of California Clearinghouse; and
- D. Adopt the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) (Attachment D); and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment E).

ISSUE

The FEIS/FEIR defines the project. The Board may now approve the project as defined and certify the FEIS/FEIR; adopt the Findings of Fact and Statement of Overriding Considerations and the MMRP; and authorize the CEO to file a Notice of Determination. The Westside Subway Extension project is a Measure R project and is contained in the Long Range Transportation Plan (LRTP) and the Southern California Association of Governments Regional Transportation Plan.

DISCUSSION

CEQA requires that we balance, as applicable, the economic, social, technological, and other benefits of the project against its unavoidable impacts when considering project approval. CEQA Guidelines Section 15091(a) states that if the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. The Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving this project and that these reasons serve to override and outweigh the project's significant unavoidable effects. CEQA requires us to support, in writing, the specific reasons for considering a project acceptable when significant impacts cannot be avoided or substantially lessened. These findings are included in Appendix D along with the necessary Statement of Overriding Considerations. Since the Westside Subway Project will be constructed entirely below ground, there are very few long term adverse environmental impacts of the project. Most of the long-term impacts are beneficial. Adverse impacts are primarily during the temporary construction phase. The FEIS/FEIR identifies 88 specific mitigation measures to reduce impacts during the temporary construction phase of the project.

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR adopt a MMRP. The purpose of the MMRP is to ensure that the mitigation measures identified in the FEIR that mitigate the potentially

significant environmental effects of the project are, in fact, properly carried out. We are responsible for assuring full compliance with the provisions of the MMRP (Attachment E).

A comprehensive community outreach program was conducted throughout the environmental planning phase of the project. A total of 71 community meetings were hosted by Metro in addition to many rounds of agency and elected official briefings and individual stakeholder meetings. Five formal Public Hearings were conducted following the release of the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) in 2010. More than 500 persons attended the hearings. In total, we received comments from approximately 800 individuals. Copies of all public testimony and comments, along with our responses, have been included in the FEIS/FEIR. During the time that the FEIS/FEIR has been in preparation, additional outreach meetings continued. Nine general community outreach meetings and nine station area planning meetings were held. In addition, following the release of the FEIS/FEIR, notices were sent to those who commented on the DEIS/DEIR, all those who own property that would be required in whole or in part for construction of the project and all those whose names appear on the project database mailing list that was developed over the past four years. In addition, advertisements were placed in newspapers with general circulation in the project corridor to inform the public of the availability of the document and the opportunity to submit comments through April 23, 2012.

FEIS/FEIR Recommendations

With the adoption of the LPA by the Board in October 2010, several options were carried forward for further analysis in the FEIS/FEIR. In order to address these outstanding issues, three Station Area Advisory Groups (SAAGs) were established comprised of station area residents and stakeholders. Each of these groups met on three occasions between February and June 2011. In addition, two rounds of community meetings were held during this time.

Recommendations included in the FEIS/FEIR are based on input received at these meetings as well as further engineering, environmental and financial analysis. Engineering recommendations were reviewed by our Tunnel Advisory Panel (TAP) and specific technical analyses in the Century City area were reviewed by an Independent Review Panel comprised of experts in geotechnical and seismic fields. The findings regarding the geological and seismic issues affecting the Century City Station location were presented to the Planning & Programming Committee in October 2011. The preliminary recommendation regarding the terminus and length of the Initial Construction Segment was presented to the Planning & Programming Committee in February 2012.

Eight of the most significant recommendations include the following:

Initial Construction Segment (Attachment A-1)

The Draft EIS/EIR identified three construction segments for the full 9-mile project ending at Wilshire/Fairfax (Segment 1), Century City (Segment 2) and the Westwood/VA Hospital Station (Segment 3). During the course of Preliminary Engineering (PE), the interim terminus for the first construction segment was recommended to be moved from Wilshire/Fairfax to Wilshire/La Cienega. This change would increase the length of the first segment from 3.1 miles to 3.9 miles and would decrease the length of the second segment accordingly from 3.4 miles to 2.6 miles. If Wilshire/Fairfax were to be used as an interim terminus station, it would require the construction of a crossover structure that would not be needed when the line is extended farther west. This would add several hundred feet of underground excavation and construction in an area that has the highest proportion of underground gasses and paleontological resources along the entire line. Moving the interim terminus would allow for the use of the crossover structure at Wilshire/La Cienega that is required for the full 9-mile project and would reduce the amount of excavation and construction at the environmentally sensitive Wilshire/Fairfax Station.

Century City Station Location and Alignment (Attachment A-2)

The DEIS/DEIR identified two possible sites for the Century City Station. The first site was under Santa Monica Boulevard with an entrance at Avenue of the Stars. The second site was under Constellation Boulevard with an entrance at Avenue of the Stars. The DEIS/DEIR cited concerns about the feasibility of the Santa Monica Boulevard station site due to its location in close proximity to the Santa Monica fault which runs parallel to Santa Monica Boulevard in this area. As a result of further testing and analysis, the station site at Santa Monica Boulevard/Avenue of the Stars was determined to be infeasible and a proposed station site on Santa Monica Boulevard slightly to the east at Century Park East was advanced for consideration in the FEIS/FEIR as it was located farther from the Santa Monica fault.

At Board direction, further geotechnical and seismic studies were conducted for both the Constellation and Santa Monica Boulevard alignments. In October 2011, two reports were released and presented to the Board titled Century City Area Tunneling Safety Report and Century City Area Fault Investigation Report. These reports found significant seismic and geotechnical concerns with the station site at both Santa Monica Boulevard locations that were considered and found that the station site and tunnels for the Constellation Station could be constructed safely with minimal impact from passing beneath a portion of Beverly Hills High School and other properties in Beverly Hills, Comstock Hills and Westwood.

The FEIS/FEIR incorporates the analysis contained in the above studies, as well as further environmental evaluation of these two alignments. The FEIS/FEIR finds that tunnels can be built safely under the high school and that the tunnels are sufficiently

deep to allow additional construction of academic facilities above the tunnels that would not be impacted by noise or vibration. Any abandoned oil wells on the school property could be safely removed in advance of the tunneling and gassy conditions from the oil fields under the high school are at lower levels of density than other parts of the existing and planned tunnels in the Fairfax District and other parts of the subway system and would be safe for construction. Structural foundations of new structures could be reinforced to span over the tunnels, as has been done for other projects along the subway line. It is common practice for subway lines to be built beneath developments such as Beverly Hills High School throughout the world and the FEIS/FEIR found no special conditions that would preclude safe construction of tunnels under properties in Beverly Hills, Century City, Comstock Hills and Westwood.

The DEIS/DEIR also found that the Constellation Station was located closer to the center of Century City and would therefore provide more convenient service to a greater number of people. During the FEIS/FEIR, we updated demographic data and the resulting ridership forecasts. The analysis found that the number of existing jobs within ¼ mile of the Constellation Station is approximately double the number of jobs within the same distance of the Santa Monica Boulevard Station (20,200 versus 10,300). This more detailed demographic data was used in the revised ridership forecasts which indicate significantly higher ridership potential for the Constellation Station when compared to the potential station located at Santa Monica/Century Park East (8,500 versus 5,500 average daily boardings). The ridership figures were reviewed by the Federal Transit Administration (FTA) for accuracy and consistency. In addition, independent experts were asked to conduct an assessment of the preferred station site based on best practices in transit systems throughout the U.S. The results of those analyses support the Constellation site and are contained in the technical reports that support the FEIS/FEIR.

The Century City SAAG expressed a strong preference for the Constellation Station location because it would be more centrally located in Century City. During the time that the Century City SAAG was meeting, community meetings were held adjacent to Century City in the City of Beverly Hills where strong opposition to the Constellation alignment was expressed by residents of Southwest Beverly Hills and the Beverly Hills High School because the tunnels serving the Constellation Station would pass beneath a small portion of the high school property (approximately one acre of the 25 acre site) and under or near residential properties along Lasky Drive. The Beverly Hills Unified School District Board and the Beverly Hills City Council have strongly opposed the Constellation tunnel alignment and station location.

Westwood/UCLA Station Location and Alignment (Attachment A-3)

The DEIS/DEIR identified two possible sites for the Westwood/UCLA Station. The first site was under UCLA Parking Lot #36 on the north side of Wilshire Boulevard between Gayley Avenue and Veteran Avenue. The second site was under Wilshire Boulevard between Westwood Boulevard to just west of Gayley Avenue.

Early in the development of preliminary engineering (PE) for these station sites, a project was entitled for a high-rise hotel on the corner of Wilshire and Gayley that blocked the alignment of the first station option. Also, further analysis of the UCLA Parking Lot determined that the subway station proposed for that site would significantly impact the future development potential of that parcel. Based on these two issues, and the potential greater access to Westwood Village, the FEIS/FEIR recommends the second station site under Wilshire Boulevard.

Westwood/VA Hospital Station Location and Alignment (Attachment A-3)

The DEIS/DEIR identified two possible station sites for the Westwood/VA Hospital Station. The first site was in the parking lot in front of the main VA Hospital on the south side of Wilshire Boulevard. The second site was on the north side of Wilshire Boulevard in the parking lots between the historic Wadsworth Theater and the Wadsworth Chapel near Eisenhower Drive. Because both of these station options were located completely within the VA property, no SAAG was established for this station and meetings were conducted directly with the VA regarding the preferred station location.

The south of Wilshire site is preferable because it provides the best access to the hospital and does not impact historic properties. It would also preserve the best alignment for future extensions of the line to the west along Wilshire Boulevard. The VA was concerned about construction impacts to the hospital, loss of hospital parking during the construction phase and impacts to the future development of the parking lot for other VA uses. As a result of these concerns, we identified a location for the south station that would be immediately adjacent to Wilshire Boulevard in a location that would be farther from the hospital and would minimize impacts to parking and the long-term development potential of the parking lot. The FEIS/FEIR also commits to provide a parking structure that would be built prior to the start of subway construction so that any parking displaced for construction would be replaced in kind so that the hospital would not experience any loss of parking during the construction phase.

Based on the above, the FEIS/FEIR recommends the south station location for the Westwood/VA Hospital Station.

- Wilshire/La Brea Station Entrance and Construction Staging Sites (Attachment A-4)

The Wilshire/La Brea Station SAAG considered three possible locations for the station entrance at the Wilshire/La Brea Station and reached consensus for the northwest corner of Wilshire/La Brea on land that is already owned by us. The FEIS/FEIR concurs with this recommendation and also recommends that the site on the south side of Wilshire Boulevard between La Brea and Detroit be acquired as a construction staging site. This property is required in order to serve as the launch site for tunnel boring machines that will drive the tunnel eastward from this site

toward Wilshire/Western and westward from this site toward Wilshire/La Cienega. In addition to the 1.26 acres of property already owned by us at this station site, another 1.96 acres will need to be acquired on the north and south sides of Wilshire Boulevard to accommodate the construction staging operations.

- Wilshire/Fairfax Station Entrance and Construction Staging Sites (Attachment A-5)

The Wilshire/Fairfax SAAG considered three possible locations for the station entrance and generally supported the northeast corner of Wilshire/Fairfax within the existing Los Angeles County Museum of Art (LACMA) West (former May Company Department Store building). Later in 2011, however, LACMA entered into an agreement with the Academy of Motion Pictures Arts & Sciences (AMPAS) to develop a museum dedicated to film in this structure and the availability of this building for a station entrance became uncertain. It was further determined that because of the need to retrofit a station entrance into an older, historic building that the costs would be \$9-10 million more expensive than at the other two possible locations. As a result, we are recommending one of the two alternative sites located on the southeast corner of Wilshire/Orange Grove, northwest corner of Wilshire/Fairfax, adjacent to the former Johnie's Coffee Shop which would be preserved. Two parcels totaling 0.56 acres would be acquired on this corner for the future station entrance. This site is closer to the bus stops on Fairfax and Wilshire than the alternative site on the south side of Wilshire between Orange Grove and Ogden Streets. It would therefore provide more convenient access to bus transfers which will provide a significant portion of the ridership at this station.

Many SAAG members favored a station located farther to the east on Wilshire to provide more convenient access to LACMA, Hancock Park, the Page Museum and the other museums and cultural uses that are almost exclusively east of Fairfax. The alternative site at Wilshire/Orange Grove is somewhat less convenient than the site near Johnie's for bus to rail transfers, but it does provide better access to the museums and cultural institutions. Based on recent conversations with LACMA, we now mutually understand and agree that there are nearly two million visitors a year to LACMA and the Page Museum, a figure that we previously thought would only be attained in 2035 but, in fact, they are attaining now. In light of this information, we now agree that it is preferable to have the main entrance to the Wilshire/Fairfax subway station built across the street from LACMA at the Wilshire/Orange Grove site. Also, LACMA has provided a letter to Metro indicating that they will commit, subject to the approval of their Board of Trustees, to raising the funds necessary to pay for the construction of a second subway entrance on the north side of Wilshire Boulevard directly across from the Orange Grove entrance. It is anticipated that this LACMA entrance will be constructed concurrent with the Wilshire/Fairfax subway station and would not result in any increase in cost to the project. For the above reasons, we are now recommending the primary entrance site be

~~shifted from the site recommended in the FEIS/FEIR on the northwest corner of Wilshire/Fairfax to the site at the southeast corner of Wilshire/Orange Grove. We had concerns about pedestrian safety at this site as there is no crosswalk at Wilshire/Orange Grove and all subway riders would need to cross at least one street to reach bus stops. This site would be an excellent location for a station entrance if it were coupled with another entrance on the north side of Wilshire which would resolve concerns about pedestrian street crossing issues at this site. LACMA has recently indicated a willingness to seek funding to develop a second entrance on the north side of Wilshire Boulevard at no additional costs to the project if the primary site is located on the south side at Wilshire/Orange Grove. Since the costs of the two alternative sites at the NW corner of Wilshire/Fairfax and the SE corner of Wilshire/Orange Grove are virtually identical, and the site between Orange Grove and Ogden is recommended for acquisition as a construction staging site, the Wilshire/Orange Grove would also be an acceptable primary entrance instead of the NW corner of Wilshire/Fairfax, if it were coupled with a LACMA supported entrance on the north side of Wilshire. The Ogden/Orange Grove site is 1.85 acres in size and will require the acquisition of six parcels.~~

- Wilshire/La Cienega Station Entrance and Construction Staging Sites (Attachment A-6)

The SAAG was unanimous in their endorsement of a station entrance on the northeast corner of Wilshire/La Cienega on a site that is presently occupied by a one-story bank and a one-story restaurant. The other three corners of this intersection are developed with three to ten story office developments and were not considered feasible for a station entrance due to their size and impacts to the underground parking structures. For these reasons, the FEIS/FEIR recommends the northeast corner for the station entrance. Two parcels totaling 0.52 acres would be acquired for the entrance. Construction staging for this station will require approximately one acre of land adjacent to the underground station box and therefore additional property will be needed for construction staging at this station. Because of the highly built-out nature of properties at this location, the FEIS/FEIR identified only one other location that is not historic or densely developed. This required an additional construction laydown site and the acquisition of three parcels totaling 0.72 acres, occupied by one to two story structures on the northwest corner of Wilshire/Gale Drive. Following construction of the subway station, this property could be redeveloped in accordance with existing zoning and land use plans for the area.

- Wilshire/Rodeo Station Entrance and Construction Staging Sites (Attachment A-7)

The DEIS/DEIR identified five possible locations for a station entrance at the Wilshire/Rodeo Station. Following more detailed engineering review, two of these sites were determined to be infeasible and the SAAG reviewed the remaining three options. The Wilshire/Rodeo SAAG initially preferred the two westernmost sites at the northwest corner of Wilshire/Beverly and the southeast corner of Wilshire/El Camino because they would be closer to the Beverly Hills business district and Rodeo Drive. Further analysis determined, however, that each of these sites would have significant impacts on adjacent properties. The Beverly Drive station entrance would either impact the underground parking of the Bank of America building which extends under the public sidewalk or would require removing on-street parking and one southbound traffic lane. The SAAG felt these impacts were unacceptable. The El Camino site would have required the removal of a significant portion of the parking structure that serves the adjacent Union Bank office tower. This was also considered unacceptable. As a result, the majority of the SAAG members concurred that the third site at the southwest corner of Wilshire/Reeves that is currently occupied by the Ace Gallery would be the preferred site for the station entrance. The façade of the Ace Gallery building was determined to be historic in the FEIS/FEIR, however, the State Historic Preservation Office concurred that there is no reasonable or prudent alternative to the taking of this building. The other two proposed station sites were also determined to be historic. Specific mitigation measures have been included in the FEIS/FEIR to address the loss of the Ace Gallery building.

Construction of the Wilshire/Rodeo Station will require approximately one acre of land adjacent to the underground station box for construction staging. The Ace Gallery site is 0.38 acres in size and would provide part of the land required. Another site was needed and there was only one remaining site that was not historic or densely built-out. For these reasons, the site at the northeast corner of Wilshire/Canon is recommended for acquisition. This site is comprised of three parcels fronting on Wilshire Boulevard comprising 0.37 acres which are one to two stories in height and are presently occupied by commercial office and retail uses.

- Century City Station/Constellation Station Entrance and Construction Staging Sites (Attachment A-8)

The Century City SAAG considered two possible primary station entrances on both the northeast and southwest corners of Constellation/Avenue of the Stars. Of these, the SAAG preferred the primary station entrance to be located on the northeast corner of Constellation/Avenue of the Stars on a presently vacant site. The site of this subway entrance is approximately six acres in size and is also

recommended as the site for construction staging. In the event that subway construction in this area is delayed until after this property is developed or in the event that a subway entrance is not deemed feasible because of changes in conditions, alternative sites have been identified on the southwest corner for a subway entrance and along Century Park East for construction staging. The SAAG also supported a pedestrian connection from the subway station to the Century City Shopping Center. Because of the importance of the retail center as a regional destination and with the condition that it will not increase the overall project budget, we will work with the property owner on plans to extend a pedestrian accessway westerly from the station box, including any necessary easements, so a second portal can be developed with a direct connection to the shopping center.

- Westwood/UCLA Station Entrance and Construction Staging Sites (Attachment A-9)

Two station entrances will be needed for the Wilshire/UCLA Station because of the high ridership that is forecasted. The SAAG focused their discussions on the preferred entrance locations. They strongly felt that one of the two entrances should be located at the intersection of Wilshire and Westwood Boulevards and that the second, should be located at UCLA Lot #36 to provide connections to the main UCLA campus and other UCLA facilities located just north of that site. The SAAG was divided on whether the Wilshire/Westwood entrance should be on the north or the south side of Wilshire Boulevard. Several members felt that subway riders should not be forced to cross Wilshire Boulevard at-grade because of the high traffic volumes and the width of that street. Ultimately, a solution was identified to split the Wilshire/Westwood entrance by placing one half of the entrance (one escalator, stair and elevator on the north side in a portion of the parking garage that serves the Westwood Medical Building) and a second half entrance on the south side of Wilshire Boulevard, just to the side of the entrance to the Murdock Plaza office building (one stair and one escalator).

A construction staging site has been identified on UCLA Parking Lot #36. This construction site would be leased during the construction phase of the project and UCLA would retain ownership for future development of the property.

- Westwood/VA Hospital Station Entrance and Construction Staging Sites (Attachment A-10)

The station entrance is recommended to be located on the southeast corner of Wilshire Boulevard and Bonsall Avenue. This subway entrance would be directly adjacent to the existing bus boarding and alighting zone on Wilshire Boulevard which will allow for direct vertical connections from the eastbound bus zone and the subway station. Connections from the subway to the westbound bus boarding and alighting zone would be via the Bonsall Avenue underpass that is grade separated from Wilshire Boulevard traffic. Construction staging is

recommended to be located in the VA Hospital north parking lot adjacent to Wilshire Boulevard and on the western portion of the VA property and the West Los Angeles Army Reserve Center.

Project Cost

The 2009 LRTP provides \$6.015 billion (YOE) to construct the project in three phases to be completed in 2019, 2026, and FY 2036. This phased cost includes all planning and environmental process costs, but does not include any financing costs, consistent with our practice for all other projects. Going forward, our Life-of-Project (LOP) budget will typically omit the planning and environmental and finance costs. The FTA omits the planning and environmental costs, but requires that certain finance costs be shown in the project budget. In addition to these variables, the Board of Directors approved the 30/10 advocacy policy that would introduce a construction phasing and acceleration variable to the Westside Subway Extension costs (if we are successful).

Table 1: "Forecasted Westside Subway Extension Costs" summarizes the various views of the project cost used in the past or anticipated to be used going forward, based on the phased approach to construction or on the 30/10 accelerated pathway, as applicable:

Table 1: Forecasted Views of Westside Subway Extension Costs (YOE in Millions)

Westside Subway Nov. 2011 Phasing Plan	LRTP Estimate (Nov 2011-Omits Finance Costs)	Life of Project (Omits Plan. & Env.)	FTA Cost (Adds Finance Costs, Omits Plan. & Env.)
Seg. 1 Opens 2019	\$2,331.4	\$2,231.4	\$2,606.4
Seg. 2 Opens 2026	\$1,583.8	\$1,733.6	\$1,583.8
Seg. 3 Opens 2035	\$2,099.8	\$2,013.4	\$2,099.8
Total all Segs. 2035	\$6,015.0	\$5,978.4	\$6,290.0
30/10 Opens 2022	\$5,159.4	\$5,129.5	\$5,662.3

All views of costs shown in Table 1 are consistent with each other once the proper adjustments are made for the planning, environmental, finance cost, phasing, and timing costs as required for each purpose shown. The Measure R Unified Cost Management Process and Policy adopted by the Board in March 2011 uses the April 2010 Financial Update to the 2009 LRTP as the cost against which cost increases are to be measured at key milestones for purposes of the policy. For this policy purpose, an "apples-to-apples" cost comparison is presented in Table 2: "Forecasted Westside Subway LRTP Cost Comparison":

Table 2: Forecasted Westside Subway Cost Comparison (YOE in Millions)

Westside Subway (As Phased in LRTP)	LRTP Estimate (April 2010-Omits Finance Costs)	LRTP Estimate (Nov 2011-Omits Finance Costs)	Increase/(Decrease)
Seg. 1 Opens 2019	\$1,950.0	\$2,331.4	\$ 381.4
Seg. 2 Opens 2026	\$2,450.0	\$1,583.8	(\$866.2)
Seg. 3 Opens 2035	\$1,615.0	\$2,099.8	\$ 484.8
Total all Segs. 2035	\$6,015.0	\$6,015.0	\$ 0

As one can see in Table 2, the cost of the first Segment of the Westside Subway Extension has increased by \$381.4 million. This is because we are also recommending that the initial construction segment should extend to Wilshire/La Cienega instead of Wilshire/Fairfax. This 0.8 mile increase in length results in the \$381 million increase. Although the overall project cost would not change, the additional Phase 1 funding would be required earlier in time. These funds have been identified in the LRTP Financial Forecast Update (March 2012) to come from additional New Starts funds, fund transfers from Segment 2 and deferral of later portions of the Wilshire BRT Project. The analysis required by the Board of Directors through the Measure R Unified Cost Management Process and Policy is described more fully in Appendix F.

As we continue with Advanced PE, project costs will be further refined through risk assessment, value engineering, evaluation of contract strategies and other project refinements. Further, we will continue to follow the Board-adopted Measure R Unified Cost Management Process and Policy as we strive to align the project cost with available funding. The Board will be asked later this year to adopt a LOP budget. Per the Measure R Unified Cost Management Process and Policy, the project will not move forward unless the project costs are in alignment with the \$6.015 billion allocated in the LRTP, as adjusted for the particular purposes described in Table 1.

DETERMINATION OF SAFETY IMPACT

The development of the project followed our adopted policies. The approval will have no impact on safety.

FINANCIAL IMPACT

Funding of \$3,345,000 to complete the FEIS/FEIR is included in the FY12 budget in cost center 4350 (Westside Area Team), project 465518 (Westside Subway Extension Project). Funding of \$20.35 million for PE/Advanced PE is included in the FY12 budget in cost center 8510 (Construction Project Management), project 865518 (Westside Subway Extension Project). Since this is a multi-year project, the Cost Center Manager and Executive Director Transit Project Delivery will be responsible for budgeting future year costs.

Impact to Budget Bus and Rail Operating and Capital Budget

Funding for FY12 expenditures come from the State Repayment of Capital Project Loans account, which are funds derived from previous reimbursements to us from State Letters of No Prejudice agreements on various projects and free these funds for use on other capital projects. Although eligible for bus and rail operating and capital expenditures, these funds were assumed in the LRTP for the Regional Connector and the Westside Subway Extension, since both projects are not eligible for Propositions A and C funding (due to proposed tunneling element of the projects) and are not eligible for Measure R funding at this time. Other potentially eligible sources (TDA Article 4 and State Transit Assistance) are used for bus and rail operations and were therefore not considered.

ALTERNATIVES CONSIDERED

The Board could delay or defer action to approve the Project Definition, certify the FEIS/FEIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. Deferral of any of these actions is not recommended as this would delay the project schedule which calls for entry into Final Design later this year and the award of a construction contract following the award of a Full Funding Grant Agreement with the Federal government in 2013. Such a delay could add cost to the project.

NEXT STEPS

Upon Board approval, we will file the Notice of Determination for the Westside Subway Extension Project with the Los Angeles County Clerk and the State of California Clearinghouse, and will work with FTA to obtain a Record of Decision. We will continue with Advanced PE and submit a request to enter Final Design with the FTA. We will return later in the year for the Board to consider adopting a LOP budget.

ATTACHMENTS

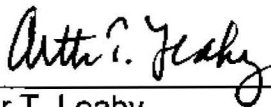
- A. Recommended Project Definition Maps Revised
- B. FEIS/FEIR Executive Summary
- C. Notice of Determination
- D. Findings of Fact and Statement of Overriding Considerations
- E. Mitigation Monitoring and Reporting Program
- F. Measure R Cost Management Process and Policy Evaluation

Prepared by: David Mieger, Deputy Executive Officer, Westside Planning
 Renee Berlin, Executive Officer, Countywide Planning
 Jody Feerst-Litvak, Community Relations Manager
 David Yale, Deputy Executive Officer, Regional Programming

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Martha Welborne, FAIA
Executive Director, Countywide Planning



Arthur T. Leahy
Chief Executive Officer

Westside Subway Extension FEIS/FEIR Certification

**Planning and Programming
Committee**

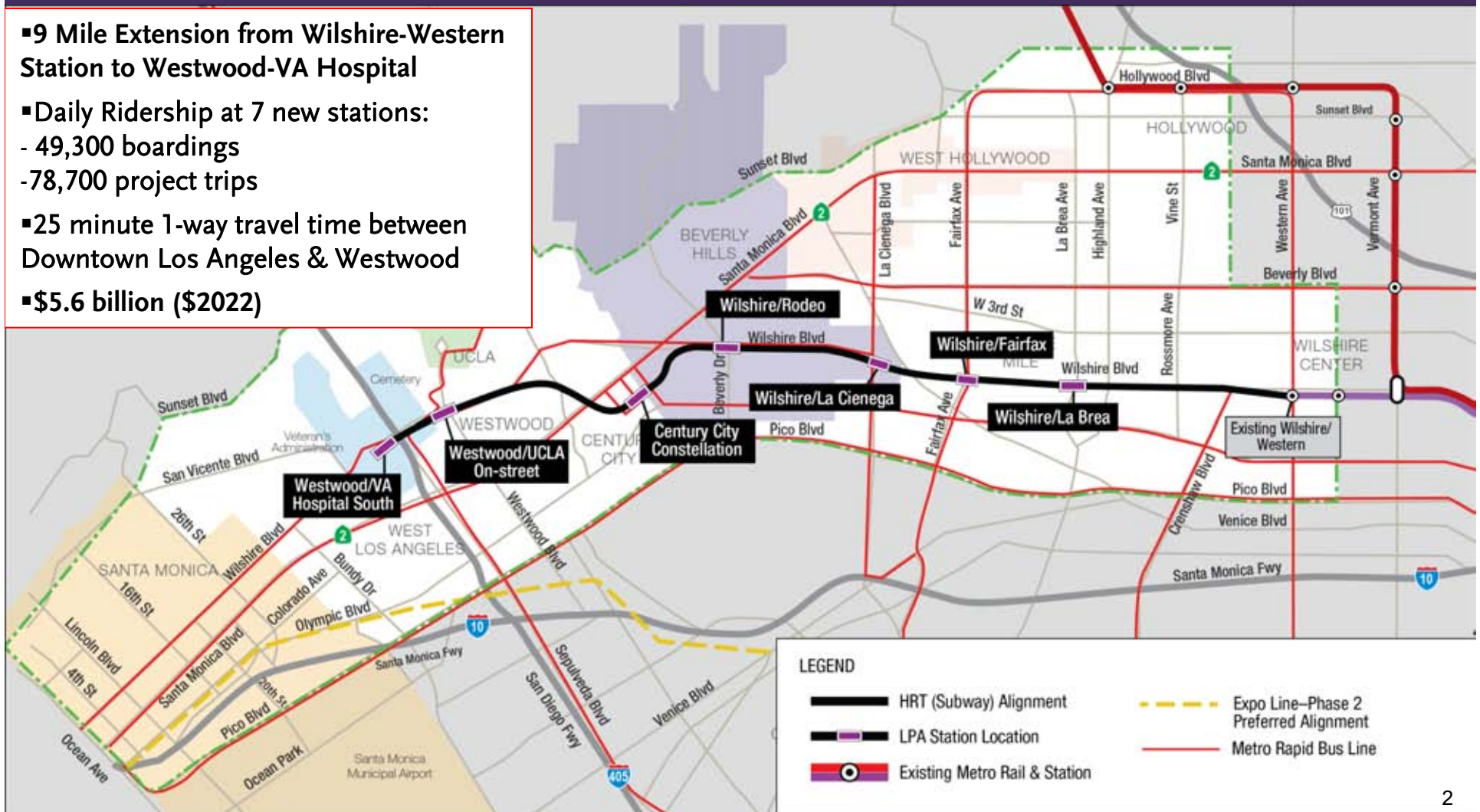
April 18, 2012



Final EIS/EIR Released March 19, 2012

Recommended Alignment & Station Locations

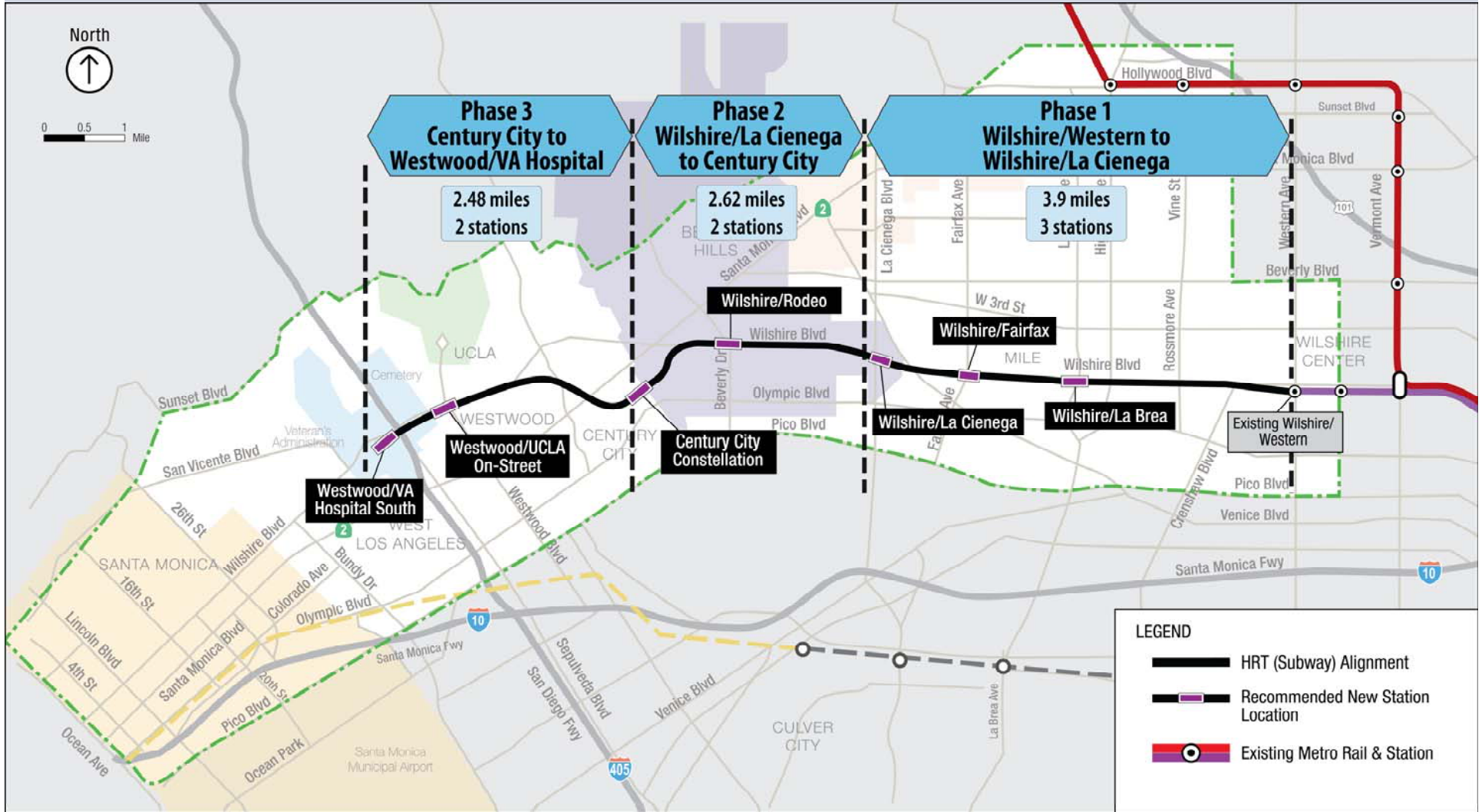
- 9 Mile Extension from Wilshire-Western Station to Westwood-VA Hospital
- Daily Ridership at 7 new stations:
 - 49,300 boardings
 - 78,700 project trips
- 25 minute 1-way travel time between Downtown Los Angeles & Westwood
- \$5.6 billion (\$2022)



FEIS/FEIR Recommendations

1. **Initial Construction Phase**
2. **Station Locations and Alignments**
 - Century City
 - Westwood/UCLA
 - Westwood/VA Hospital
3. **Station Entrance and Construction Staging Sites**
 - Seven New Stations
 - Modified Recommendation at Wilshire/Fairfax
4. **Rail Storage Facility Expansion**
 - Downtown Los Angeles Rail Yard

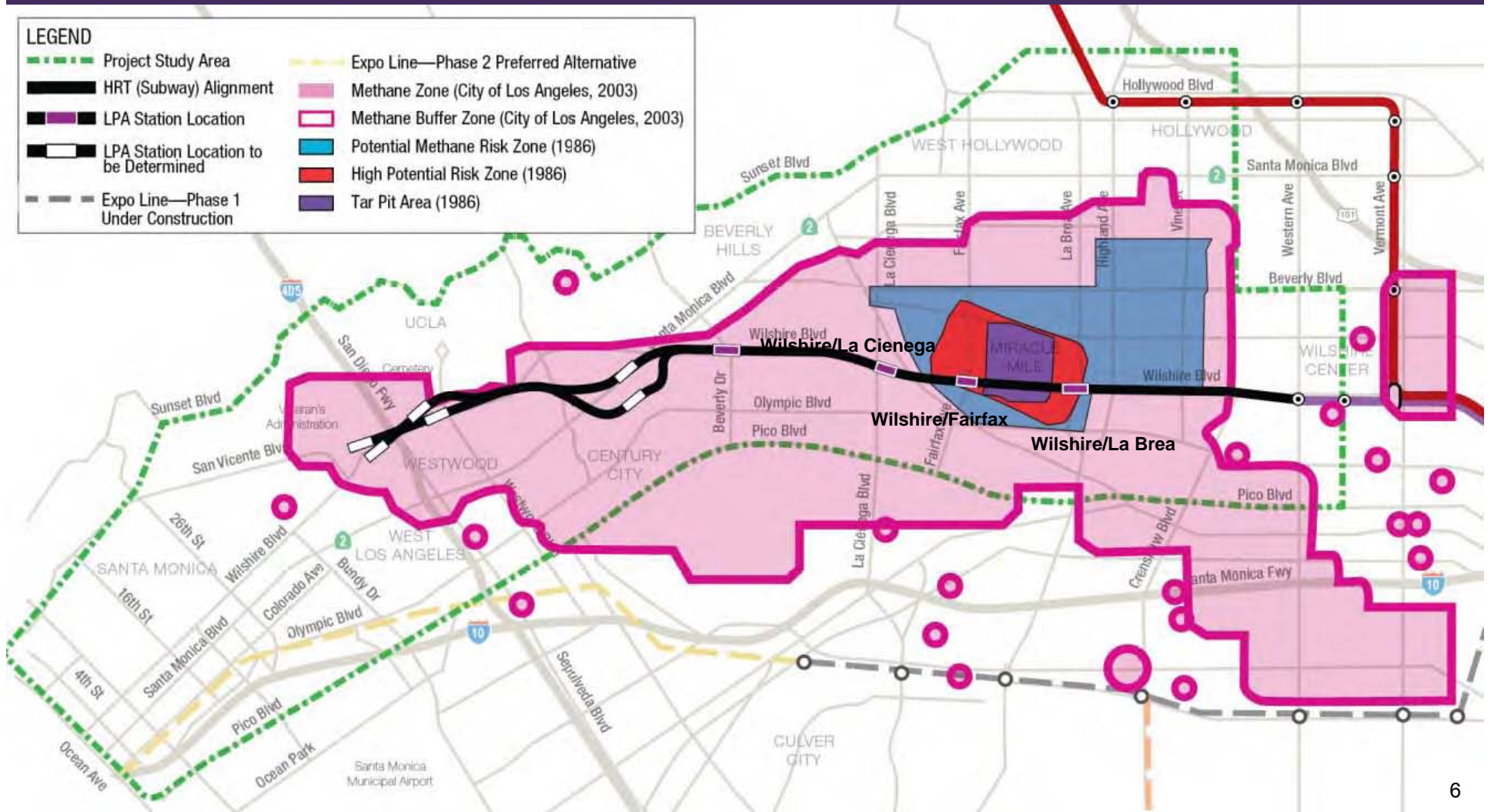
1) Initial Construction Segment



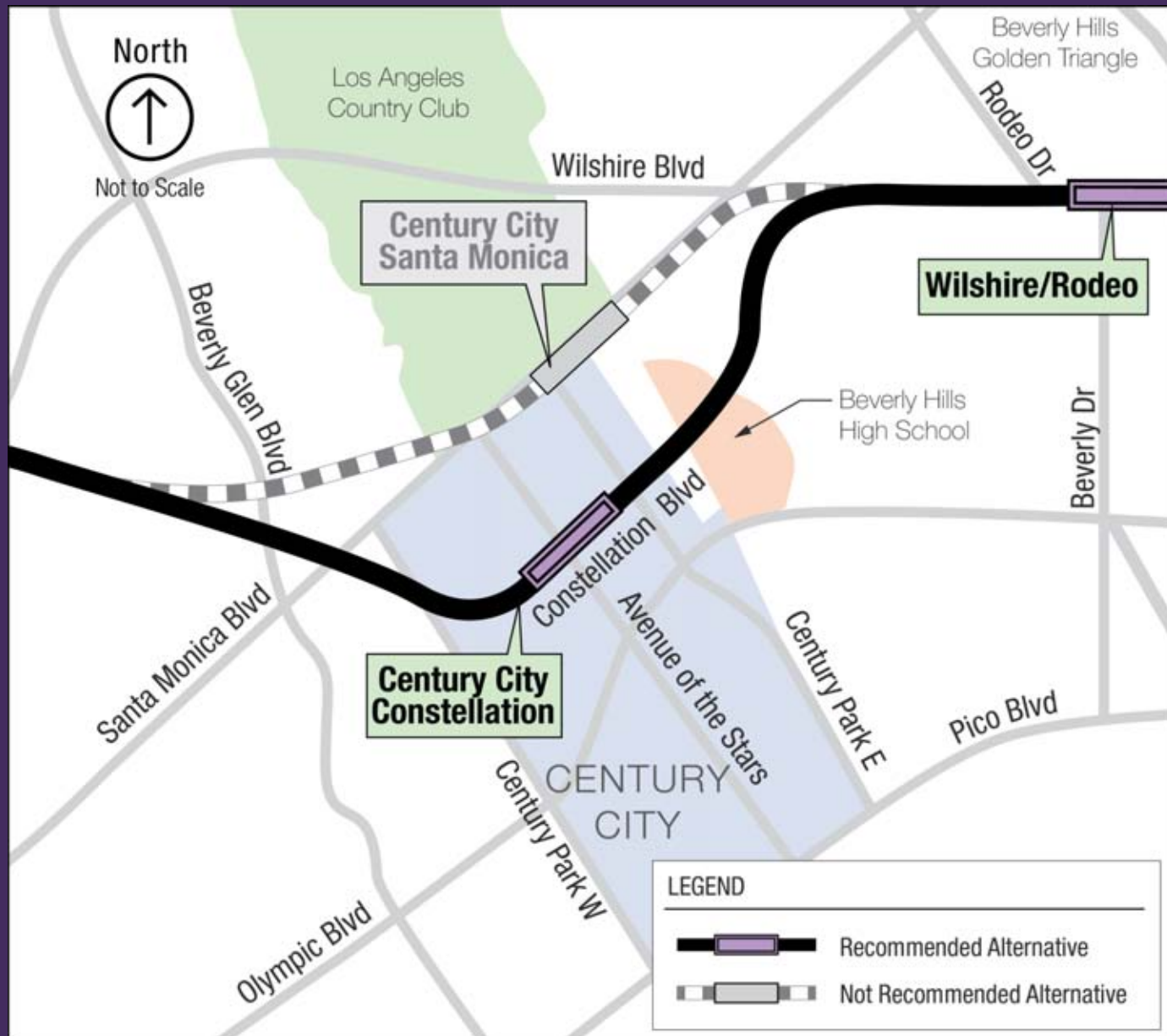
1) Moving Phase One Interim Terminus from Fairfax to La Cienega

- **Increases initial segment from 3.1 miles to 3.9 miles; reduces second segment from 3.5 miles to 2.6 miles**
- **Shifts \$381 million in costs from Phase 2 to Phase 1, reduces overall project costs by approximately \$50 million**
 - Eliminates need for more costly tunnel mining in Phase 2 (west of La Cienega)
 - Optimizes schedule for construction in gassy ground; less excavation of paleontological resources
 - Reduces real estate acquisition requirements at Fairfax near museums and historic properties
 - Improves operational efficiency of full line; reduces total number of crossovers from 6 to 5 (crossover not required at Fairfax)
 - No changes required to the design or construction of the Wilshire/La Cienega Station

1) Gassy Ground Concentrations in Initial Phase



2a) Century City Alignment and Station Location



2a) Century City Station & Tunnel Recommendation

- October 28, 2010 - Board approved DEIS/DEIR Locally Preferred Alternative and directed further study of Santa Monica Boulevard and Constellation Route Options during PE and FEIS/FEIR
- Specific studies explored safety/risks of tunneling under Beverly Hills High School, tunneling and station construction, and operation under Santa Monica and Constellation Boulevards
- October 19, 2011 – Two comprehensive studies completed and presented to MTA Planning & Programming Committee:
 - *Century City Area Tunneling Safety Report*
 - *Fault Investigation Report*

2a) Century City Station & Tunnel Recommendation

- MTA Tunneling Safety and Fault Investigation Reports were prepared by Metro's Planning & Engineering Consultant Parsons Brinckerhoff with assistance from Metro's Tunnel Advisory Panel and national experts in seismic and fault investigation (James Dolan, Thomas Henyey and Thomas Rockwell).
- Independent Review Panel comprised of national experts reviewed the reports and endorsed the findings prior to their release (Lloyd Cluff, Lucile Jones, Paul Jennings and Thomas O'Rourke).

2a) Century City Fault Investigation

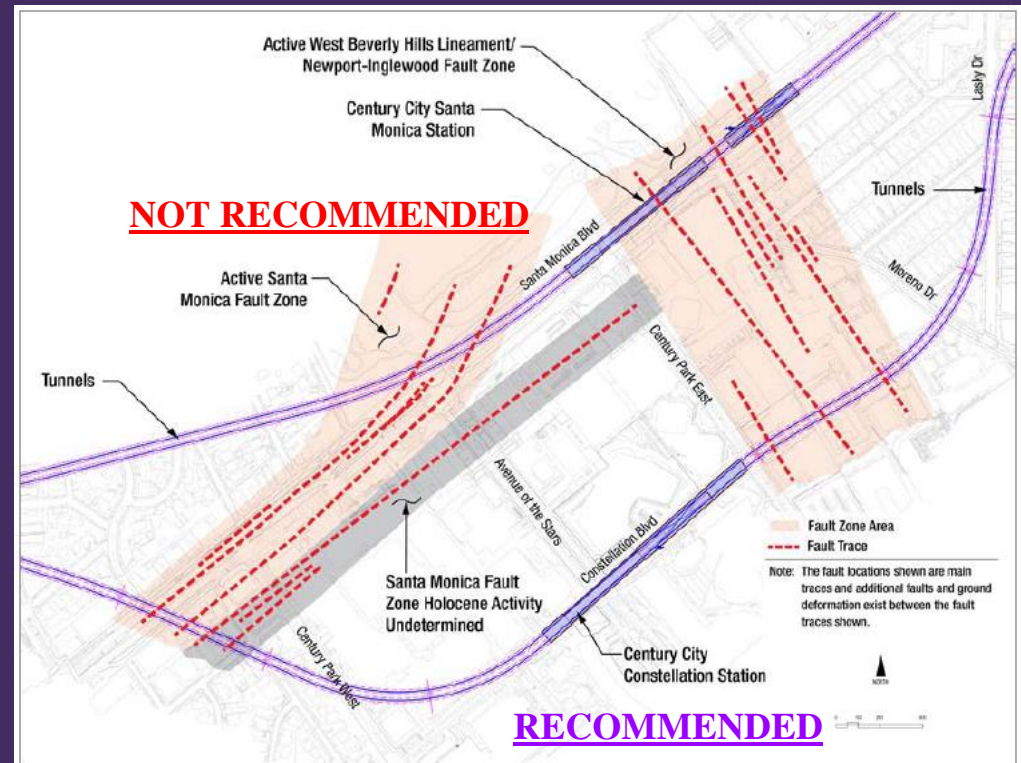
Fault Investigation Findings

• Santa Monica Boulevard

- Fault zone extends sub-parallel to Santa Monica Boulevard - area of complex faulting
- East station location is within West Beverly Hills Lineament/Newport Inglewood Fault zone

• Constellation Boulevard

- Location is south and west of fault zones
- No evidence of faulting at station location



2a) Century City Tunnel Safety Review

Tunnel Safety Findings

- Study evaluated seven categories of risk
 - Risk of Settlement
 - Noise & Vibration
 - Gassy Ground & Oil Wells
 - Tunneling Through Fault Zones
 - Use of School as an Emergency Evacuation Center
 - Impact to Plans to Expand and Remodel BHHS
 - Overall Risks to Students, Faculty and Community
- In all areas, the study found that the above concerns were resolved and mitigation strategies were identified to tunnel safely. These findings are also supported in the FEIS/FEIR

2a) Seismic/Geotechnical Studies

- **Reports Prepared by the City of Beverly Hills**
 - **Exponent Report**
 - Metro disagrees with Exponent
 - By using proven engineering principles, Metro emphasizes a stronger risk management approach than Exponent proposes
 - **Shannon & Wilson**
 - Metro agrees with Shannon & Wilson that tunneling can be safely accomplished under BHHS and other properties
- **Based on all data compiled to date:**
 - The station on Constellation Blvd. is suitable geologically and it is recommended
 - No station location above or below ground on Santa Monica Blvd. is acceptable because of active fault hazards

2a) Updated Century City Station Ridership Data

2035 Projected Weekday Boardings:

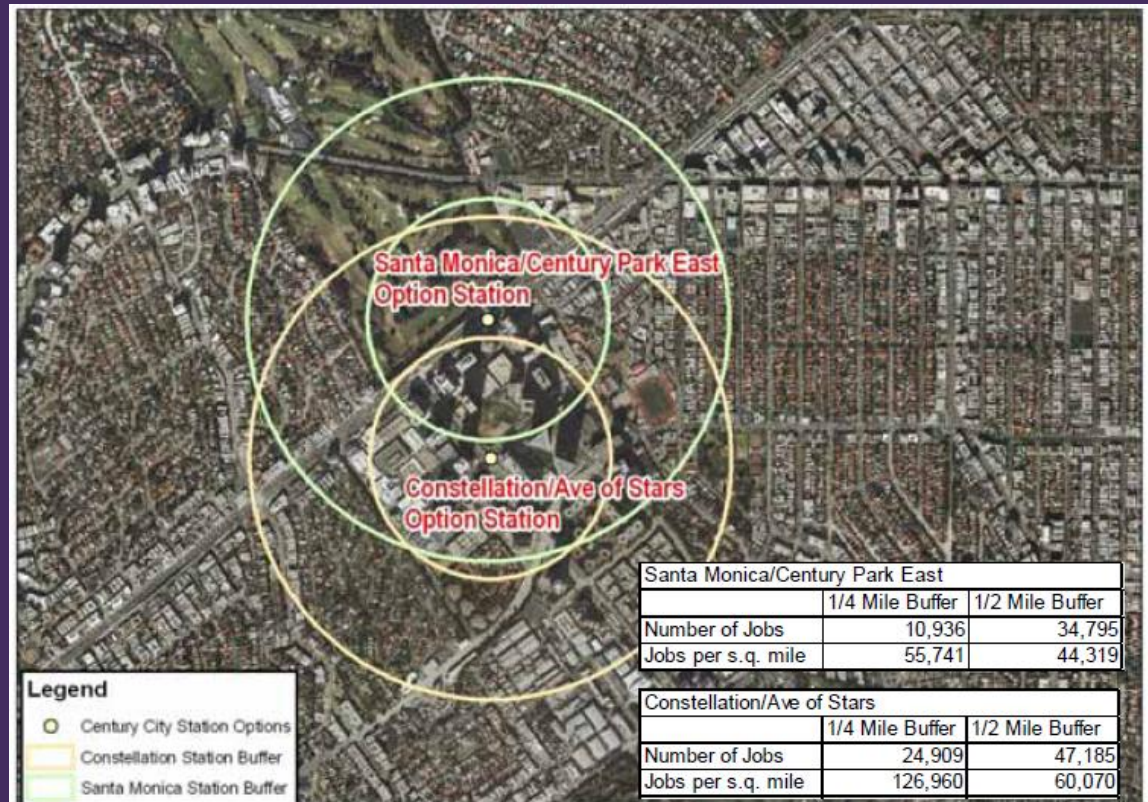
- Constellation Station: 8,600
- Santa Monica Station: 5,500

More jobs and job density
near Constellation

Existing jobs within ¼ mile

Constellation: 20,200

Santa Monica: 10,300



Data Source: SCAG RTP08 Socio-economic Data, converted by LA Metro to Metro zone structure

2a) Century City Station and Alignment

- Reasons for Recommendation
 - Seismic and Geotechnical Safety
 - Risks for tunnel alignment in Beverly Hills have been addressed:
 - Risk of Settlement
 - Noise and Vibration
 - Risk from Gassy Ground and Oil Wells
 - Tunneling through Fault Zones
 - Use of Beverly Hills High School as a Emergency Evacuation Center
 - Impacts to Future Plans to Remodel and Expand Beverly Hills H.S.
 - Overall Risks to Students, Faculty and Community
 - Higher Ridership

2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignment and Station Recommendations

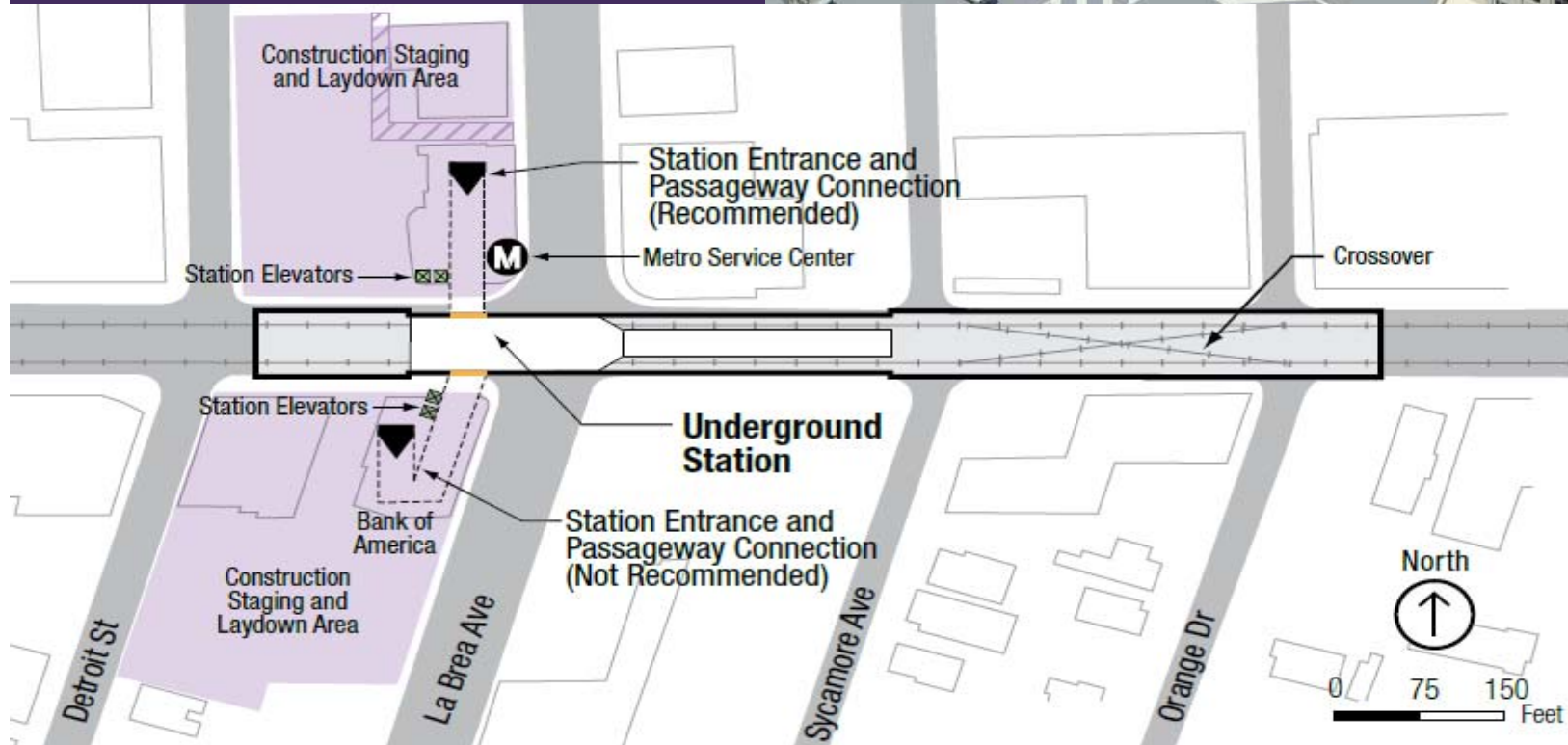


2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignments and Station Locations

- Westwood/UCLA Station Recommendation
 - Under Wilshire Boulevard between Westwood & Gayley
 - Easier to construct, fewer impacts to existing buildings
 - Only station requiring 2 entrances due to boardings
 - One at UCLA Lot 36
 - One “split” entrance on the west side of the Wilshire/Westwood intersection
- Westwood/VA Hospital Station Recommendation
 - South side of Wilshire at Bonsall
 - Less expensive location
 - Closer to hospital entrance
 - Better position for any future extension

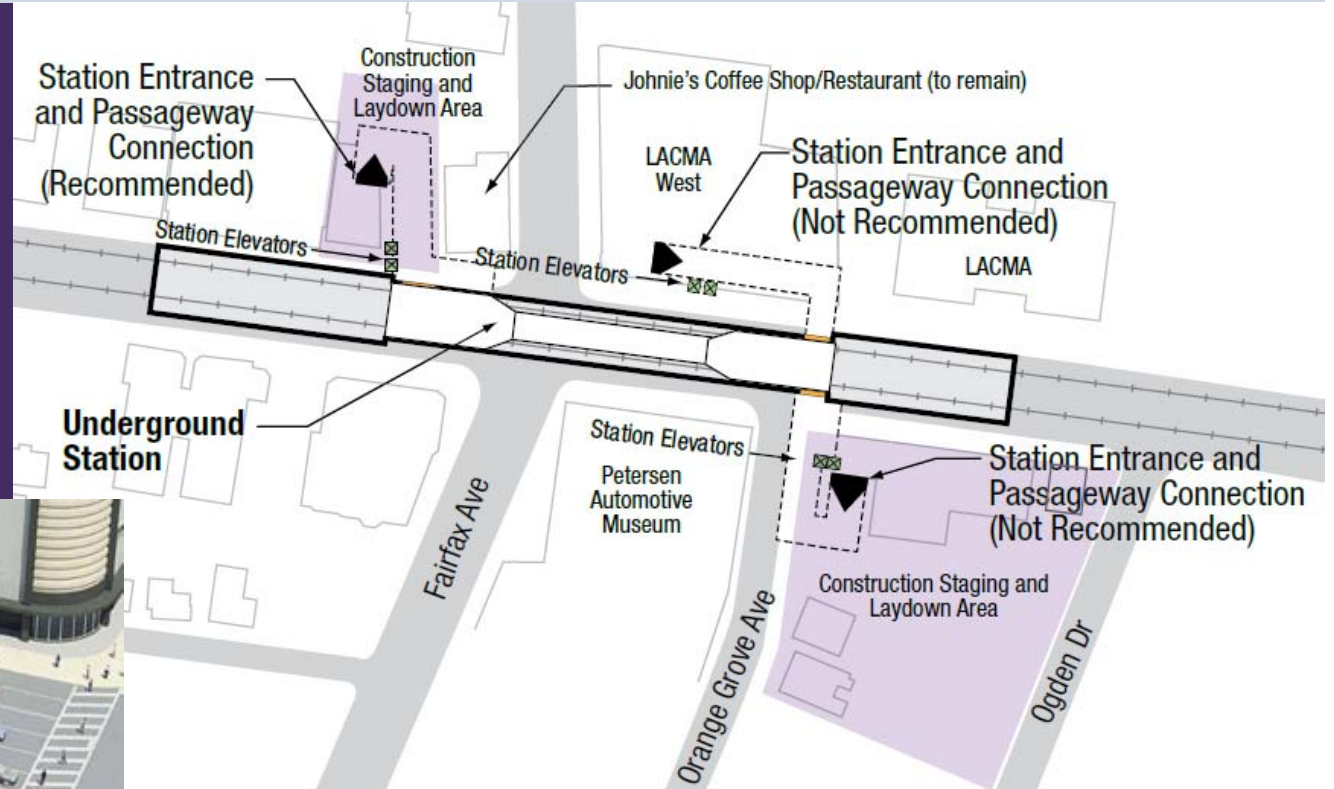
3a) Wilshire/La Brea Station

- Recommended entrance at NW corner
- Both NW and SW corner needed for construction staging



3b) Wilshire/Fairfax Station

<Change in Recommendation>



- NW corner (Johnie's site) original entrance recommendation
- Construction staging also needed on south side of Wilshire (Orange Grove to Ogden)

3b) Wilshire/Fairfax Station

<Change in Recommendation>

- Comparison of Johnie's and Orange Grove Sites
 - Costs for either entrance are virtually identical as both sites are required for construction staging
 - Orange Grove is slightly farther from the intersection but closer to cultural institutions east of Fairfax
 - Attendance at LACMA, Page Museum and Rancho La Brea Tar Pits has grown dramatically providing greater proximity for more transit riders, if station is farther to the east
 - LACMA will undertake fundraising for a second entrance on north side of Wilshire in front of museum to open at same time as subway; provides opportunity for significantly enhanced entrance east of Fairfax

3b) Wilshire/Fairfax Station

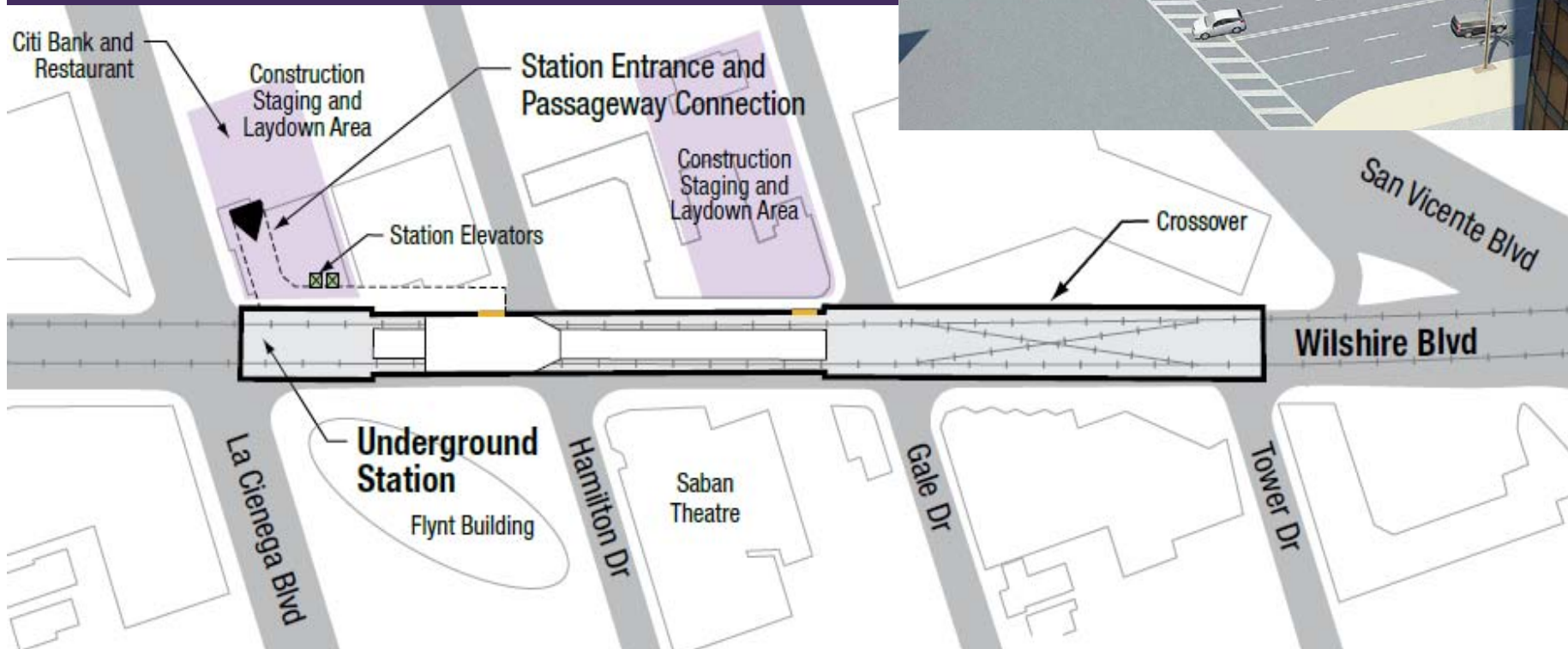
<Change in Recommendation>

- MTA-funded Orange Grove subway entrance: South side of Wilshire directly opposite LACMA
- LACMA-funded entrance: North side of Wilshire between LACMA West and the Broad Contemporary Art Museum
- Both would be a short distance from the Wilshire/Fairfax intersection



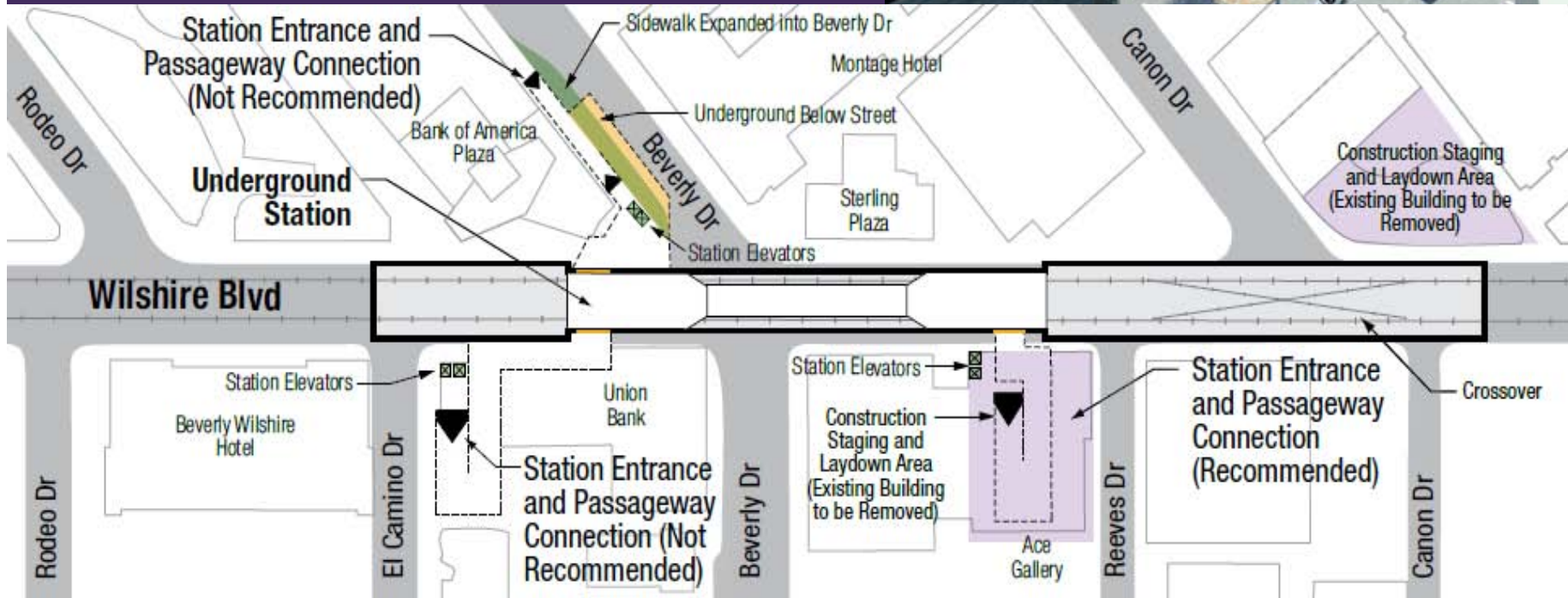
3c) Wilshire/La Cienega Station

- Recommended entrance & construction staging at NE corner
- NE corner Wilshire & Gale also needed for construction staging

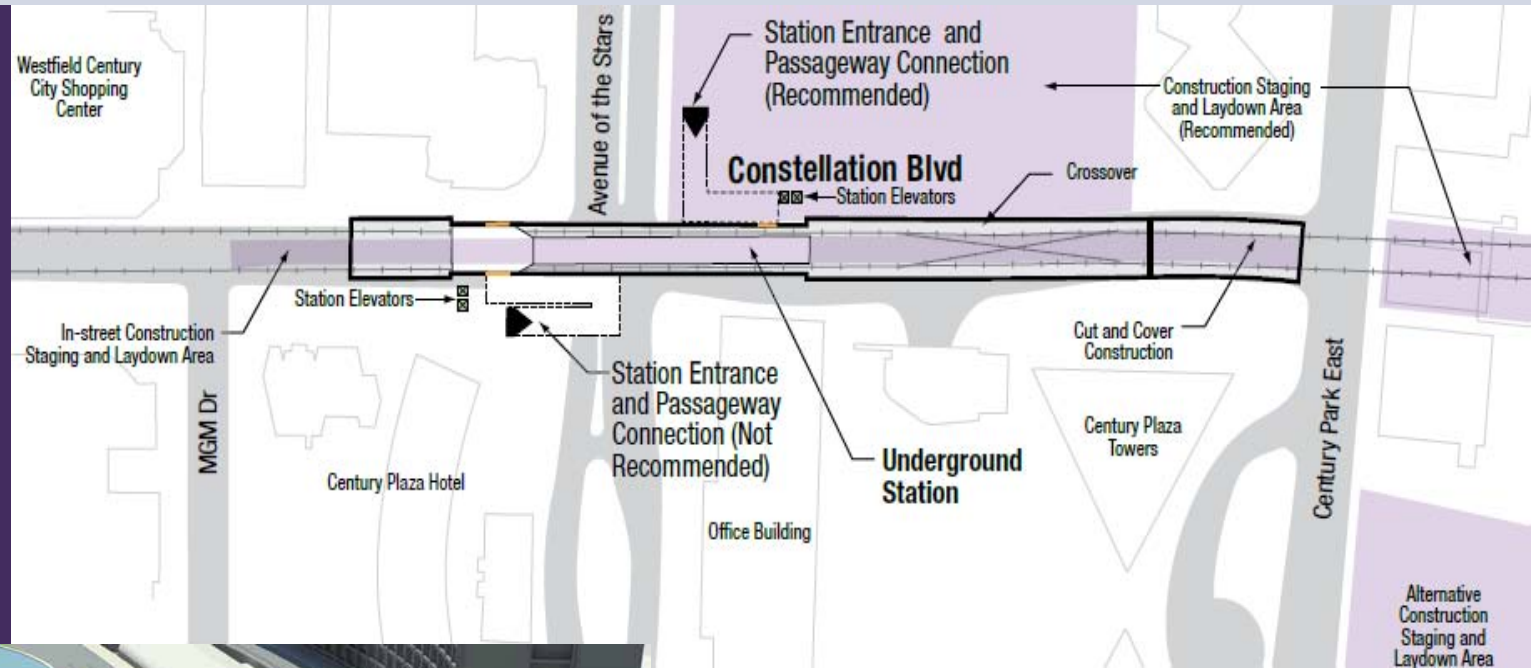


3d) Wilshire/Rodeo Station

- Recommended entrance & construction staging at SW corner Wilshire/Reeves
- Too many impacts for entrance options closer to Beverly & Rodeo
- NE corner Wilshire/Canon also needed for construction staging



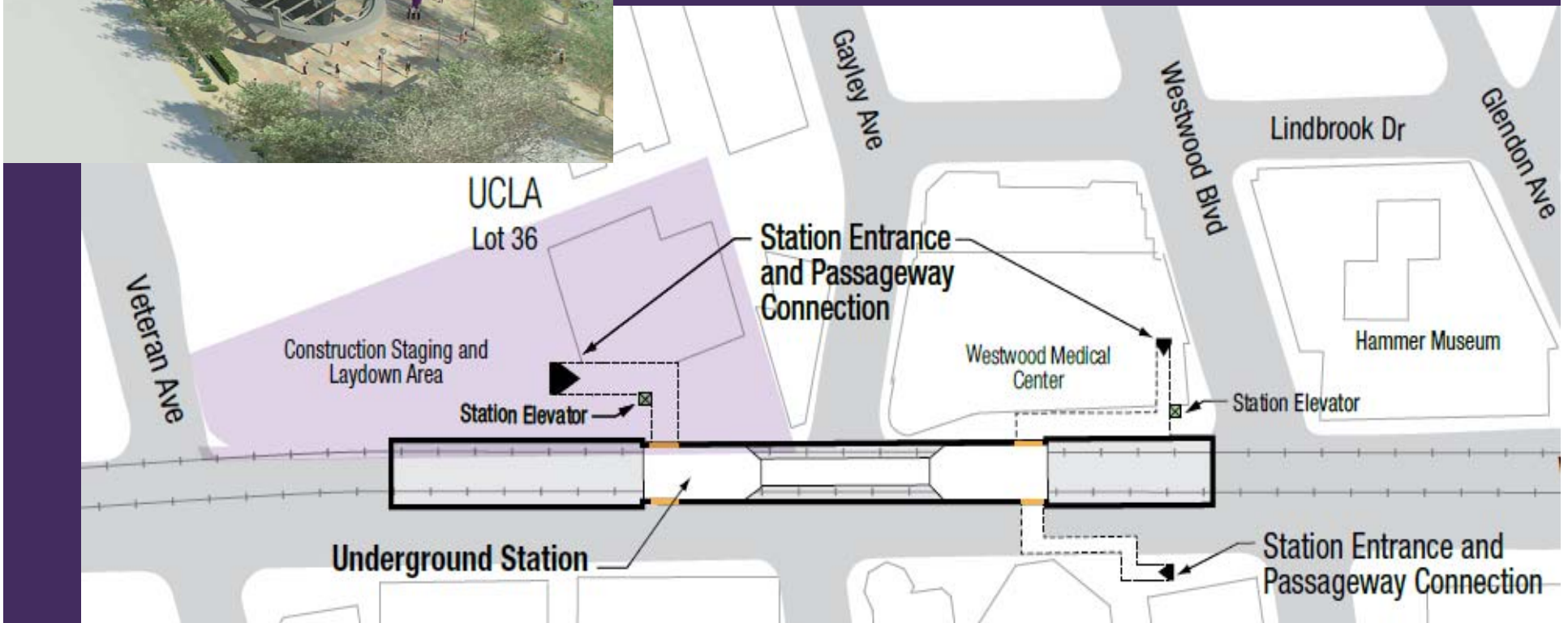
3e) Century City Station



- Recommended entrance & construction staging at NE corner Constellation/Ave of the Stars
- Alternate entrance on SW corner and alternate construction sites along Century Park East
- Working to provide direct pedestrian access way to Century City Mall, including obtaining any necessary easements, at no increase in project cost

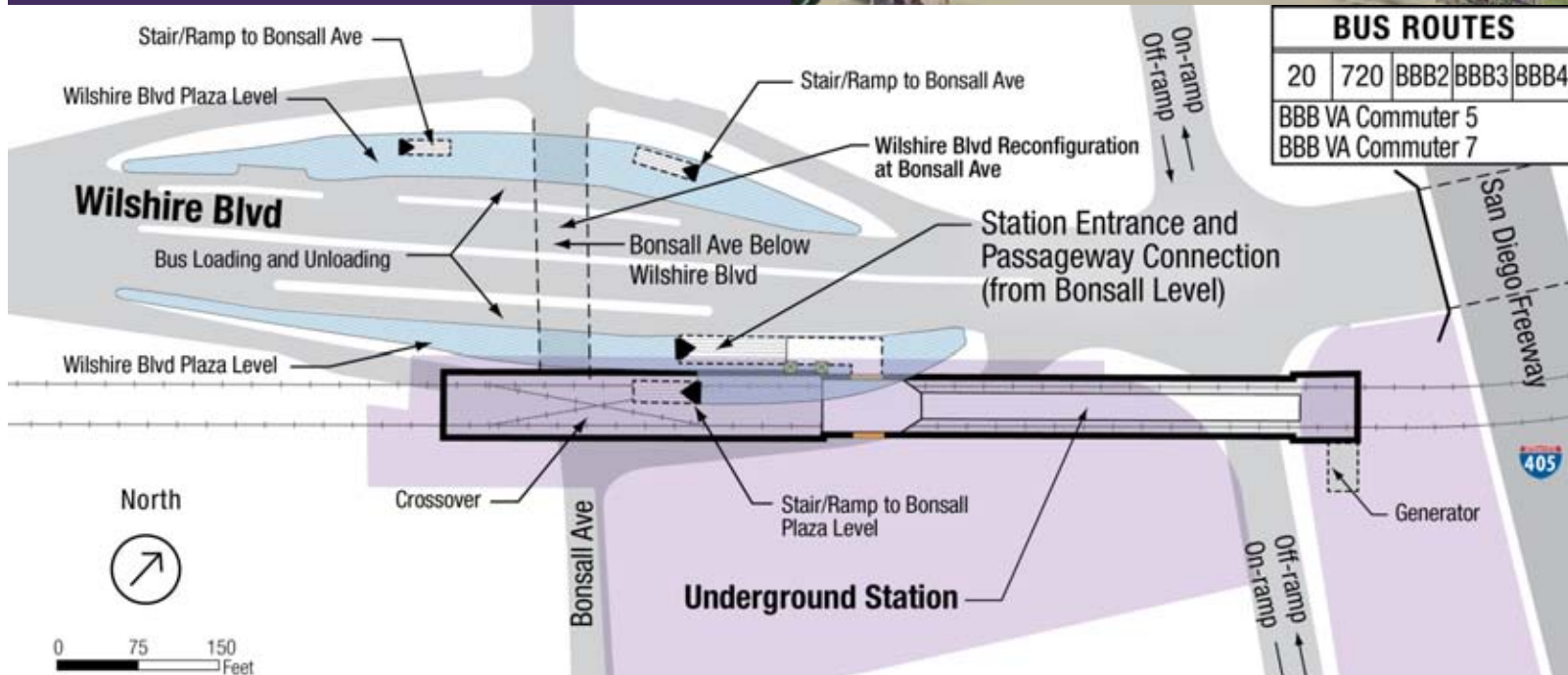
3f) Westwood/UCLA Station

- Recommended entrances:
 - UCLA Lot 36
 - “Split” entrance on both western corners of Wilshire/Westwood. Couldn't fit a full entrance at any single corner
- Construction staging at UCLA Lot 36



3g) Westwood/VA Hospital Station

- Recommended entrance at Bonsall, south side of Wilshire
- Construction staging in VA parking lot and perhaps elsewhere on VA campus with replacement parking and other mitigations
- Working to improve bike & pedestrian connection and drop-off options for this station



4) Downtown LA Rail Yard Expansion



Next Steps

CEQA

- **April 23, 2012: End of CEQA 30-day public availability period**
- **April 26, 2012: Anticipated CEQA Environmental Action by MTA Board**
 - **File Notice of Completion with County Recorder and State Clearinghouse**

NEPA

- **May 23, 2012: Close of Federal Transit Administration (FTA) public availability period**
 - **MTA will continue to forward all public input received to FTA**
- **FTA issues Record of Decision**
- **Request approval to enter Final Design**

Pre-Construction Planning Activities

- **Seek Full Funding Grant Agreement (FFGA)**
- **Developing location-specific construction mitigations**
- **Continuing planning to improve access to all stations**
- **Real estate appraisals acquisitions**
- **Contracting**
- **Community outreach**
- **Field testing**

April 16, 2012

Mr. Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Westside Subway Entrance for Museum Row and the Miracle Mile

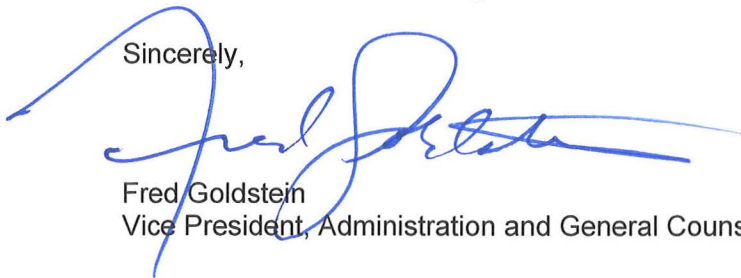
Dear Mr. Leahy:

Museum Associates has been meeting with the MTA staff and the Metro Station Area Advisory Group over the past year with respect to issues involved in the Wilshire/Fairfax station entrance location for the proposed Westside Subway Extension. The staff has previously recommended in the FEIS/FEIR that the primary entry portal for this station be located on the north side of Wilshire Boulevard, west of Fairfax, between the Johnnie's Restaurant and the 99 Cents Store.

Based on our recent conversations with MTA staff, we now mutually understand and agree that there are nearly two million visitors a year to LACMA and the Page Museum, a figure that MTA previously thought would only be attained in 2035 but, in fact, we are attaining now. In light of this information, MTA and Museum Associates now agree that it is preferable to have the main portal of the Wilshire/Fairfax subway station built across the street from the museum at Wilshire Boulevard and Orange Grove, a short block from Fairfax Avenue. Moreover, at the request of Supervisor Yaroslavsky, Museum Associates is prepared to commit, subject to the approval of our Board of Trustees, to raising the funds necessary to pay for the construction of a second entry portal to be located on the north side of Wilshire Boulevard directly across from the Orange Grove entrance. It is anticipated that this LACMA entry portal will be constructed concurrent with the Wilshire/Fairfax subway station and would not result in any increase in cost to the project. We believe that this makes the most sense from the point of view of ridership, joint development opportunities, public convenience and access to three of the county's premier cultural and natural attractions (LACMA, the Page Museum and the Rancho La Brea Tar Pits).

We look forward to working with you to provide for a station that not only serves the maximum number of riders in the most efficient manner, but that also provides the most direct access to, and truly reflects, the importance of Museum Row and the Miracle Mile as the cultural center of Los Angeles.

Sincerely,



Fred Goldstein
Vice President, Administration and General Counsel

CC: MTA Board of Directors

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Real Estate Department
Deputy Executive Officer - Real Estate
P: 213-922-2415 F: 213-922-2400
One Gateway Plaza, Mail Stop 99-18-4
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

[Recordation of this Public Document is Exempt from all Recording Fees and Taxes Pursuant to
Government Code Section 6103]

Public Agency - No Tax Statement

NOISE EASEMENT DEED

For valuable consideration, receipt of which is hereby acknowledged, **(Name of Owner)**, a
_____,
for themselves, their heirs, administrators, executors,
successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public
agency existing under the authority of the laws of the State of California ("Grantee"), its
successors and assigns, for the use and benefit of the public and its employees, a perpetual,
assignable easement in that certain real property in the City of Los Angeles, County of Los
Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by
this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property
having the same boundaries as the described Property and extending from the sub-
surface upwards to the limits of the atmosphere of the earth, the right to cause in said
easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic
disturbances, and all other effects that may be caused or may have been caused by
the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit
or action of any purpose, including or not limited to, property damage or personal
injuries, against Grantee, its successors and assigns, for any necessary operating and
maintenance activities and changes related to the Project which may conflict with
Grantors' use of Grantors' property for residential and other purposes, and Grantors
hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or
develop the Property for any permitted use. However, Grantor's rights of development shall
not interfere with the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of _____, 20____

By: _____
Name

By: _____
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____

Date

Here Insert Name and Title of the Officer

personally appeared _____

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

Corporate Officer — Title(s): _____

Partner — Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

Signer's Name: _____

Corporate Officer — Title(s): _____

Partner — Limited General

Individual Attorney in Fact

Trustee Guardian or Conservator

Other: _____

Signer Is Representing: _____

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from _____, a **California Limited Partnership**, ("Grantor") to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**, a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of _____, 20__

By: _____
Velma C. Marshall
Deputy Executive Officer - Real Estate

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
 - B. Drainage Area Maps and Drainage Calculations
 - C. Architectural drawings
 - D. Structural drawings and calculations
 - E. Civil Drawings
 - F. Utility Drawings
 - G. Sections showing Foundations and MTA Structures
 - H. Column Load Tables
 - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
 - J. A copy of the Geotechnical Report.
 - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
 - L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System
- 1.6 The following items must be completed before starting any construction:
 - A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
 - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.
- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
 - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
 - C. References to articles, manuals and source material shall be furnished with the calculations.
 - D. Reference to pertinent codes and standards.
 - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
 - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
 - G. Numerical calculations shall clearly indicate type of measurement unit used.
 - H. Identify results and conclusions.
 - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
 - B. Program Abstract.
 - C. Program Purpose and Applications.
 - D. Complete descriptions of assumptions, capabilities and limitations.
 - E. Instructions for preparing problem data.
 - F. Instructions for problem execution.
 - G. List (and explanation) of program acronyms and error messages.
 - H. Description of deficiencies or uncorrected errors.
 - I. Description of output options and interpretations.

- J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
 - K. Computer printout of all supporting calculations.
 - L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
 - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
 - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.
 - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
 - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
 - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
 - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.
- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
- D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
 - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
 - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
 - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
 - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
- E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four(4") inches of asphaltic concrete placed and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
- B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
- C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.
- D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

Exhibit A for details.

- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.
- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

- E. **Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required
- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall

coordinate all safety rules and procedures with MTA Rail Operations Control Center.-

- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

From: Gordon Mize [mailto:gmize@aqmd.gov]
Sent: Wednesday, August 10, 2016 6:28 PM
To: Peter Burgis
Subject: FW: SCAQMD Staff NOP Comments for the Proposed LACMA Building for the Permanent Collection DEIR Project

Hi Mr. Burgis,

My apologies but there was a typographical error in the NOP letter sent to you earlier today. Attached is the corrected version, of which the correction will be reflected in the hard copy of the letter that will be sent to your attention.

Sincerely,

Gordon E. Mize
Air Quality Specialist
South Coast Air Quality Management District
CEQA, Inter-Governmental Review
(909) 396-3302 Phone
(909) 396-3324 Fax
gmize@aqmd.gov

From: Gordon Mize
Sent: Wednesday, August 10, 2016 5:52 PM
To: 'pburgis@ceo.lacounty.gov' <pburgis@ceo.lacounty.gov>
Subject: SCAQMD Staff NOP Comments for the Proposed LACMA Building for the Permanent Collection DEIR Project

Peter Burgis
Capital Programs
L.A. County Chief Executive Office
The County of Los Angeles

Attached are the SCAQMD staff comments for the preparation of a Draft EIR for the proposed project. The original, electronically signed letter will be sent to your attention. If you have any questions, please feel free to contact me.

Sincerely,

Gordon E. Mize
Air Quality Specialist
South Coast Air Quality Management District
CEQA, Inter-Governmental Review
(909) 396-3302 Phone
(909) 396-3324 Fax
gmize@aqmd.gov



South Coast

Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

August 10, 2016

pburgis@ceo.lacounty.gov

Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

**Notice of Preparation of a CEQA Document for the
Los Angeles County Museum of Art Building for the Permanent Collection Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft EIR. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a Draft EIR document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for

performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Finally, should the proposed project include equipment that generates or controls air contaminants, a permit may be required and the SCAQMD should be listed as a responsible agency and consulted. The assumptions in the submitted Draft EIR would also be the basis for permit conditions and limits. Permit questions can be directed to the SCAQMD Permit Services staff at (909) 396-3385, who can provide further assistance.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Mitigation Measure resources are available on the SCAQMD CEQA Air Quality Handbook website: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the lead agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact Gordon Mize, Air Quality Specialist by e-mail at gmize@aqmd.gov or by phone at (909) 396-3302.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Planning and Rules Manager
Planning, Rule Development & Area Sources

JW:GM

LAC160804-06
Control Number

From: Jui Ing Chien
Sent: Tuesday, August 16, 2016 4:16 PM
To: Peter Burgis
Cc: Norma E. Garcia; Kathline J. King; Clement Lau
Subject: Response - LACMA Building - NOP of a Draft EIR

Mr. Burgis,

Please find attached our response letter for the LACMA Building Project.
Thank you.

Jui Ing Chien - County of Los Angeles Department of Parks and Recreation - Planning and Development Agency | 510 South Vermont Avenue, Los Angeles, CA 90020 | ph# 213.351.5129 fax# 213.639.3959 | Business Hours 7:00 A.M. to 5:30 P.M. Monday through Thursday



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

John Wicker, Director

August 16, 2016

Sent via e-mail: pburgis@ceo.lacounty.gov

TO: Mr. Peter Burgis
Chief Executive Office

FROM: Jui Ing Chien *JC*
Park Planner

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT
LACMA BUILDING FOR THE PERMANENT COLLECTION**

The proposed project has been reviewed for potential impacts on the facilities of this Department. We have determined that the project, which consists of one new museum building of approximately 368,300 gross square feet and a new parking facility, will not affect any Departmental facilities.

Thank you for including this Department in the review of this project. If you have any questions, please contact me at jchien@parks.lacounty.gov or (213) 351-5129.

c: Parks and Recreation (N. E. Garcia, K. King, C. Lau)

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI

MAYOR

August 29, 2016

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ASSISTANT DIRECTORS

WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

Peter Burgis
Capital Program
L.A. County Chief Executive Office
500 West Temple St., Room 754
Los Angeles, CA 90012

LACMA BUILDING FOR THE PERMANENT COLLECTION-NOP DRAFT EIR AND NOTICE OF PUBLIC SCOPING MEETING

This is in response to your August 4, 2016 letter requesting a review of your proposed project located at 5905 Wilshire Boulevard, Los Angeles CA 90036. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Museum: All Area	225 GPD/1000 SQ.FT	392,871 SQ.FT	(88,396)
Theater: Live/Music/Opera	3 GPD/SEAT	4,056 SQ.FT	(1,800)
<i>Proposed</i>			
Museum: All Area	225 GPD/1000 SQ.FT	368,300 SQ.FT	82,868
Theater: Live/Music/Opera	3 GPD/SEAT	4,056 SQ.FT	900
Total			-4,628

zero waste • one water

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste



SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project include the following existing sewer lines; an 8-inch, 18-inch, 8-inch, and 8-inch sewer line on Ogden Dr. R/W, Wilshire Blvd, Ogden Dr, and Spaulding Ave, respectively. The sewage from Ogden Dr. R\W (8-inch), Wilshire Ave (18-inch), and Ogden Dr. (8-inch) discharge into a 21-inch sewer line on Alley E/O Hayworth Ave and feed into a 39-inch outfall on Crescent Heights Blvd . Furthermore the sewage from Spaulding Ave (8-inch) discharges into a 78-inch outfall on Genesee Ave. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch lines on Odgen Dr and Spaulding Ave cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Odgen Dr R\W	38	240,516 GPD
18	Wilshire Blvd	17	4.18 MGD
8	Odgen Dr	*	347,785 GPD
21	Alley E/O Hayworth Ave	53	3.00 MGD
39	Crescent Heights Blvd	54	16.43 MGD
8	Spaulding Ave	*	229,323 GPD
78	Genesee Ave	43	99.49 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Eduardo Perez of my staff at (323) 342-6207.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control

measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment

ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

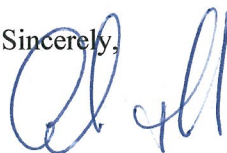
To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

Sincerely,

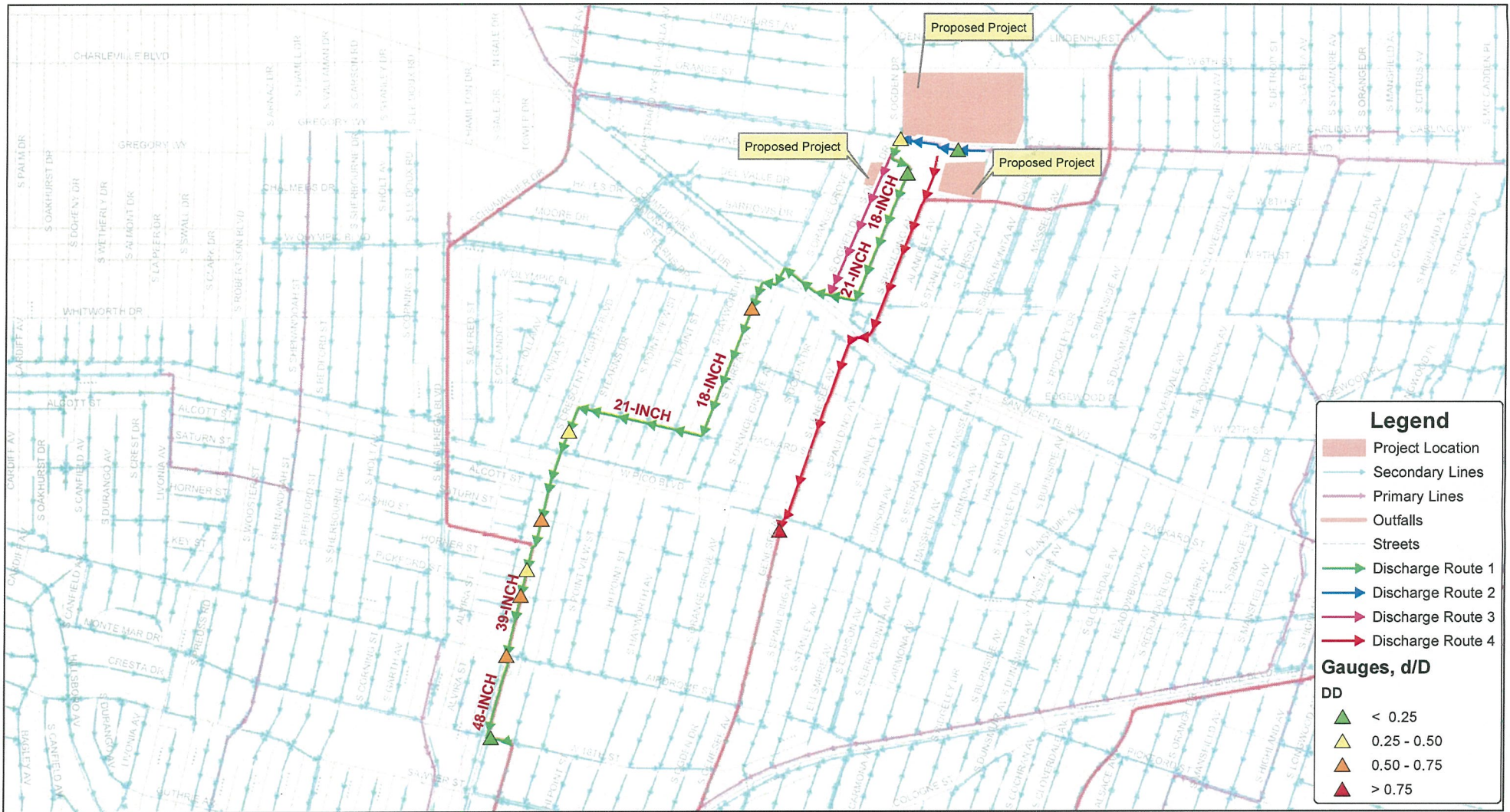


Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

EP/AP:as

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN

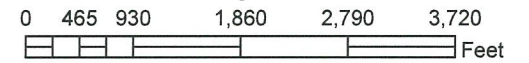


Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles

Figure 1
5905 Wilshire Blvd
Sewer Map



Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP





DEPARTMENT OF PUBLIC WORKS
BUREAU OF SANITATION
WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065

L.A. Co.

Peter Burgis
Capital Program
L.A. County Chief Executive Office
500 West Temple St., Room 754
Los Angeles, CA 90012

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

May 16, 2017

To: Peter Burgis
Capital Programs
Los Angeles County Chief Executive Office
500 W. Temple Street, Room 754
Los Angeles, CA 90012

From: Fire Department

Subject: Notice of Preparation Environmental Impact Report and Public Scoping Meeting

PROJECT NAME: LACMA Building for the Permanent Collection
PROJECT LOCATION: 5905 Wilshire Blvd., Los Angeles, CA 90036

PROJECT DESCRIPTION:

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 vacated Ogden Drive on the east, Fairfax Avenue on the west, 6th Street on the north, and Wilshire Boulevard on the south. LACMA is 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. LACMA is the largest art museum in the western United States. 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 Associate proposes to construct the Project within LACMA East and the adjacent property owned by Museum Associates at the southeast corner of Wilshire Boulevard and Spaulding Avenue (referred to as the Spaulding Lot).

The Project would consist of one new museum building of approximately 368,300 gross square feet (Museum Building) and a new parking facility referred to as the Ogden Parking Structure. The proposed Museum Building would replace four buildings within LACMA East collectively comprising approximately 392, 871 gross square feet: the Ahmanson Building, the Hammer Building, the Art of the Americas 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 the existing museum buildings by approximately 24,571 square feet and a reduction in the 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 Spaulding Lot. The design of the Museum Building would enhance the outdoor experience of museum visitors and guest 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 the surroundings park area. The Ogden

Parking Structure 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. The Ogden Parking Structure would replace the existing surface currently on the Spaulding Lot and would provide the same number of spaces currently located on the Spaulding lot.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 to 9,000 G.P.M. from four to six fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 6,000 to 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 6,000 to 9,000 G.P.M., the first-due Engine Company should be within 1 mile(s), the first-due Truck Company within 1.5 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

DISTANCE	Fire Station No. 61	SERVICES AND EQUIPMENT	STAFF
1.0	5821 W. 3rd Street Los Angeles, CA 90036	Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance	14

DISTANCE	Fire Station No. 29	SERVICES AND EQUIPMENT	STAFF
2.7	4029 W. Wilshire Blvd. Los Angeles, CA 90010	Task Force Truck and Engine Company EMT Rescue Ambulance	12
2.7	Fire Station No. 68 5023 W. Washington Blvd. Los Angeles, CA 90019	Single Engine Company Paramedic Rescue Ambulance Battalion 18 Headquarters	7
2.9	Fire Station No. 41 1439 N. Gardner Street Los Angeles, CA 90046	Single Engine Company	4
3.8	Fire Station No. 27 1327 N. Cole Avenue Los Angeles, CA 90028	Headquarters Battalion 5 Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance	15

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

Private streets shall be recorded as Private Streets, **AND** Fire Lane. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Site plans shall include all overhead utility lines adjacent to the site.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Bridge structure shall be seismically independent of other structures.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project. Will reduce the impacts to an acceptable level.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact Inspector Conneally of the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6509**.

RALPH M. TERRAZAS,
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:JC:yw

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



August 10, 2016

Peter Burgis, CEO
Los Angeles County
500 W. Temple Street, Room 754
Los Angeles, CA 90012

sent via e-mail:
pburgis@ceo.lacounty.gov

RE: SCH# 2016081014; LACMA Building for the Permanent Collection Project, Notice of Preparation for Draft Environmental Impact Report, Los Angeles County, California

Dear Mr. Burgis:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - l. Planning and construction to avoid the resources and protect the cultural and natural context.

- II. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - I. Protecting the cultural character and integrity of the resource.
 - II. Protecting the traditional use of the resource.
 - III. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)). *This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

From: ART 1307 [<mailto:cin@art1307.com>]

Sent: Monday, September 05, 2016 8:10 PM

To: Peter Burgis

Subject: New LACMA building to be discussed

The new project for a rebuilding of LACMA museum is absolutely wrong , in my opinion , for the following reasons:

1) the "old" building is a landmark and a masterpiece of architecture of the '60ies and '80ies designed by architects which names are Pereira and Pfeiffer : names who have a weight in the history of architecture and not unknown simple constructors , but real famous architects.

If the population of Los Angeles is jealous of the beauties of the past seen in Italy and would like to create his own "past" , when and how do you think to start to create this "past" if even two buildings of the 60ies and the 80ies are tore down??????

2) the great BEAUTY of the actual building is the color of the sand of the desert which represent the LAND of the city and the sensation of space, cleanliness, and LIGHT that the building gives.

A dark grey or black "body" that extends itself over the boulevard is something NOT related to the city with its colors of sand and ocean but maybe only related to the tar and the oil which is underneath .

3) a bridge passing over the boulevard is a mistake in terms of aesthetic because it interrupts and brakes the linearity and vertical line of the magnificent boulevard. This vertical line represented by the road leads ideally to the Ocean from the inland and a "fracture" which interrupts it is a great aesthetic mistake.

For these reasons we ask to rethink to the entire project and stop the construction of the building.

Cynthia Penna

Curator of art

ART1307 Cultural Institution

Napoli - Italy /Los Angeles

From: jjannakhon@bpala.com [<mailto:jjannakhon@bpala.com>]

Sent: Tuesday, September 06, 2016 4:47 PM

To: Peter Burgis

Cc: 'Barton Phelps'

Subject: LACMA Scoping Meeting Written Comment

Hi Mr. Burgis,

Please find the following attachment in regards to LACMA Scoping Meeting for the Environmental Impact Report on August 24, 2016.

Thank you very much for your time.

Best,
Jakkrit.J

Jakkrit Jannakhon, Associate

Barton Phelps & Associates, Architects and Planners
5514 Wilshire Boulevard, 10th Floor
Los Angeles, CA 90036
Tel: 323 934-8615

http://secure-web.cisco.com/1BQIfVMwCv3iSptbXpHjQqogdvT3Q1fh6CKQqxkcXhHQ2CmlzpZ1YNeiqy2dNJbLMhJvGSw5oPMjX75GyTJbB6JZwQD96rPMUFcE4sqz_gMWrPi66HKJPM1_O88jqC4uD6NktviV1RGsYvOOrbpwqCiApGZq2zvCmYsDqtZnbGciNzrQrDNB5tZG18s35hfb6EYvxV7O4bcE_eFFqKQYkhgp4FI0gogbulrj3rg3Y7ODmqZrrzuwmte6-D4IJymitjmQjKnG5euSvkUUzRGXmbid62TE5_bPpXzL1YAEL4jlg8ZqsatBSI3HN2Xpp3N29Us86KFaiRcNNU5-PU7ibwiyrtnaWygTomeGpQ3TImSi93HE2HEZB8AThEpfneUDrDwF9sIR6dWu8s0w06hmS_Q/http%3A%2F%2Fwww.bpala.com

The information contained in this communication is confidential. This communication is intended only for the use of the individual or entity named as recipient. If the reader of this communication is not the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited.

September 6, 2016

Mr. Peter Burgis
County of Los Angeles
Chief Executive Office
500 West Temple Street, Room 754

RE: Response the August 24, 2016 meeting to discuss the Environmental Impact Report for the current LACMA Building for the Permanent Collection Project

Observations and Concerns

1. *Relationship between LACMA building footprint and the use of space on County Property.*

The allotment of space on County-owned land is fundamental to successful resolution of this project. How will the required or preferred balance between open, un-programmed park space and enclosed museum/work space (LACMA and Page) be established and evaluated?

- Metrics: Dimensional vs. Experiential

The current elevated design presents a small footprint but it also merges new building with park space in an ambiguous way that, while probably delightful for museum goers, reduces the size of open spaces and dimensional separations that support a range of user activity from active games to lunchtime relaxation and quiet weekend picnic and *al fresco* birthday parties. ***Finding: There appears to be considerable negative impact on current Park functionality.***

- LACMA Program Compaction: Another troubling aspect of the metrics issue is that there appears to be little interest among the project's principal planners in reducing the LACMA building's negative impact by compacting the plan and building a taller structure with spatially linked volumes presenting diversity in gallery scale, views out, acoustics, lighting and general functionality. ***Finding: acclaimed versions of the compacted approach include the new Whitney Museum in New York City and the Walker Art Center in Minneapolis.***
- Building Form and Park Space: A number of well known and tested organizational strategies come immediately to mind. Some of these are:
 1. Tall: compacted, multi storey (as noted above)
 2. Almost Gone: below grade or partially below grade as in the remodel of the Louvre about 25years ago.
 3. Union: Infill construction uniting major outdoor and indoor spaces and adding new spaces where required
 4. Park Frame: a building composed of long, narrow gallery spaces that define the park perimeter in a contemporary manner but formally akin to the Louvre.
 5. Centerpiece: single, freestanding sculptural element

Finding: The LACMA scheme currently put forward was initially a No.5 but its second iteration exhibits the linear galleries of No.4 but does not confine them to the perimeter of the park as does its precursor. It occupies or rearranges and dominates more park land than any of the other four schemes.

2. The Two-Part Site

The version of the scheme shown at the meeting with draws from the park but does so at the expense of interrupting an exceptional bend in a hallowed and quintessentially Los Angeles landscape, the Wilshire Corridor. That its proponents have needed to make this desperate, urbanistically destructive attempt at adding space to New LACMA is revealing. There is no indication as to how the unbuilt remainder of the Spaulding property is to be developed but commercial real estate alternatives may be preferable.

3. Architectural Design and Building Construction

Can this building be made safe and sustainable and remain affordable?

- Problems of complexity: regulatory compliance issues raised by the drawings suggest that the design will have to be reworked sufficiently to alter its form and appearance enormously.
 1. Exiting
 2. ADA accessibility
 3. Fire suppression and fire exit protection
 4. Energy consumption. (heat gain and energy loss from entire, tubular enclosure and little shading or earth embedment)
 5. Structural requirements for seismic resistance (moment connections in may be difficult given building form and unusually difficult soil conditions)
- Functional Issues
 1. Accommodating future expansion.
 2. LEED performance: L.A. County should expect Gold or Platinum and that
 3. Difficulties with enclosure maintenance.
 4. Difficulties with HVAC placement and maintenance
 5. Special Curatorship problems
- Architectural issues
 1. Minimalism: building form and enclosure is shown as seamlessly resolved. While this may be possible it looks to be enormously expensive to design and construct in a permanent structure.
 2. In many modern buildings the roof harbors all manner of components that are not to be seen. The slickness seen in renderings is probably impossible without considerable extra expense.
 3. Light quality: Both daylighting and electric lighting are given added complexity by building form and continuous fenestration.

BARTON PHELPS & ASSOCIATES

ARCHITECTS AND PLANNERS

4. Resolution of exterior finishes may be extremely difficult for long-term operations and replacement parts.



View of Wilshire from our Conference Room

Barton Phelps, FAIA

5514 Wilshire Boulevard, 10th Floor, Los Angeles, California 90036-3829
tel. 323 934-8615 fax 323 934-3289 e-mail bpala@aol.com

www.bpala.com

From: Denenberg Fine Arts, Inc. [<mailto:gallery@denenbergfinearts.com>]
Sent: Monday, September 05, 2016 1:38 PM
To: Peter Burgis
Subject: Written comments re: LACMA--Proposed Building for the Permanent Collection Project

To the County of Los Angeles Chief Executive Officer

We are opposed to the process and the product of Mr. Govan's selection of Zumthor for LACMA's Building for the Permanent Collection Project. We agree with the esteemed critic, Joseph Giovannini on all his point—and especially lament the autocratic process by which Mr. Govan has railroaded this architect's failed design to the Board of Directors, the County, and the neighborhood.

As the agents for the Estate of Ada Louise Huxtable, the most important and most intelligent architecture critic in the history of the discipline, a little of her understanding rubbed off—not to mention our own credentials, resumé's attached. When she was on the architect selection committee for the Getty Museum there were around a half dozen finalists who were asked to submit their plans in a specified format—notebooks of a certain size, photographs and drawings all to be contained therein. After Richard Meier was chosen in a long process of interviews, reviews of submissions by a committee of distinguished architecture and design worthies, he was even then subject to an architectural review committee that included Ada Louise.

She would have been appalled to see that the process of selection of an architect for a new LACMA was subverted.

She would also have been deeply dismayed by the proposed design—wasted space, a multitude of security issues. It presents museum-goers with a deadening view of traffic on Wilshire Boulevard in an elevated hallway parading as a museum. This hallway, by Govan's own admission, will only be able to display sculpture and other works of art unaffected by the damaging effect of exposure to light. More importantly, from a curatorial perspective the vast open spaces do not easily allow art to tell a story through relational installations—indeed, Govan's bias is leading the museum toward becoming another DIA, the contemporary museum he came from. We can imagine him saying—"you know, no one is looking at old brown paintings any more."

There is a litany of problems associated with the Zumthor design—but it all derives from the absence of a rich process of selection—it is the FIAT of Govan, his anointing of this architect and this proposal—being pitched like the good salesman he is—on the basis, of, for example, "a kink in Wilshire Boulevard" that allows this building to "monumentalize" Wilshire Boulevard just where LACMA happens to be.... This is typical of the wrongheadedness of the project. There is perhaps a 5 degree angle of Wilshire where LACMA sits. It is no kink, and that splendid boulevard does not require "monumentalizing" with a huge black blob of a museum.

Please read Giovannini's comments below. He has been an ongoing, informed, and passionate critic of everything that is wrong with the proposed building.

Very truly yours,

Stuart Denenberg
Beverly Denenberg

STUART R. DENENBERG
Curriculum Vitae

PERSONAL

Birth: 4/18/43-- Massachusetts
Residence/Gallery: 417 North San Vicente Boulevard, West Hollywood, CA 90048
Telephone 310-360-9360/office
415-828-8600/cell
310-499-5244/fax
e-mail: gallery@denenbergfinearts.com

EDUCATION

UNIVERSITY OF MASSACHUSETTS Art Education, Graduate School of Fine Arts 1972-1973	Amherst, MA
WESLEYAN UNIVERSITY Psychology, M.A.T. Program 1964-1965	Middletown, CONN
UNIVERSITY OF STOCKHOLM Exchange Student--Junior Year Abroad 1962-1963	Stockholm, Sweden
HARVARD UNIVERSITY Summer School--Psychoanalytic Theories; Classical French Theater 1963	Cambridge, MA
BOWDOIN COLLEGE A.B., Romance Languages, Cum Laude 1960-1962; 1963-1964	Brunswick, ME

HONORS AND AWARDS

WESLEYAN UNIVERSITY	Teaching Assistantship Masters Program
BOWDOIN COLLEGE	Scholarship, Cum Laude
UNIVERSITY OF STOCKHOLM	Summa Cum Laude

EMPLOYMENT

DENENBERG FINE ARTS, INC. (established 1965 as "Tragos Gallery", Boston, MA)

President, founder, private art dealership specializing in paintings, works on paper, and sculpture from the sixteenth through twentieth centuries
1965—present (On the Web at: www.artnet.com/denenberg)

VERIFICATION TECHNOLOGIES, INC.

Chairman, Founder, founder; technology start-up company for the registration, identification and verification of valuable personal property, critical industrial parts, & security risk objects
2000-2008

ESTATE OF KAHLIL GIBRAN

Arts Development Manager of programs involving primary original materials; archival preservation of manuscripts and works of art; negotiating sales of original manuscripts; critical strategies;
Public Relations Officer, responsible for press releases, grant proposals and all publicity;
Coordinator, Gibran Park, City of Boston; liaison with the City Council, Department of Parks and Recreation, and site design
1973-present

HARVARD UNIVERSITY

Appraiser/Consultant, The Fogg Museum of Art
1975-1980

CONTAX, INC.

Senior Editor, data-processing manual/banking system of New England (classified security clearance)
1978

WOMEN'S CITY CLUB OF BOSTON

Director, Bicentennial Antiques Show, with responsibility for publicity, fund-raising, general management, working with dealers and club committees
1976

THE ART TRADER

Editor, Publisher, experimental magazine listing art for sale and exchange directly between principals
1969-1970

FERDINAND ROTEN GALLERY, INC.

Director, Harvard Square branch
1968-1970

THE TRAGOS GALLERY

Founder, Director, fine arts gallery, Newbury Street, Boston, MA
1965-1968

PORTLAND SYMPHONY

Principal, Tuba, 1963-64, Portland, Maine

PUBLICATIONS and LECTURES (Authorship)

- The Art Market: An Overview of the Season, 1980-1981, Portfolio Magazine, N. Y. C. 1981
- Lecture: Connoisseurship in the Visual and Decorative Arts: The Educated Eye, Smithsonian Institution, lecture at the Hirshorn Museum, Washington, D. C. September 30, 1986
- Lecture: Connoisseurship, The Smithsonian Institution, lecture at the Hirshorn Museum May 1987
- Lecture: Fine Art Symposium, State University of New York at Stonybrook September, 1987
- Interview: Connoisseurship, National Public Radio, Smithsonian Institution May, 1987
- The Educated Eye, a summary of the lectures delivered in 1987, published as two tapes, Smithsonian Institution/Folkways 1994
- Death Masks, A first volume of poetry, etchings by Leonard Baskin, Gehenna Press, Northampton, MA 1996
- Edward Hagedorn, the first monograph, Foreword
- PAN: A Graphic Arts Time Capsule, 1895-1900 Europe, Preface to the Exhibition catalogue
- Goya: Los Caprichos, Preface to the catalogue

PUBLICATIONS & EXHIBITIONS (Editorial Participation)

- Edward Hagedorn, monograph on the San Francisco modernist, in progress for 2005
- Quartet, a traveling exhibition of the making of Quartet, essays by Lewis Thomas, MD, original etchings by Joseph Goldyne, MD: The New York Academy of Sciences; National Academy of Sciences; Chicago Academy of Sciences; Museum of Science and Industry, Los Angeles; The Exploratorium, San Francisco 1987
- One Hundred Works on Paper from the Collection of the Israel Museum, Jerusalem 1986
- Kahlil Gibran, His Life and World, New York Graphic Society 1975
- The Drawings of Hyman Bloom, University of Connecticut, Storrs, Conn. 1967
- Composed for Dying, The Poetry of David Walker, Tragos Press 1964

PROFESSIONAL AFFILIATIONS

Collectors' Circle/Graphic Arts Council/Achenbach Foundation for Graphic Art
Graphic Arts Council, Los Angeles County Museum

Reader, The Getty Museum Library
Dealer Selection Committee, FADA (Fine Art Dealers Association)

LANGUAGES

French
Italian
Swedish

COMMUNITY SERVICE

Founding Member, Century City Council on the Arts and Cultural Affairs, Century City, California
2009

Founder, Consultant, *ART FOR HEALING*/a division of The Delancey Street Foundation, Inc.
(established Manhattan/1978, San Francisco/ 1984); a 501(c)(3) corporation serving as a "museum
without walls" and lending works of art at no cost to hospitals, hospices, and a wide range of health care
facilities throughout the Bay Area and the United States; collection in excess of \$2.5 million
1978—present

Co-founder, *S.F. Citizens' Committee to Restore Public Monuments*,
with the help of the Arts Commission of the City of San Francisco
1986-87

Director of the Board, Kairos House, a non-sectarian AIDS counseling facility, San Francisco
1988-90

BEVERLY BUBAR DENENBERG

Curriculum Vitae

PERSONAL

Born: Los Angeles, California
Residence: 417 North San Vicente Boulevard, West Hollywood, CA 90048
Telephone: 310-360-9360 Fax: 310-499-5244 Cell: 310-429-0429
Email: beverly@denenbergfinearts.com

EDUCATION

ARTS MANAGEMENT SEMINAR
San Francisco Chamber of Commerce, Business Volunteers for the Arts 1984

MUSEUM MANAGEMENT INSTITUTE
Art Museum Association of America and J. Paul Getty Trust, UC Berkeley 1982

SAN FRANCISCO STATE UNIVERSITY
M.A., Museum Studies 1973

NORTHRIDGE STATE UNIVERSITY
B.A., Fine Arts 1970

EMPLOYMENT

DENENBERG FINE ARTS, INC.
Partner, Fine Arts Gallery 1984 to present

JOHN F. KENNEDY UNIVERSITY, San Francisco
Adjunct Faculty, Museum Studies Program 1980-1985

CALIFORNIA HISTORICAL SOCIETY, San Francisco
Chief Curator, fine and decorative arts collections; management of the historic landmark Whittier Mansion; Director, docent programs, 1980-1985

AMERICAN ASSOCIATION FOR STATE & LOCAL HISTORY
Consultant, Campbell Historical Society 1981

Consultant, audio-visual productions, Los Angeles County Museum of Art and the Banning Residence Museum
1980

BANNING RESIDENCE MUSEUM, City of Los Angeles
Director, in charge of budget, development, research, restoration, and operation of a national landmark historic house museum 1974-1980

BETHANY CULTURAL CENTER, San Francisco
Director, community cultural programs: visual and performing arts; Intersection grant 1973-1974

CITY OF SAN FRANCISCO ARTS COMMISSION GALLERY
Program Coordinator, San Francisco City Summer Arts Festival 1973-1974

Assistant Curator, exhibition installations, registration, publicity 1972-1973

PROFESSIONAL ACTIVITIES

FADA/FINE ART DEALERS ASSOCIATION	<i>Board of Directors</i>	2004 to present
CITY OF WEST HOLLYWOOD, ARTS AND CULTURAL AFFAIRS COMMISSION	<i>Commissioner</i>	2003 to 2015
ART FOR HEALING, INC., San Francisco non-profit art for health-care facilities	<i>Co-Founder, Board Member</i>	1984-2006
SAN FRANCISCO FALL ANTIQUES SHOW, Special Exhibitions Committee		1984-1999
COMMITTEE FOR THE PRESERVATION OF SAN FRANCISCO MONUMENTS SAN FRANCISCO ARTS COMMISSION,	<i>Co-Founder, Member</i>	1985
SAN FRANCISCO CITY GUIDES PROGRAM,	<i>Consultant</i>	1978-1984
CALIFORNIA STATE CAPITOL RESTORATION PROJECT,	<i>Consultant</i>	1981
AMERICAN PRESERVATION MAGAZINE	<i>Consultant</i>	1979-1980
LOS ANGELES CONSERVANCY	<i>Founding Member, Board of Directors</i>	1977-1980
CALIFORNIANS FOR PRESERVATION ACTION	<i>Founding Member</i>	1976-1980

PUBLICATIONS

<i>THE MAGAZINE ANTIQUES</i>		
"Paintings of California in the California Historical Society"		November 1983
"Phineas Banning's House in Wilmington, California"		October 1980
CALIFORNIA HISTORICAL SOCIETY		
<i>Courier</i> articles on architecture, art, and history		1980-1984
"School Tour Guide to Architectural Elements, Art, and the Tools of History"		1982
"Docent Training Manuals"		1981

HONORS AND AWARDS

J. PAUL GETTY TRUST		
Museum Management Institute Scholarship		1982
CALIFORNIA HISTORICAL SOCIETY		
Award of Merit: Restoration and Development of the Banning Residence Museum		1977
CITY OF LOS ANGELES		
Bicentennial Award		1976

From: Peter Burgis [mailto:pburgis@ceo.lacounty.gov]
Sent: Thursday, August 25, 2016 10:34 AM
To: Laura Rodriguez; Joseph Nicchitta
Cc: Diana Vesga (dvesga@lacma.org)
Subject: NOP Email - Lon Snyder

Not sure if this is something that falls under NOP comment, but I'm sharing it as if it is. Diana, I'm including you on the email as Mr. Snyder is requesting his contact information be provided to Michael.

=====
Peter Burgis, LA County - Chief Executive Office
Capital Projects/Debt Management
(213) 974-1417

From: Lon Snyder [mailto:lonjsnyder@gmail.com]
Sent: Thursday, August 25, 2016 8:29 AM
To: Peter Burgis
Subject: LACMA Building for the Permanent Collection

Mr. Burgis:

This is Lon Snyder of the J.H. Snyder Company. We own the building commonly known as SAG/AFTRA PLAZA at 5757 Wilshire Blvd.

(In addition within the Miracle Mile, our company also built Wilshire Courtyard, Office Depot, Ralphs, and remodeled the CalFed Building to 5670 Wilshire)

I attended last night's meeting and spoke briefly with Michael Govan.

We certainly want to support the proposed Project and I wanted to provide my contact information (please share with Mr. Govan).

Lon J. Snyder
Partner
J.H. Snyder Company
5757 Wilshire Blvd, PH30
Los Angeles, CA 90036
323-857-5546, x140
lonjsnyder@gmail.com

From: Jim [<mailto:jamesos@aol.com>]
Sent: Friday, August 05, 2016 9:13 AM
To: Peter Burgis
Cc: david.ryu@lacity.org; sarah.dusseault@lacity.org
Subject: LOCKED PDF FOR NEW LACMA PROJECT

Mr. Burgis

My name is James O'Sullivan and I am the president of the Miracle Mile Residential Association. After receiving a phone call from Mr. Govan regarding a meeting to discuss the new LACMA project I opened the Notice of Preparation and the Initial study for the project and determined that they have an open password or a modified password. This makes it so much more difficult for me to study the EIR because while I can search, I can not highlight or cut and paste sections to a working document that is necessary to study and comment on such an important project. Going forward into the DEIR that task will become impossible without a copy that is easier to use.

Would you please provide me with a copy that is not password protected going forward. I asked and received the same consideration from METRO on the purple line as well as the Motion Picture Academy on their project.

Thank You.

Jim

James O'Sullivan
907 Masselin Ave.
LA CA 90036
213-840-0246 - Cell



To: Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple St., Room 754
Los Angeles, CA 90012
Email: pburgis@ceo.lacounty.gov

From: James O'Sullivan, President
Miracle Mile Residential Association
P.O. Box 361295
Los Angeles, CA 90036-9495
Email: jamesos@aol.com

Project: LACMA Building for the Permanent Collection

Date: 25 August 2016

Dear Mr. Burgis,

Thank you for this opportunity to submit scoping comments for consideration in the preparation of the Draft EIR. The proposed LACMA project is so unusual and highly complex – and the publicly available plans, schematics, and elevations are so scant – that it is very difficult for us to identify every possible aspect of this project that should be scoped by the Draft EIR.

This letter is in two parts. The first part regards scoping issues for the proposed elevated museum structure; the second part regards scoping issues for the proposed Ogden parking structure.

The Proposed Elevated Museum Structure

Spanning Wilshire Boulevard and anchoring the southern end of this bridge-like structure on the southeast corner of Wilshire and Spaulding, adjacent to a large condominium complex and in close proximity to multi-family buildings that are part of the pending Miracle Mile Historic Overlay Zone (HPOZ), will have a substantial number of negative impacts on our residential community. Here are some issues and questions that are of particular interest to our residents:

Future museum expansion threatens the Miracle Mile residential community:

The unorthodox design of this elevated structure and the fact that any future expansion of the museum north of Wilshire Boulevard is restricted by the presence of the La Brea Tar Pits presents a potential threat to the integrity of the residential community south of Wilshire Boulevard.

On March 25, 2015, *Los Angeles Times* architecture critic Christopher Hawthorne hosted an event, “Debating the New LACMA,” as part of his *Third Los Angeles Project* at Occidental College. The symposium featured LACMA Director Michael Govan. At the Occidental College event Hawthorne raised a frequent criticism of the proposed project: that it will not easily allow for future expansion. The following conversation ensued:

Govan: *To the question of you’re building a form, which came up, which is not easily – you can’t easily add on to. In the land area the only place you can go is up and . . . going up is not that practical. So, what is the future of expansion? One idea would be, if you bridge Wilshire Boulevard, you actually do annex – a hundred years from now, not now, not in the lifetimes of people we know – you could expand a park for Los Angeles in areas, that has been done before, with relatively low density spaces and rental apartments and things. So, you could expand that direction, where you can’t go into the Tar Pits. So, it does provide our successors, by a hundred years...*

Hawthorne: [interrupting] *So, you’re talking about on Wilshire Boulevard?*

Govan: *Well, on or around. You have to get across the boulevard to do that easily. Because of the way the Tar Pits frame and you have buildings on the other side. So, that’s the only way to go.*

Mr. Govan’s suggestion that the residential areas south of Wilshire are “the only way to go” and that this area could be “annexed” for future museum expansion threatens the

future of the pending Miracle Mile HPOZ, which is scheduled for adoption before March 2017.

Mr. Govan's caveat that such an annexation would occur "a hundred years from now" does not reconcile to the fact that since its opening LACMA has undergone several major expansions. Expansion is common among all major American museums. By stubbornly adhering to the obvious limitations of an elevated single-floor concept for this proposal, LACMA clearly has no choice for future expansion but to acquire and demolish multi-family buildings in our residential community.

Has LACMA conducted studies on the proposed project regarding future expansions of the museum?

Is it LACMA's intent to employ eminent domain to acquire residential properties in the Miracle Mile for future expansion of the museum?

Has LACMA evaluated the project's potential impact on the Miracle Mile HPOZ?

Bridging Wilshire Boulevard:

The only available and most obvious comparison for constructing an elevated structure of this scale and size is a freeway overpass. This example is apt because this project would span Wilshire Boulevard which has been designated by the City of Los Angeles as a Scenic Highway.

Can LACMA refer to another example of a building of this size that spans a street of the width and stature of Wilshire Boulevard so that we may study its impacts and learn how they were mitigated?

Shade:

Such a freeway overpass-like structure raises many issues regarding acres of shaded area beneath the project.

Wilshire Boulevard between La Brea Avenue and Fairfax Avenue has a landscaped median, the maintenance cost of this median is born by a Business Assessment District administered by the Miracle Mile Civic Coalition. The shade created by this project would greatly impact the trees and landscaping in this median.

How would the negative impact of constant shade on the landscaped median be mitigated?

Who would bear the cost of replanting the portion of the median beneath the project with shade-tolerant trees and plants?

Given the absence of sunlight, the vast shaded area beneath the project would create a gloomy, deeply shadowed environment for both people and plants. The natural limitation on plants and trees that can survive such a lack of sunlight would indicate that the area beneath the structure would have an arid, sparse, and unwelcoming appearance.

Will the area beneath the elevated structure require electric illumination during daytime hours?

Wind:

Among Miracle Mile residents and office tenants of the 5900 Wilshire building, the portion of Wilshire Boulevard in front of that skyscraper (and across from “Urban Lights”) is well known for gusting winds. The potential wind tunnel effect created by bridging Wilshire with such a large structure could have a very negative impact on pedestrians and greatly exacerbate the chill-factor in the shaded area beneath the project.

Has LACMA performed studies on potential ground level wind tunnel effects? If so, how would wind tunnel effects be mitigated?

Has LACMA performed studies of how the proposed project would lower temperatures beneath the elevated structure?

Potential Terrorism Threats:

In a recent piece in the *Los Angeles Review of Books* (Aug. 22, 2016), Joseph Giovannini raised the an issue that is of very grave concern to the community:

“One of the strongest environmental arguments against the building is not acknowledged among the criteria written into the CEQA Initial Study document: security. Sadly, in these precarious times, this bridge-of-a-building would be an instant target for a truck bomb. A high-value bull’s-eye, it has everything: a symbol of Los Angeles, a prominent location, tens of millions of dollars worth of art inside, plus lots of people. In cities across the United States, authorities are closing down car drop-offs under prominent civic buildings: both Grand Central and Pennsylvania Station in New York have closed off drop-offs located under vulnerable parts of the station structures.”

Has LACMA consulted with security experts on the potential “target value” to terrorists of this project? If so, what are the recommendations of these experts to mitigate this threat?

Would mitigating this threat mandate the removal of street parking on portions of Wilshire Boulevard? If so, how would LACMA mitigate the financial impact on local businesses from the loss of street parking?

Would the loss of street parking further strain LACMA’s parking facilities and require additional parking to be added to the proposed Odgen parking structure?

Would mitigating this potential threat cause the prohibition of food truck parking on Wilshire Boulevard under or near the project?

Would mitigating this potential threat require the elimination of all passenger drop-off zones near or under the elevated structures?

Would mitigating this potential threat cause the elimination of the traffic signal at Wilshire and Spaulding to prevent traffic stopped at this signal from backing up beneath the elevated structure? If so, how would LACMA mitigate the traffic and safety impacts of removing this signal?

Would mitigating this potential threat require the Los Angeles Police Department to regularly deploy additional officers to this portion of Wilshire Boulevard? If so, how would such a deployment impact the response times for the rest of the Wilshire Division community?

Security and Emergency Services:

Currently, the LACMA campus and Hancock Park are secured after 10 p.m. by a fence and/or portable fencing. How would the area beneath this elevated structure be secured at night?

Would a fence be constructed on the northern side of the proposed project to secure Hancock Park?

Will the plaza area around the pavilion located on the southeast corner of Wilshire and Spaulding be fenced?

How will homeless individuals be discouraged from seeking shelter at night beneath the elevated structure?

How will emergency vehicles (i.e. ambulances or fire trucks) access the entrance pavilions to the elevated structure? Will there be curb-cuts on Wilshire Boulevard to facilitate access by emergency vehicles?

In the case of fire, when the elevators are not in service, how will disabled museum patrons be evacuated from the elevated structure?

How will the threat from a vehicle fire beneath the elevated structure be mitigated? Will a sprinkler system be installed beneath the structure?

How would the fire department combat a fire in such a unique, large, and elevated structure?

Does the elevated structure present unique challenges to the fire department? If so, what are these challenges? Does L.A.F.D Station 61, which services the Miracle Mile area, have all the proper resources to deal with a fire in a structure such as this?

Given the complexities of accessing an elevated structure, how will this impact emergency services response times to the project?

Will responding to emergencies at the project result in emergency response delays to the greater Miracle Mile community?

How does having only one entrance/exit on the south side of the project (at Wilshire and Spaulding) impact evacuating the structure in the event of an emergency?

Noise:

Currently, LACMA frequently hosts outdoor live and DJ hosted music events at the “Urban Lights” installation near the intersection of Wilshire and South Odgen Drive. Some these events last until 12 midnight. The sound from these music events penetrate deep into the residential area south of Wilshire, particularly the “thumping” low frequency bass lines.

Where on the LACMA campus will music events be staged after the construction of the proposed project?

Will the plaza area surrounding the pavilion on the southeast corner of Wilshire and Spaulding be utilized for outdoor events? Will music events be held at this location?

How will LACMA mitigate the noise disturbances to nearby residents from special and musical events?

LACMA proposes to house a 300-seat theatre in the pavilion on the southeast corner of Wilshire and Spaulding. This location abuts the Wilshire Galleria, a 118-unit condominium building. How will LACMA mitigate the noise disturbances to Wilshire Galleria and other nearby residences from crowds entering and exiting the theatre?

Will early morning or late night deliveries be made to the pavilion on the southeast corner of Wilshire and Spaulding? If so, how will the noise disturbances to nearby residents be mitigated (i.e., back-up alarms, truck lift gates)?

Will trash pickups and removal be made at the pavilion on the southeast corner of Wilshire and Spaulding? If so, how will the noise disturbances to nearby residents from trash trucks loading, emptying, and unloading dumpsters be mitigated?

Does LACMA plan an open air deck and/or operable windows on the south end of the elevated structure overlooking the Wilshire Galleria condominium building? If so, how would LACMA mitigate the noise disturbances to Wilshire Galleria and other nearby residences from crowds and/or events on this open air deck or gathered near opened windows?

The Academy Museum and Petersen Automobile Museum have agreed to cease all use of P.A. systems and/or amplified speakers at outdoor events by 10 p.m. to reduce noise disturbances to nearby residents. Is LACMA willing to make a similar agreement with the residential community?

Will the acoustic properties of the material used to surface the bottom of the elevated structure be evaluated by LACMA to reduce “echo chamber” effects that would exacerbate noise disturbances to nearby residences?

Will bridging Wilshire Boulevard create a tunnel-like effect that will amplify traffic noises (i.e., horns, motorcycle engines) beneath the elevated structure that will negatively affect nearby residents? If so, how will this be mitigated?

Will the project serve to amplify the voices of groups of people gathered under the elevated structure? If so, how will LACMA mitigate this?

How will LACMA mitigate the noise disturbances to residents from “all night” events hosted by the museum?

The Academy Museum has agreed to abide with carefully monitored fixed decibel limits on the boundaries of their project. Will LACMA agree to similar sound monitoring and decibel limits?

Glare and light:

A glass enclosed elevated structure spanning Wilshire Boulevard could cause severe glare issues.

Wilshire Boulevard runs on an east/west axis. The reflection from the rising and setting sun could blind motorists. How will LACMA mitigate this problem?

The reflection of sunlight from the elevated structure could be a nuisance to the nearby residents, particularly those living in the Wilshire Galleria condominium. Such reflections could also raise the interior temperature of these residences. How will LACMA mitigate this?

Wilshire Boulevard substantially lowers in elevation from Curson Avenue as it travels west to Fairfax Avenue. Will headlights of westbound vehicles on Wilshire reflect off the eastern façade of the elevated structure and create glare and/or distractions for motorists? If so, how will this be mitigated?

Will the reflection of headlights off the façade of the elevated structure create light disturbances to nearby residents? If so, how will this be mitigated?

Will the illuminated interiors of the elevated structure and supporting pavilions raise the ambient light levels at night in the adjacent residential area? Will this create a light disturbances for nearby residents? If so, how will this be mitigated?

It is assumed that the area beneath the elevated structure will be illuminated at night. Will this lighting raise the ambient light levels at night in the adjacent residential area? Will this create a light disturbances for nearby residents? If so, how will this be mitigated?

How will special events and musical events beneath the elevated structure be illuminated? Will such lighting create glare and/or a distraction to motorists on Wilshire Boulevard? Will this create light disturbances for nearby residents? If so, how will this be mitigated?

Impacts on Wilshire Boulevard as a Scenic Highway:

Wilshire Boulevard is celebrated as the “Fifth Avenue” of Los Angeles. The segment of Wilshire between Sycamore Avenue and Fairfax Avenue has historic significance as the “Miracle Mile” – the birthplace of linear automobile oriented development invented by A. W. Ross in the 1920s.

Wilshire Boulevard’s special status in the Miracle Mile has been recognized by the City of Los Angeles, which has designated it as a “Scenic Highway” to preserve and enhance its scenic resources – including views of iconic Miracle Mile Art Deco buildings, Hancock Park, Park La Brea, and the Hollywood Hills.

The express purpose of the Scenic Highway designation is to preserve to the maximum extent feasible the individual characteristics of Wilshire Boulevard and prevent changes that would alter a scenic feature or block access to a scenic feature.

Spanning Wilshire with a sprawling black structure that would obstruct views to the east and west along the boulevard appears to contradict all of the provisions and principles of the Scenic Highway ordinance. How does LACMA reconcile the impact of bridging one of the most famous boulevards in the world with the tenets of the Scenic Highway ordinance?

How will this elevated structure enhance or protect the views from Wilshire Boulevard in the Miracle Mile?

Air rights over a public right of way:

The air rights over public streets are owned by the public. The air space over Wilshire Boulevard belongs to the citizens of Los Angeles. Other than a very few, narrow pedestrian bridges in downtown, what precedence can LACMA cite for utilizing public air rights to construct such a large elevated structure over a major thoroughfare?

These air rights have obvious value. Private air rights are sold and purchased for multiple millions of dollars. What is market rate value of the public air rights over this particular segment of Wilshire Boulevard?

Is it LACMA’s intent to monetarily compensate the City of Los Angeles for these air rights over Wilshire Boulevard?

Construction:

The Miracle Mile residential community south of Wilshire Boulevard will be most impacted by the construction of the elevated structure over Wilshire, the construction of the supporting pavilion located on the southeast corner of Spaulding and Wilshire, and the construction of the Ogden parking structure.

As the Wilshire/Spaulding pavilion will be the only source of support on the southern end of the large elevated structure spanning Wilshire, it is assumed that extensive subterranean footings will be required that will involve extensive excavation. The Miracle Mile is notorious for its methane deposits, paleontological resources, and high water table.

How will construction of this pavilion be conducted so not to create vibratory, water table, or methane problems to adjoining properties?

How will construction of the Ogden parking structure be conducted so not to create vibratory, water table, or methane problems to adjoining properties?

The residents of the Miracle Mile are already in a state of exhaustion and chronic irritation over the construction impacts of the ongoing Purple Line Extension and Academy Museum, as well as the recent renovation of the Petersen Automobile Museum – and the construction of several other large apartment and condominium projects throughout the community.

Because of the aggregated impacts of all of these major projects under construction at the same time, we suspect that the Draft EIR will underestimate the true impact of construction of this project on the community.

Given this extraordinary high level of construction concentrated in such a small area, and the vast scope of work required for this proposed project, construction impacts on the residential community will be immense.

How will LACMA effectively and actually prevent construction traffic on residential streets? (This is something that even Metro, with their vast resources, expertise, and budget, has difficulty accomplishing.)

How can LACMA effectively and actually coordinate their construction activities with Metro's subway contractors and the contractors building the Academy Museum? Would not Metro's subway construction activities and schedule take precedence over LACMA's timeline for this project?

The Initial Study states the construction of the elevated structure over Wilshire Boulevard requires lane closures on Wilshire. What will be the frequency and duration of these lane closures?

Will certain stages of construction require the full closure of Wilshire Boulevard? If so, what will be the frequency and duration of these full closures?

How would increased traffic on 8th Street and increased cut-through traffic on other residential streets be prevented during Wilshire Boulevard lane and/or full closures?

Peak hours traffic on 8th Street has reached gridlock levels due to subway construction on Wilshire Boulevard. Is LACMA willing to absorb the costs to the City of Los Angeles for the installation of additional traffic control devices and calming techniques to mitigate the traffic impacts on 8th Street and intersecting residential streets?

Is LACMA willing to absorb the cost of utilizing Traffic Control Officers on 8th Street and other residential streets during Wilshire Boulevard lane and/or full closures?

Is LACMA willing to compensate small business owners along Wilshire Boulevard whose businesses are adversely impacted by closures of Wilshire?

How would emergency services and response times be impacted by partial and/or full closures of Wilshire Boulevard?

How would LACMA effectively and actually prevent construction workers from utilizing scarce on street parking resources in the residential area?

How would LACMA effectively and actually prevent construction, delivery, and hauling vehicles from staging and/or parking on 8th Street and nearby residential streets?

Will LACMA be seeking variances from the Police Commission to allow for nighttime construction? If so, what would be the duration of these variances and what kind of construction would be conducted at night? How would LACMA mitigate nighttime noise disturbances to nearby residents?

Finances:

We have heard various figures touted for the cost of the proposed project, from \$600 million to \$1 billion. It is beyond our expertise to estimate the cost of this project, but we are very wary of the idea that a project of this unusual design and engineering complexity would commence construction before all of the funding to pay for it is in

place. Construction delayed or suspended because of lack of funding or due to cost overruns would represent a significant negative impact to our community that could not be mitigated.

Is it LACMA's intention to commence construction of this project before it is fully funded by cash on hand (as opposed to amounts merely "pledged" or promised by donors and other sources)?

Also, how would delays in the construction of the Purple Line Extension impact the construction schedule and budget of this proposed project?

How would delays in the construction of the Academy Museum impact the construction schedule and budget of this proposed project?

LACMA incurred cost overruns and time delays in the construction of the Pritzker underground garage due to the discovery of Ice Age fossils during excavation. How would the discovery of similar paleontological deposits impact the schedule and budget of this project?

A Wilshire/Fairfax Subway Station entrance/exit on the north side of Wilshire:

When Metro agreed to locate the Wilshire/Fairfax Subway station on a parcel east of Fairfax and south of Wilshire (that is owned in part by Museum Associates), LACMA publicly announced that it would later finance the cost of the construction of an entrance to the subway station on the north side of Wilshire near the Broad Contemporary Art building. This northern subway entrance would greatly enhance safety by reducing the number of pedestrians crossing Wilshire Boulevard to visit LACMA, the Academy Museum, and the Page Museum at the La Brea Tar Pits.

Given that the Wilshire/Fairfax subway station is in the preliminary stages of construction, this seems like the ideal (and most cost-saving) time to add an addition entrance/exit on the north side of Wilshire.

Will the creation of a subway entrance/exit on the north side Wilshire be part of this proposed project?

If not, when does LACMA intend to satisfy its pledge to add such a subway station?

The Proposed Ogden Parking Structure

The location of the proposed Ogden parking structure is well south of Wilshire Boulevard and will be situated next door to an 8-unit condominium building and directly across Odgen from a 49-unit low income senior citizen building. Ogden Avenue is a densely populated residential street of multi-family buildings. Placing the proposed parking structure at this location will create very serious quality of life impacts on neighboring residents.

Air Quality:

How would the carbon monoxide and exhaust fumes from inside the proposed garage be vented so as not to compromise the fresh air intakes and/or air-conditioning units of the adjacent residents?

Many of the nearby older multi-family buildings lack central air-conditioning and the occupants depend on open windows for fresh air and ventilation. Many of the units in recently constructed multi-family buildings feature balconies overlooking Odgen, as well as rooftop patio areas. How would these residences be protected from exhaust fumes?

How would the exhaust of vehicles waiting on Odgen and/or Genesee to enter the garage be mitigated?

How many vehicles will be able to enter the parking structure before having to interface with the device that issues a parking ticket?

How would the exhaust of the additional vehicles traveling on Odgen and Genesee Avenue to enter or exit the parking structure be mitigated?

Light:

How would the light intrusion from signage, security perimeter lighting, and other external lighting and interior lighting be mitigated?

Illuminated signage is inappropriate for buildings located in or adjacent to residential neighborhoods. What kind and size of signage does LACMA intend to install on the proposed parking structure?

Will the floors of the parking structure be enclosed or screened to prevent vehicle headlights from intruding on adjacent residential properties?

Noise:

Locating a 260-space five story parking structure in a residential neighborhood will create significant noise impacts.

How will LACMA mitigate the noise created by the increased traffic on Odgen and Genesee?

How will LACMA mitigate the din of car alarms from vehicles parked in the parking structure?

How will LACMA mitigate the squeal of tires on ramps or traveling across the floors of the garage?

How will LACMA manage the flow of traffic in and out of the garage to avoid conflicts between motorists and the honking horns that typically accompany such disputes?

How will the noise of engines starting and revving inside the structure be mitigated?

How will LACMA shield the noise from the extensive fans and ventilation equipment required by a parking structure so as not to disturb nearby residents?

How will the voices of garage patrons be mitigated so as not to be broadcast from the upper floors of the structure?

Will there be an open-air rooftop parking deck on the garage and how will noise generated there be mitigated?

Will there be drain grates and/or expansion grates installed in the garage entrance/exit – or throughout the parking structure – and how will these grates be secured to prevent noise when vehicles cross over them?

LACMA hosts late night and all night public events that involve live music and alcoholic beverages (the Academy Museum also plans to conduct similar events once they open to the public). How will LACMA prevent intoxicated and/or rowdy patrons from creating a noise disturbance as they walk to the proposed parking structure at late hours?

Crime and Safety:

Parking garages are obvious targets for thieves, both of the contents within a vehicle and as well as a vehicle itself. The proposed Ogden parking structure, because it is well

secluded from Wilshire Boulevard, will present an attractive target for crime and has the potential to increase the over all crime rate in the nearby community.

How will this parking structure be secured to prevent crime?

Will LACMA security staff patrol Odgen and Genesee between 8th Street and Wilshire Boulevard to prevent criminal activities?

Will security cameras be installed on the exterior of the building and, if so, will they be aimed so as not to intrude on the privacy of nearby residents?

The Miracle Mile, as well as the city at large, has a number of homeless individuals who seek use doorways, service entrances, etc., at commercial properties for sleeping spots at night. How will LACMA prevent homeless individuals from utilizing areas around the parking structure as a place to congregate or sleep?

Traffic:

Locating the proposed parking structure on Ogden well south of Wilshire Boulevard will not make its presence obvious to motorists on Wilshire Boulevard. Will LACMA employ signage on Wilshire to direct patrons to the garage? If so, what kind and size of signage and where on Wilshire Boulevard would it be located?

The location of the proposed garage will increase traffic on 8th Street as WAZE and other GPS apps will direct museum patrons to 8th Street to avoid traffic congestion on Wilshire Boulevard. How does LACMA intend to mitigate this negative impact on the community?

The location of the proposed garage will also greatly increase traffic on South Odgen Drive and the 700 block of South Genesee Avenue, due to the fact that Genesee intersects Ogden near or at the entrance to the proposed parking structure.

Vehicles departing the garage will be inclined to use Genesee as a route south to 8th Street because Genesee at 8th Street has a 4-way stop – whereas, Ogden at 8th Street has only a 2-way stop (Ogden traffic must stop) and line of sight sometimes makes crossing or turning onto 8th Street difficult.

How would LACMA prevent and/or mitigate the increased traffic on 8th Street and Ogden – as well as the increased cut-through traffic on Genesee?

Hours of operation:

The Academy Museum has an agreement with the Ratkovich Company, owner of the 5900 Wilshire building, for overflow parking. The underground garage at the 5900 Wilshire building has entrances/exits on South Spaulding Avenue and South Genesee Avenue. To accommodate concerns over nighttime noise disturbances to the adjacent residential properties the Academy Museum and the Ratkovich Company agreed to not use the parking garage at 5900 Wilshire after 11 p.m.

What will be the operating hours of LACMA's proposed parking structure on Odgen?

Will the Odgen parking structure be open during late night or all night events at LACMA? If so, how would LACMA mitigate the negative impacts of vehicles entering and exiting the parking facility during late night time periods?

Is LACMA willing to limit the nighttime hours of the proposed parking structure to mitigate noise impacts on nearby residents?

Comparisons and location:

We are unaware of a parking structure of comparable size and height located next door to a multi-family building on a densely populated block of multi-family buildings. What example can LACMA provide so that we can better familiarize ourselves with the impacts of locating a parking facility in a residential area and how these impacts were successfully mitigated?

Museum Associate owns the parcel that borders Odgen from the proposed location of the parking structure to the southwest corner of Wilshire Boulevard. Has LACMA performed feasibility studies to explore the benefits of locating the parking structure at the southwest corner of Odgen and Wilshire?

Most of the problems and questions raised above stem from the close proximity of the proposed parking structure to multi-family buildings. Many of these negative impacts could be greatly reduced and more easily mitigated if the proposed parking structure were located on Wilshire Boulevard – and not near the heart of a residential street. Why did LACMA choose this particular location for this proposed parking structure?

Conversely, why didn't LACMA propose to construct the parking structure at the southwest corner of Wilshire and Odgen? It is a far more logical location with easy access to the museum and more prominently sited for those arriving at the museum via Wilshire Boulevard, involving fewer impacts on residents, and providing direct access to

the LACMA, the Academy Museum, and Hancock Park via a signal-controlled crosswalks at Wilshire and Ogden.

Parking covenants:

Termination of the existing parking covenants on the Spaulding parking lot and the recordation of a new parking covenant for the proposed Ogden parking structure should not occur until the construction of the Ogden garage is completed.

Does LACMA intend to eliminate the covenant parking at the Spaulding lot prior to the completion of the proposed Ogden garage? If so, how will LACMA mitigate the parking intrusion into our community from the loss of these covenant parking spaces?

The Academy Museum leases former May Co. property from Museum Associates, which manages LACMA under an agreement with the County of Los Angeles. By formal agreements, the Academy Museum and LACMA “share” parking at the Spaulding parking lot (which is owned by Museum Associates) and at the Pritzker underground parking garage on the LACMA campus.

The approved Final EIR for the Academy Museum project, which is currently under construction, depends upon the parking covenants on the Spaulding parking lot, as do existing approvals of the Broad Contemporary Art building and the Resnick Pavilion on the LACMA campus.

Will these museum facilities be open to the public if the covenant parking at the Spaulding lot is removed before construction of the new Ogden parking garage is completed?

If these covenant parking spaces at Spaulding are removed before the completion of the proposed Ogden parking structure how will the Academy Museum and LACMA satisfy the legal requirements to provide covenant parking?

Project timeline:

The site of the proposed Ogden parking structure is on property that is currently utilized by Metro and their contractors as a construction site for the Wilshire/Fairfax subway station. The Purple Line Extension is currently scheduled for completion in 2023.

Will the proposed Ogden parking structure be constructed before the completion of subway construction (and Metro’s withdrawal from that site) or after that that time?

How would a delay in the construction of the Purple Line Extension impact LACMA's timeline for the construction of the proposed Odgen parking structure?

Parking capacity:

It is the experience of the Miracle Mile residential community that LACMA has inadequate parking for its current museum and museum-related activities. LACMA currently attracts 1.2 million visitors per year and it is projected that the Academy Museum will attract an additional 1 million visitors. The proposed Odgen parking structure will contain 260 parking spaces (the same number of spaces as the existing Spaulding lot).

By what objective means has LACMA determined that 260 parking spaces are sufficient for the needs of both LACMA and the Academy Museum?

How will LACMA prevent street parking intrusions on nearby residential streets due to the inadequate parking provided in this proposal?

Does LACMA intend to restrict parking at the proposed Odgen parking structure to LACMA and Academy Museum patrons? If so, how will this be accomplished?

The Final EIR for the Purple Line Extension stated that the Wilshire/Fairfax subway station will create a demand for 150-plus on-street parking spaces. Has LACMA factored this increased demand for parking from subway patrons in their parking projections for this project given its close proximity to the Wilshire/Fairfax subway station?

Will LACMA prohibit subway patrons from using the proposed Odgen parking structure? If so, how does LACMA propose to prevent subway patrons from using the Odgen garage?

Parking fee:

LACMA currently charges \$14 to park at the Spaulding lot and the Pritzker underground garage. How much will LACMA charge at the proposed Odgen parking structure?

Will LACMA consider lowering parking charges to encourage the use of its parking facilities in order to dissuade patrons from utilizing on-street parking?

Has LACMA considered free parking to its patrons and those of the Academy Museum?

What studies have LACMA executed to explore the relationship between parking charges and parking intrusions in the residential community?

...

We look forward to having these questions and issues addressed in the Draft EIR.

Sincerely yours,



James O'Sullivan, President
Miracle Mile Residential Association

CC:

David E. Ryu, City of Los Angeles Councilmember, Council District 4
Email: david.ryu@lacity.org

Sarah Dusseault, Chief of Staff, Council District 4
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Julia Duncan, Planning Deputy, Council District 4
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From: Mark Overbaugh [<mailto:mark.overbaugh@gmail.com>]

Sent: Friday, September 02, 2016 5:01 PM

To: Peter Burgis

Cc: Wilshire Galleria office; SecondDistrict@bos.lacounty.gov; WPeters@bos.lacounty.gov; sheila@bos.lacounty.gov; Imandel@bos.lacounty.gov; Councilmember David Ryu; sarah.dusseault@lacity.org; julia.duncan@lacity.org

Subject: Wilshire Galleria Comments and Questions Re Scope, EIR for LACMA Building

Dear Mr. Burgis,

On behalf of owners of the 118 homes in Wilshire Galleria condominiums, the Board of Directors is submitting the attached scoping comments and questions for consideration in the preparation of the Draft Environmental Impact Report (EIR) for the Proposed LACMA Building for Permanent Collection.

Respectfully,
Mark Overbaugh
President,
Wilshire Galleria Homeowners Association
750 S. Spaulding Ave.
Los Angeles, CA 90036
323.653.5397

attachment



Date: September 2, 2016

To: Peter Burgis

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From: Mark Overbaugh

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750 S. Spaulding Ave.
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Re: Comments and Questions Relating to the Scope and Content of the EIR for the Proposed LACMA Building for Permanent Collection

Dear Mr. Burgis:

On behalf of owners of the 118 homes in Wilshire Galleria condominiums, the Board of Directors is submitting scoping comments and questions for consideration in the preparation of the Draft Environmental Impact Report (EIR) for the Proposed LACMA Building for Permanent Collection.

Wilshire Galleria is located next to LACMA's current Spaulding parking lot, upon which a substantial portion of the proposed new structure is to be built. With our residential community positioned along side the proposed construction site, we will be the most affected by it.

As stated by Michael Goven in the Scoping Meeting hosted by LACMA on August 24, information publicly available for this enormous and unusual construction project is limited and fluid at present. So it is impossible for Wilshire Galleria to identify all questions and concerns at this point.

Following are our specific issues and related questions based on information available at present. We wish to have these considered and addressed during the preparation of the Draft EIR. I welcome your contact if you'd like clarifications or need additional information.



Construction Concerns and Questions

1. Please describe the research to be conducted into the potential effects of setting the foundation for this 75' high structure – that must also support the weight of the Wilshire bridge – into a space known to contain an unstable mix of tar, groundwater and methane.
2. Please describe the measures to be taken to ensure that no ground collapses, flooding, escape of harmful gasses/substances or other deleterious events will take place during or after construction in this geologically unstable location before, during and after tunneling for the Metro under Wilshire Boulevard is executed.
3. Please provide empirical data showing that construction will not have the following impacts:
 - a) Upsetting the underground water table near and around 750 South Spaulding
 - b) Forcing water/tar/gasses/other substances up into the 750 South Spaulding garage, elevator pits and into ground level patios/homes and breathing spaces
 - c) Forcing water/tar/gasses/other substances up onto the streets and sidewalks at Wilshire, Spaulding and 8th
 - d) Forcing water/tar/gasses/other substances up into Wilshire Galleria landscaping and planters
 - e) Any incident which threatens the safety, health or lives of Wilshire Galleria residents/visitors or the residents/visitors of the surrounding neighborhood
4. The proposed Museum Building will both bridge Los Angeles' main traffic artery and extend over a subway tunnel yet to be built – all on a geologically unstable parcel of land. Please provide empirical evidence to show that neither Metro trains nor Wilshire vehicles (or a combination of the two) will cause reverberations through the new building that threaten its structure or adjacent structures such as Wilshire Galleria.
5. Please define steps to be taken to ensure that vibration from the construction of the proposed new LACMA building won't cause cracks in Wilshire Galleria's building and its foundation.
6. What will LACMA provide to Wilshire Galleria in the way of insurance policies in the event that digging, laying of foundation and/or construction causes disruptions in the underground water table, tar or methane deposits or any other unstable variables resulting in expenses and hardships including but not limited to:



- a) WG garage being made inaccessible
- b) WG elevators being made inaccessible
- c) Disruption in WG storm or sewage drains
- d) Disruption in WG electricity, water and other utilities
- e) Damage to WG fire lane and or wall
- f) Damage to WG foundation
- g) Damage to individual units
- h) Damage to windows
- i) Any incident which threatens the safety, health or lives of Wilshire Galleria residents/visitors or the residents/visitors of the surrounding neighborhood

Construction Issues

1. Many WG residents are retired, disabled or work from home. Others have infants or small children. What will be done to mitigate the considerable amount of dust and noise during the years-long construction that would obstruct home work environments, the use of balconies, children's naps, and other rights to the quiet enjoyment of residents' homes?
2. Please provide a detailed construction plan and timetable for the project, including the Ogden Parking lot (which we've been told will not be completed until 2023), and a construction mitigation plan to minimize deleterious impacts on Wilshire Galleria residents.
3. Please advise where visitors, LACMA staff and construction crew will park during construction.
4. Assuming there will be both partial and full street closures during construction, what impact will that have on through traffic for 8th Street (between Fairfax and Stanley), Wilshire Blvd. (between Fairfax and Stanley), and Spaulding Avenue (between Wilshire and 8th Street)?



5. Per information provided by LACMA, "...vehicular access for deliveries will occur within the southern portion of the Spaulding Lot." Spaulding Avenue isn't designed for high-traffic or large vehicles, and the plans are too vague to know confidently what intentions are. Please provide assurances that delivery hours will be limited to business hours and that there will be a size restriction on trucks both during and after construction.
6. What limitations be placed on construction hours?
7. Will there be a 24-hour construction hotline to address issues?
8. Please provide a detailed security plan for the construction site and surrounding areas.

Concerns About Quality of Life/Property Values After Construction

1. Please provide a map indicating where air conditioning units, pumps, fans and any similar noise/exhaust producing devices will be located to ensure that Wilshire Galleria noise, aesthetics, livability issues, etc. are not compromised.
2. The Museum Building project proposes two main entrances – one north of Wilshire and one south. The South Entrance is of great concern to Wilshire Galleria as it appears in the existing plans that it will abut our property. This location would bring additional noise and high levels of patron use at all hours of the day, six to seven days a week severely impacting a sizeable residential community. Please provide an alternative, secured South Entrance on Wilshire Blvd. Please also provide detailed plans and intended uses for all entrances/exits on the Spaulding lot, including but not limited to:
 - a) Primary public entrance(s)
 - b) Elevator/escalator entrances
 - c) Service entrances (for items to include but not limited to food/catering, concessions, event supplies, lighting, retail goods, building maintenance/supplies, furnishings, art/sculptures, etc.)
 - d) Emergency entrances/exits
3. Please provide confirmation of all potential uses for the Museum Building on the Spaulding Lot, including size of proposed theatre or similar, size of proposed restaurant or similar, size of proposed bookstore or similar, etc. along with specific uses and proposed hours of operation for each.



4. What sort of size and sound restrictions will be placed on events held in the plaza around/under the Spaulding section? (e.g. how will the open space be used, numbers of proposed events per year, hours of operation, responsible parties, etc.)
5. Please provide assurances the new building won't have open air decks/patios next to Wilshire Galleria that could be used for live music and other potentially loud events.
6. What impact will the project have on parking on 8th Street (between Fairfax and Stanley), Wilshire (between Fairfax and Stanley), and Spaulding (between Wilshire and 8th Street)? How do you determine the amount of required parking and if The Project meets those demands?
7. Please provide a traffic and parking study to ensure...
 - a) There is sufficient parking for the new Museum Building project and the projected increased LACMA attendance. Please include hours of parking lot operation.
 - b) Traffic flow on area streets – particularly 8th, Spaulding and Stanley – isn't further choked off. Please indicate if this will require additional traffic lights or stop signs. And if the City/County will be required to bear the financial burden for them.
 - c) Both foot and vehicle traffic at the intersection of Wilshire and Spaulding flows efficiently.
8. What mitigation procedures would be implemented to reduce traffic issues during and after construction?
9. Please provide assurances that access to the Wilshire Galleria parking entrance on Spaulding will not be cut off periodically during construction or for special events afterward.
10. As LACMA begins use of the new facility after construction, what impact will events have on WGHOA's Parking garage entrance/exit on Spaulding? What impact will events have on traffic in and around the area, including 8th (between Fairfax and Stanley), Wilshire (between Fairfax and Stanley), and Spaulding (between Wilshire and 8th Street)?
11. Will there be a drop-off zone for private vehicle passengers? If so, where?
12. What impact to traffic will there be to private vehicle passengers on Spaulding anywhere between Wilshire and 8th?



13. What impact to traffic will there be for drop-off zone(s) for private vehicle passengers on Wilshire between Fairfax and Stanley?
14. What Impact would tour buses have on Spaulding and Wilshire traffic?
15. A periodic 24-hour gallery concept has been floated. What limitations will be placed on hours of operation? Will LACMA commit to a reduced noise/traffic curfew?
16. What will the building lighting schedule be (during open hours, after hours, late night, and early morning)?
17. Exterior lighting of and around The Project is of concern to owners. Lighting pollution or over spray into units' windows or onto the property is of concern. What will the building lighting schedule be during all hours 24x7?
18. Natural lighting reflecting from The Project and into/onto the WGHOA property is of concern to owners. What impact will that have on WGHOA?
19. What security measures will be in place during and after construction? Please provide assurances that there will be a 24-hour manned security phone.
20. Considering the building will have an overpass/shelter area on Wilshire Blvd, what impact does the current County homeless problem have on the community? How will homeless encampments be addressed throughout the development and in surrounding areas?
21. One of the proposed building's most touted features will be windowed walls. Residents on the north side of Wilshire Galleria are particularly and understandably concerned about privacy relative to the Museum Building. Will patrons and staff be able to see into their bedrooms and living rooms – both of which will face the new building? What will be done to ensure privacy for these residents? (units 110/210/310, 113/213/313, 114/214/314, 116/216/316 and 117/217/317)
22. We're told the Spaulding side of the building will include a 600-1000 seat theatre on the ground level. What impact will that have on the WGHOA residents? Specific concerns:
 - a) Theater capacity
 - b) Proposed uses, particularly on evenings and weekends
 - c) Hours and days of use, including latest potential end times



- d) Planned frequency of use
 - e) Regular and emergency points of entry and exit
 - f) Traffic both vehicular and foot
 - g) Lot(s) where theater patrons will be directed to park
 - h) Plans to direct and provide security for patrons walking from those lots and the theater
23. We're told the ground level portion of the Spaulding side of the building will be open with no fencing or barriers of any kind. And that the public space around it will be designed to attract visitors as the Urban Light installation does currently.
- a) How will noise be mitigated for a residential development (Wilshire Galleria) a few feet away?
 - b) What measures will be put in place to prevent Wilshire Galleria and the surrounding residential buildings from being overrun by foot traffic at all hours of the day and night?
 - c) What measures will be put in place to prevent Wilshire Galleria and the surrounding neighborhood from being overrun by vehicular traffic at all hours of the day and night?
 - d) What security measures will be put in place to prevent trespassing, littering, loitering, smoking, public consumption of alcohol and controlled substances, etc. on Wilshire Galleria's grounds and those of other residences in the immediate area caused by LACMA visitors?
24. Please provide a sightline analysis between Wilshire Galleria and the Museum Building to address and ensure shade/shadows, glare/reflections, aesthetics, landscaping, etc. are considered and addressed – from the ground level AND from each of Wilshire Galleria's three residential levels, specifically units 110/210/310, 113/213/313, 114/214/314, 116/216/316 and 117/217/317.
- a) What will be done to prevent the new structure from obscuring the sun from residents on the north side of Wilshire Galleria?



- b) What will be done to prevent the new structure's windowed walls from reflecting heat and blinding sunlight into the north facing units and that of Wilshire Galleria as a whole?
- c) Will solar panels be placed on or atop the new building that could reflect heat and blinding sunlight?
- d) Will the color of the new building reflect heat and sunlight?
- e) What will Wilshire Galleria north side units (from all three residential floors) see of the Museum Building?

Planning

1. A facility of this massive size and unique configuration will surely present accessibility challenges for emergency response personnel. How will L.A. County and/or LACMA address challenges relating to...
 - a) Lengthened LAPD, LAFD and Paramedic response times
 - b) The effect this added burden will have on local emergency response resources
 - c) The effect this added burden will have on emergency response times in the local community
2. Please provide an up-to-date Site Plan map indicating any new considerations.
3. Please provide an up-to-date, detailed rendering of the Museum Building including the Spaulding lot.
4. Please provide setback information for the Spaulding property including the distance between Wilshire Galleria fire lane, building and the Museum Building.
5. Please provide a landscaping plan for the proposed Museum Building and "public space" on Spaulding including details about hours of operations, trash removal, and how will the site be maintained once complete (e.g., will the open space created be considered a part of Hancock Park and maintained by L.A. County or by LACMA?)
6. Please describe the purpose of the "tower" shown in building illustrations atop the Museum Building and if staff and or patrons will be in the tower.



7. Is there an overall community construction committee as there will be many overlapping Miracle Mile Construction projects? How might Wilshire Galleria Homeowner Association be involved or stay more abreast?

Design Development

1. Wouldn't a design solution that doesn't bridge Wilshire Blvd eliminate most of the above issues?
2. LACMA acknowledges that the proposed "Wilshire bridge" concept will actually leave the museum with **less square footage** for gallery space than the buildings it will replace. Its windowed exterior will **further reduce the amount of wall space** available for hanging art. And the resulting flood of natural light will **even further limit the space available** for paintings, drawings, manuscripts, photographs, textiles and other light-sensitive assets. Given this...
 - a) What sense does it make to demolish four buildings and replace them with a single massive structure with so many limitations?
 - b) What opportunities exist for the expansion Michael Goven has referred to in multiple public statements – even if only to regain lost gallery space?
 - c) What considerations are being given to acquiring additional property south of Wilshire Boulevard for this desired expansion?
3. The courtyard at the current entrances to the Bing Center, Art of the Americas, Hammer and Ahmanson buildings is some 15-20' higher than the Spaulding lot. How can a single-level building be erected over both areas with a similar ground clearance but without a substantial internal slope? If it would require excavating the current courtyard site to lower it...
 - a) What contingencies will be in place to address the disturbance of water/tar/gasses/other substances?
 - b) What contingencies will be in place to address the likely discovery of fossil materials the Natural History Museum will want to carefully excavate/study?
 - c) What will these potential disruptions do to the construction timeline? And to the construction budget?



4. We live in a time of unparalleled emphasis on recycling, reuse and repurposing. The project as proposed would result in a tremendous amount of construction waste. And a tremendous amount of resources to create building materials. And a tremendous amount of energy to transport those materials. And all this would have a detrimental impact on the environment. Given all this, what does it say to LACMA's donors, visitors, the community, L.A. County taxpayers, and the art world that a scorched earth approach to this expansion was chosen – bulldozing four entire buildings and starting over – rather than developing a creative solution that integrates at least portions of the existing structures into a new, expanded facility?

Insufficient Information

Based on the review of materials available on <http://buildinglacma.org/> and in talking with consultants at the Scoping Meeting at LACMA on August 24, 2016, it appears that there is insufficient information currently available to fully understand the project and its impacts on our property and community.

For example...

1. The renderings and conceptual site plan shared at the Scoping meeting are not up to date.
2. We do not know what uses will be in the Museum Building on Spaulding. We have verbally been told that the theatre, a restaurant, and other amenities will be installed there, but we see no documentation.
5. We were verbally informed that there may be a transit drop off or parking setback on Spaulding near our property, however this is not indicated in the Conceptual Site Plan.
6. There is no information available as to why the project selected the South Entrance of the Museum to be adjacent to a residential community (Wilshire Galleria), rather than on Wilshire, a commercial street.

This large amount of missing information makes commenting very challenging. We request flexibility and the opportunity to obtain up-to-date pertinent information – both during the Scoping and Draft EIR processes – to inform us and the community and come back with additional issues and questions.

LACMA Contact



Additionally, we request that LACMA appoint a Museum Building liaison and that person be our main contact through the duration of the Museum Building project.

Very Truly Yours,
Mark Overbaugh
President
Wilshire Galleria Homeowner Association

cc:

Supervisor Mark Ridley-Thomas, County of Los Angeles, Second District
Email: SecondDistrict@bos.lacounty.gov

Winston A. Peters, Chief Deputy to Supervisor Ridley-Thomas
Email: WPeters@bos.lacounty.gov

Supervisor Sheila Kuehl, County of Los Angeles, Third District
Email: sheila@bos.lacounty.gov

Lisa Mandel, Chief Deputy to Supervisor Kuehl
Email: lmandel@bos.lacounty.gov

Councilmember David E. Ryu, City of Los Angeles, Council District 4
Email: david.ryu@lacity.org

Sarah Dusseault, Chief of Staff, Council District 4
Email: sarah.dusseault@lacity.org

Julia Duncan, Planning Deputy, Council District 4
Email: julia.duncan@lacity.org

From: Margaret Bach [<mailto:margaretbachdesign@gmail.com>]
Sent: Monday, September 05, 2016 3:59 PM
To: Peter Burgis
Subject: LACMA EIR SCOPING COMMENTS

Dear Mr. Burgis,

Please include an evaluation of the following potential impacts in the EIR:

--Impacts on cultural resources and view corridors, specifically, the Wilshire Boulevard corridor, a designated Scenic Corridor, for which views east and west along the corridor will be severely impacted by the proposed span over Wilshire. Evaluation of visual impacts must extend over the full length of the visible corridor from the project site.

--Sunlight, shadows: evaluation of shadows and shading produced by the elevated structure, and its impact on park and museum users.

--Security and safety: evaluation of impact of span over Wilshire as a potential security risk, and its impact on Public Services including police protection.

--Neighborhood: impact of Spaulding and Ogden buildings in adjacent residential neighborhoods south of Wilshire.

--Heat gain: Impact of color and materials on heat retention and radiation, creation of a large heat island.

--Seismic issues: evaluation of building type (single level, elevated on pedestals) in relation to its vulnerability to earthquakes.

And finally and most importantly, a **thorough** evaluation of project alternatives that will meet project objectives, including retention and remodeling of existing campus; new multi-level building constructed on existing campus, etc.

Sincerely,

Margaret Bach

Margaret Bach, ASID, CID
Margaret Bach Design
1001 Georgina Avenue
Santa Monica, CA 90402
p: [310.395.7364](tel:310.395.7364) f: [310.458.0818](tel:310.458.0818)
m: [310.995.2616](tel:310.995.2616)

Sent from my iPad

From: Thomas E. Brandlin [<mailto:tbrandlin@sbcglobal.net>]
Sent: Sunday, August 07, 2016 7:11 PM
To: Peter Burgis
Subject: LACMA Building for the Permanent Collection

Dear Mr. Burgis,

Why is there not a project number assigned to this request for scoping comments? Is this another effort by the County of Los Angeles, Board of Supervisors to solicit public input for something they have already decided to approve? (Cf. the Health Agency – not one response to my multiple communications and not a thing stakeholders said made any difference. Not even one point from the information gathering meeting I attended was included in the draft or final decision documents.)

Please ask the planners to think more carefully about parking and traffic issues. I think the Ogden parking structure needs at least 33% more spaces than the lot on Spaulding now contains.

Obviously it has been decided that I am going to have to look at pavilions from the windows of my home instead of the beautiful original buildings (not the monstrosities planted in front of them later) that I now see.

Sincerely,

Thomas E. Brandlin, M.N.A.

The charity of Christ crucified impels us! 2 Cor. 5:14-15

NEW WEBSITE BELOW

Thomas E. Brandlin, M.N.A.
DBA Not-For-Profit Counsel
323-746-5243
582 S. Orange Grove Ave.
Los Angeles CA 90036-3208
www.NotForProfitCounsel.com

Wednesday August 24th.

Dear Building/Lacma,

I am very concerned by the plans for the new museum. There are many issues with the design that I make note of here, but the idea of the bridge across Wilshire Blvd., is of paramount concern today.

The real danger overall in this transition is that the proposed new museum will irrevocably transform the current successful and beloved museum complex and how this will affect everything around Museum Row, in the surrounding park and neighborhoods, for generations to come. The massive amounts of concrete and glass this proposal presents offers little gain to the future needs of our County museum, which alone should give officials pause in giving it their approval. How will LACMA grow if this massive building does not create more square footage than the buildings it replaces? It does not provide good use of space on this issue and many issues regarding it's design.

A problem seldom raised, regards the use of Black, or dark grey, for the building surfaces. It is difficult to see the color proposed from the amateurish renderings. Neither of these are good colors for buildings in LA for a reason, as they make the building and surrounding area hotter! Black, like the tar the architect believes this color represents, creates a radiating heat wave and will be notable with such a large building and hard to assuage by the nearby park's greenery. This raises concerns about the energy use needed to keep a black box cool, something that the people of LA should demand be addressed before this building goes forward.

Then there is the idea of creating a black tunnel/bridge over Wilshire. Wilshire is a Boulevard with the traditional elegant green space between the lanes in this area alone and now due to untrammled development around the corridor, there is very little greenway left. This does not need to happen. There can easily be an underground passage connecting the subway to the other side of Wilshire and the entrance to the museum. The new museum should remain within the current footprint especially as the green space and trees there may be needed to shield neighbors from the glare and heat this building generates.

This brings up the use of the black glass. Will the surrounding area suffer from countless opportunities for glare from the curving windows at all times of the day? (And who puts windows in an art museum?) The renderings show some very uninspired looking gallery spaces and bring up questions about the inside/outside dynamic that is being created that reference more an 80's retro shopping mall than a public museum. Underneath the building, there is a concern about the heavy shadows and the huge amount of uninterrupted paved area underneath the building. Shadows created for space that has no reason to exist as useable space except that there is an over-sized building above it. The dark football field of paved shade, seems more like a groomed freeway underpass at best and hard to imagine any way of making it a part of the surrounding park or a place that feels safe and attractive for gathering.

These issues at the very least will gain the museum many unhappy names, none that will endear it to it's neighbors or citizens of LA.

The design in short, seems oblivious to the nature of the current LACMA campus and the access and use of the surrounding park, both of which have proven successful for LACMA, where on any given day of the week crowds of people of all ages gather and play in the sunlit courtyard areas. There is nothing in the plans that encourages a

similar use of the space. It will be hovering and hulking over the park, shading too much to let anything grow and alternately creating insufferable heat in the summer. People will be inside or outside this black box. There is little to indicate access between the two. This will cut off the flow of the current campus dynamic completely.

Classic concepts of Modernist design are well founded around the efficient use of space for both function and beauty. These days those concepts include an attention to energy use and conservation as well. There are many elements of this building's design that seem like a waste of space; a waste of green space and a waste of useable gallery space as well. It is perplexing to see that the only idea held here, for such a large complicated plan, is a conceit that this building references the tar pits it surrounds. That idea hardly seems worthy of so many glaring problems with the design and their impact on the community and the museum park complex.

Where there is not heat and glare there will be too much shadow. There is little here to indicate that a good plan is in place to create an interesting use for the "concrete Overpass" underneath the building. Why is this after so much money has been spent, something that has not been addressed. Plopping a few sculptures will not create a "public space" a lesson LA has learned time and again the hard way. Since this museum includes so much of our public space, we Angelenos should demand better.

It is for this reason that the "better" options would be to use either of the smaller footprints that do not bridge Wilshire, as seen in "Alternate 1" or "Alternate 2". Both are without the bridge over Wilshire and deal with less building above but there is very little detail to see beyond the footprint. Again, for so much money spent on this to date, we should expect more of these issues taken into consideration and presented as viable alternatives rather than after thoughts.

There have been some wonderful new museums built lately, but this regrettably is not one of them and seems to be an opportunity being lost. As a regular member for most of my 18 years in LA, I would welcome another project and perhaps another architect as well! Why not invite Renzo Piano to revive LACMA with a twist on his stylish and attractive buildings that already grace the LACMA campus?

I hope more people realize what is at stake for this beloved museum in the heart of Wilshire and Museum Row. When I talk to people, I realize there are many who are not aware of these plans by LACMA. There needs to be more outreach done by the museum before this plan is approved by the city at the very least.

I will encourage others to write to our Mayor, City Counselors, County and State senators and hope that more is done to address some, if not all of my concerns.

Yours sincerely,
Mary Sherwood Brock
2415 Vado Drive
Los Angeles, CA 90046

From: Vesga, Diana [mailto:dvesga@lacma.org]
Sent: Wednesday, September 07, 2016 12:06 PM
To: Laura Rodriguez; Stephanie Eyestone-Jones
Subject: Fwd: Project: LACMA Building for Permanent Collection

FYI

Diana M. Vesga
Chief Administrative Officer
LACMA
T 3238576055
dvesga@lacma.org

Kelly Adrianse (Assistant)
kadrianse@lacma.org
T 3238576043

On Tue, Sep 6, 2016 at 2:27 PM, Karen Constine <karenconstine@yahoo.com> wrote:

Karen Constine
750 South Spaulding Avenue
Los Angeles, CA 90036
karenconstine@yahoo.com

September 6, 2016

Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 W. Temple St., Room 754
Los Angeles, CA, 90012
pburgis@ceo.lacounty.gov

Via email: burgis@ceo.lacounty.gov

Project: LACMA Building for Permanent Collection

Dear Mr. Burgis:

I am writing scoping comments and submitting questions as a longtime member of the Miracle Mile community and as an area property owner. I am also a proud longtime member of LACMA. This letter reflect initial comments/questions based on the LACMA building design information currently available. Additional comments/questions will be forthcoming when detailed building plans are available.

Topic: Noise; Land Use and Planning; Traffic, Access, and Parking

1. What is the setback between 750 South Spaulding Avenue and the new LACMA Building on Spaulding? How close will the two structures be at any point?
2. Where is the proposed south entrance of the new LACMA Building on Spaulding? How many feet is the entrance from 750 South Spaulding Avenue property line?

3. Where are entrances for the proposed restaurant/cafe, theatre, and other uses etc. that are proposed for LACMA Building on Spaulding?
4. What are the proposed fencing and security elements for the new LACMA Building on Spaulding and its grounds?

Comment: As the 700 block of Spaulding is a residential street, etc, please study an alternative that places the South entrance of the museum on Wilshire Blvd., which is a commercial street. Please also study alternatives that place any proposed entrances of restaurant, theater, etc. on Wilshire Blvd., which is a commercial street.

Topic: Traffic, Access, Parking

5. Is there and/or where is the parking drop off for the new LACMA Building on the Spaulding parking lot? What parking amenities are being proposed for the Spaulding and Wilshire property? What directional signage will be installed throughout the LACMA campus to direct parking and access?

Comment: As the 700 block of Spaulding is a residential street and due to traffic and access issues, please study an alternative that places any parking drop off or similar (e.g. a parking cut out) to be located on Wilshire Blvd., which is a commercial street. This would be similar to the parking drop off near Urban Light on Wilshire near Ogden.

Topic: Aesthetics, Land Use Planning, Noise

6. From the LACMA Building on Spaulding Avenue, what will museum patrons be able to see of the 750 South Spaulding building from various levels? (e.g. on the ground, from floors and rooftop). This is the view looking south and east.

Comment: In the sight-line analysis to be conducted, please include sight-lines from 750 South Spaulding's 2nd and 3rd floors, and roofline to the LACMA-Spaulding Building and visa-versa.

Thank you for this opportunity to submit comments and questions regarding this project.

Very Truly Yours,

Karen Constine

cc: Michael Govan, CEO and Wallis Annenberg Director, LACMA
Diana Vesga, Chief Administrative Area, LACMA

This message is a PRIVATE communication. If you are not the intended recipient, do not read, copy, or use it, and do not disclose it to others. Please notify the sender of the delivery error by replying to this message, and then delete it from your system. Thank you.

From: dagny corcoran [<mailto:dagny@ocsnet.net>]
Sent: Tuesday, August 30, 2016 8:39 PM
To: Peter Burgis
Subject: Comment for LACMA EIR

Dear Mr Burgis,

As part of the Public Scoping input, I would like to request that the EIR draft include detailed study of the impact of LACMA's development on the parking capacity of the Miracle Mile residential area. My particular concern is staff and visitor parking for the new building.

Presently, LACMA's parking facilities are full and the lots are closed most days before noon. Because LACMA is open every weekend, guards and staff compete with visitors for on-site and nearby parking on the weekends, as well.

LACMA leases part of its underground garage (called the Pritzker Garage) to the Academy of Motion Pictures Museum, and when the Academy Museum is open to the public, parking will be even more strained. Even now, visitors and staff impose on the parking facilities of the La Brea Tar Pits and Page Museum, the Peterson Museum and the retail stores near LACMA. Many visitors and employees park illegally in the Ralph's Market parking lot in the 5600 block of Wilshire because it is free, or park at the Farmers' Market or the Trader Joe's lot, and walk to the museum.

Thank you for including my comment as part of the Public Scoping input.

Sincerely,
Dagny Corcoran

From: Victoria Dailey [<mailto:victoriadailey121@gmail.com>]
Sent: Monday, September 05, 2016 6:16 PM
To: Peter Burgis
Subject: LACMA EIR Comments

Peter Burgis
County of Los Angeles, Chief Executive Office
500 W. Temple St., Room 754
Los Angeles, CA 90012

pburgis@ceo.lacounty.gov

Dear Mr. Burgis,

Below are my comments to you regarding the LACMA building project which I am sending via email. I regret that I did not attend the Scoping Meeting on August 24 because I only learned about it after the fact since it was not well advertised. I am a museum member, (and have been for forty years), and I did not receive any notice about it, which one would have expected.

I am not alone in my objections to the Zumthor plan. I, and many others, find it not only ridiculous, but also, a staggering waste of public funds. Realizing that you are considering the environmental impact of the project, I will forego outlining my strong disapproval of the plan on architectural, cultural, aesthetic, museological and civic grounds in order to concentrate on the serious questions raised based on the plan's environment impact.

1. The impact of the "bridge."

1a. The bridging of Wilshire is nothing more than an architectural folly, filled with unintended consequences, one of which is its attractiveness as a terror target. It would be extremely simple for a terrorist to explode a truck-bomb under the bridge.

1b. Apart from the horrible scenario above, the bridge would become an "attractive nuisance," creating a space for graffiti, litter and loitering. What are the plans to keep the area under the bridge clean and safe? What are the maintenance costs?

1c. How safe is the bridge in terms of the Metro running underneath it? What will happen to the bridge during a strong earthquake? The ground under LACMA is a known methane field, and to build a bridge seems like a particularly high risk in such an environment.

1d. Wilshire is a main east-west artery, and during heavy traffic times, it becomes very congested. What will be the air quality under the bridge during such congested times? How much air pollution will be trapped under the bridge? Will there be a pedestrian walkway under the bridge and what will be the effect on pedestrians of breathing polluted air?

2. The impact of the building

2a. The building is black, and as such, will retain a great deal of heat. What are the plans to keep the interior of the building cool without wasting a fortune on air conditioning? Is there any attempt to construct the building in a "green" manner? And what will be the results of a very hot exterior on nearby landscaping, and on humans?

2b. There is a half a mile of glass on the exterior which will create hours of very strong reflections. What will be the impact on drivers traversing Wilshire? The late afternoon sun can be especially strong, and for drivers heading east, the reflections could be dangerous. (Ditto for drivers heading west.) What will be the impact on drivers emerging from the darkness of the bridge into bright sunlight?

2c. The current plan shows unintegrated, dangerously steep staircases. What is the impact on the disabled? Will there be elevators? If so, where?

2d. There is a water feature with a sculpture in the middle; what is it and why is there a water feature planned during the persistent drought? LACMA got rid of its water moat years ago.

2e. Where will deliveries be made, especially of large artworks? There are no plans for such an essential museum component and without provisions for deliveries, what will be the impact on traffic flow?

2f. Where will the office/service/storage spaces be built? Why are there no provisions for such? Where will curators do their work? Where is the library? Please do not say that they will be “offsite.” That would be unacceptable and a severe violation of museum standards.

2g. That the building is one-story will have a huge environmental impact in the future. When the museum wants to expand, as it undoubtedly will, there will be no space for it. The plan is a dead-end, with no respect for future users.

The Zumthor plan creates more problems than it solves and would be a disastrous mistake for the County of Los Angeles to go forward with it. Why hasn't the public been asked to become more involved, especially since there have been objections voiced in various forums? Why has there been no competition for the designing of the museum? Because one museum director favors one architect is certainly not reason enough for the County of Los Angeles to undertake such a plan.

Sincerely,

Victoria Dailey
6830 Santa Monica Blvd.
Los Angeles, CA 90038
victoriadailey.com

--

Victoria Dailey
victoriadailey121@gmail.com

From: Steve Diskin [<mailto:spdiskin@gmail.com>]
Sent: Sunday, September 04, 2016 9:57 PM
To: Peter Burgis
Subject: LACMA EIR Scoping Meeting Comments

Peter Burgis
County of Los Angeles
Chief Executive Office
500 W. Temple St., Room 754
Los Angeles, CA 90012

Dear Mr. Burgis,

I am submitting comments regarding the LACMA project here via email, since unfortunately the Scoping Meeting was very poorly advertised and I was unable to attend.

As an architect and LA resident, I'm very concerned that the proposed LACMA building has gotten this far with such an irresponsible design that has appropriately been met with significant pushback from the architectural community and neighbors. Keeping in mind that this is a PUBLIC PROJECT, I must say that the public and the cultural scene of Los Angeles deserves much better. It is not that the Zumthor design is simply controversial; the fact is that it is a defective concept that will have enormous adverse impact. It is not in any sense an appropriate approach to the site — a hulking mass spanning Wilshire Blvd., constructed at great expense and for no justifiable reason.

From an EIR point of view, issues such as the fact that the project ignores principles of museum curation, use of natural light, opportunity for public gatherings and will have a woefully inadequate auditorium (half the size of the present one) surely do not fall within your area of concern. But perhaps of interest is the interruption of the quality of light and view in a stretch of Wilshire Blvd. and a destroyed opportunity for generating meaningful and useful urban space. What possible justification is there for this over-scaled bridging of the boulevard that will cast a huge shadow and generate an unwelcome architectural 'underbelly' with no redeeming quality? What's more, the huge band of glass (particularly facing West), will constitute a roadway hazard, reflecting late afternoon sunlight into the eyes of motorists. The same argument obtains for early morning in the opposite direction.

A building of this size and configuration (a one-story 'slab' suspended 35' over the street) will require significant seismic reinforcing: a large asymmetrical shape on pylons is difficult to stabilize against the eventual large tremor expected to impact LA. For an architect, this is Basic Structures 101, and there had better be an important reason to spend the effort and funds to make the scheme work. And imagine the consequences of a building failure as the center section of the proposed building pancakes on Wilshire in a major temblor. In this case, one has to ask whether the design is justified or a frivolous attempt at dramatic shapemaking? The result is entirely irresponsible. Furthermore, we know that there are questions about the geology of the site, with the adjacent Tar Pits presenting a problem for the building's foundations. Again, dramatic engineering required, but to what end? One need only remember the methane explosion of 1985, very nearby, below the Ross store in the Town and Country Shopping Center (see https://secure-web.cisco.com/14vLnFArmooKzHdzZk-xwOto8bLDfYek8NelhvpiJVUrcIzHkzZSR7-y5iXociDdb-fFBzXNLIYIDh0FE5ALqCBsg2aR2JyxFu_S8EmT3M5E080fTyAA4TQhNSqlqS6n21ghFvpKCxBxlpprOUf3iy8V-SuITj4MUmaNJO94qSTEUTE1sXEL4nhGrHXewLgG9STYjVDCjp7guEU8Efk1127JZxtlR3FAGHEw8zAvWIO8MzA1N8JdW2HqurvCzspvWLH-5HkMC59wblPFMLSTTbYERjw4lYxIONFe8BEWsuauLiSWm-XQYvKFSz7qrpMQAzOJsFoTsCZjQG5WkzKlk4MfigON9Y2TkrE7pfXYldJv4J8EW2AGCLqS_VxzEDp4bivlOhzZYtnWc3oxWpQ/https%3A%2F%2Fweb.stanford.edu%2F%2FEmeehan%2Fclass%2Fce2942001%2Frosspaper.htm). The proposed building, already questionable in its design as a museum (just ask any museum curator), or massing and visual profile (just ask the majority of architects who know and abhor this project), will require enormous expense just to make it work, while it becomes a blight on the neighborhood and a potentially dangerous design in an earthquake... not to mention an easy terrorist target. Should we not consider these awful possibilities in evaluating environmental impact?

Finally, I would just point out that a project like this has the potential to animate a neighborhood, not make a mockery of it. The museum site does not need more park area, it needs a significant building that can be used and enjoyed by the

community and visitors alike. A major art museum is not important only for its collection, but in its role in the neighborhood and the city as large as an asset. This translates into useable outdoor spaces, a terrific piece of architecture that people can appreciate spatially and aesthetically, and an economic attractor for this stretch of one of LA's historical boulevards. The present Zumthor proposal provides none of this, and will be a regrettable project if it goes forward in its present form. LA will be a laughing stock in the international community for allowing this expense and incompetent museum to be built. This negative reputation is arguably a form of environmental impact as well as the disastrous design, earthquake vulnerability, destroying of the character of Wilshire Boulevard, serious economic questions, and a missed opportunity for urban enhancement.

This project makes no sense whatsoever, and I know I speak for concerned colleagues when I say that that every effort should be made to prevent its construction as proposed. As it is, it thumbs it nose at LACMA and of LA as a cultural city, and is an affront to the intelligence of the public.

Respectfully submitted,

Steve Diskin



steve diskin, phd
architecture and industrial design
2026 rosilla place
los angeles, CA 90046 USA
spdiskin@gmail.com | +1 310 430 4874

From: Joseph Giovannini [<mailto:Giovannini@verizon.net>]
Sent: Saturday, September 03, 2016 10:04 AM
To: Peter Burgis
Subject: Comments and Considerations on EIR re LACMA proposal

Dear PBugis,

The proposed LAMCA design to bridge Wilshire is an open invitation to any home-grown terrorist to park a truck bomb under the bridge: it's like a drive-in Jack-in-the-Box. Just drive up, park and detonate your order.

We all know that LA is a favorite terrorist destination mark, and the primary targets are LAX and City Hall. This would be the third conspicuous target: in the middle of the city, an icon, with hundreds of people on a weekend, not to mention the added advantage of destroying all that art. What terrorist could resist buying some manure in the Valley, mixing up a batch and parking it all, then walking away to catch a ride home on the subway. This could be a great Hollywood movie except you'd be seeing it on the news. The County and City would be utterly irresponsible to issue this terrorist invitation, and it would be ultimately responsible for have approved it. This is a major EIR issue, even though the EIR forms do not yet recognize terrorism as an issue. All American embassies throughout the world are designed with big setbacks from the road, and ABSOLUTELY NO OVERHEAD STRUCTURES UNDER WHICH ANYONE IN THE PUBLIC CAN DRIVE A CAR OR TRUCK. What are you guys thinking? Don't you look at the news? How many roadblocks do you have to set up to secure Wilshire at this point.

Wilshire is a designated historic artery, running uninterrupted from Downtown to the Pacific. This design interrupts that, and usurps the corridor, changing its nature with a heavy transverse structure that blinds the boulevard and the evolving view. Historically, buildings lining the sides of Wilshire contribute to LA's most ceremonial avenue, but always from sidelines: they usher the boulevard along in a passing parade of generally well designed and urbanistically polite buildings. This proposed design changes and denatures the very core of the Wilshire tradition, and sets a precedent for other transverse interruptions. WHY CAN'T I DO IT OVER HERE IF LACMA DID IT OVER THERE? It's a great way to grab real estate in the air.

As we know from all the freeway overpasses in Los Angeles, the spaces beneath overpasses are dead, in constant shadow, with a sense of oppressive weight overhead. This lifted building works against the public open space in the park by casting everything in shadow, and it creates over Wilshire a wide, looming, dark overpass that is as undesirable and environmentally compromising as it is unnecessary. The renderings show the ceilings uplit with light, as though sunlight bounces up off the asphalt like a mirror: this is a visual lie produced by somebody sitting at a computer in Switzerland. The bridge and the extension to Spaulding is also unnecessary because there is plenty of space north of Wilshire to accommodate the anticipated square footage of the building, especially since the total square footage of the projected design is less than currently exists in the buildings to be replaced. This is insane as well as environmentally compromising.

This is a County project. I fail to understand how a County institution proposing a project approved by the County Board can objectively be reviewed by the County itself in a County EIR: this is like asking Al Capone to audit himself. Who, me, not objective?

Joseph Giovannini
2450 Daly Street
Los Angeles, CA. 90031
646 339 1189

From: Joseph Giovannini [<mailto:Giovannini@verizon.net>]
Sent: Saturday, September 03, 2016 10:11 AM
To: Peter Burgis
Subject: further comment on LACMA proposal pertaining to County EIR

Dear Pburgis,

I failed to note in my very recent email that the current proposal to bridge Wilshire exhausts any possibility of future expansion on land currently owned by LACMA. That means the only feasible expansion of any scope is into the residential areas south of Wilshire, including the condominium complex adjacent to the Spaulding parking lot. By exhausting LACMA's land with this one-story pancake rather than consolidating the addition north of Wilshire in a multi-story building LACMA threatens to dislocate long-established residential neighborhoods that have always been zoned residential. Historically, museums tend to need to expand every ten years, which has been the case with LACMA itself. Where will LACMA now go if the proposed project gobbles up land that LACMA has banked for its future. This is a socially disruptive project.

Joseph Giovannini
2450 Daly Street
Los Angeles, CA. 90031
646 339 1189

From: Greg Goldin [<mailto:ggoldin@aplusd.org>]
Sent: Wednesday, August 24, 2016 1:06 PM
To: Peter Burgis
Subject: LACMA Permanent Building Scoping Letter

Dear Mr. Burgis,

Please find attached my comments on the proposed scoping of the LACMA Permanent Building project.

I would appreciate an email acknowledgment that you have received my comments.

Yours,

Greg Goldin

--

A+D Architecture + Design Museum > Los Angeles

900 East 4th Street
Los Angeles, CA 90013
323.938.6891 T 323.806.0792 C

www.aplusd.org

GREG GOLDIN

816 SOUTH STANLEY AVENUE
LOS ANGELES, CALIFORNIA 90036
TELEPHONE (323) 938-6891
ggoldin@aplusd.org

August 24, 2016

Peter Burgis
Capital Programs
L.A. County Chief Executive Office
500 West Temple St., Room 754
Los Angeles, CA 90012

Re: LACMA Building for the Permanent Collection, Scoping Study for Draft EIR

Dear Mr. Burgis:

Thank you for the opportunity to submit scoping comments for consideration in the preparation of the Draft EIR. In reality, there is very little information about the proposed Peter Zumthor design of a new LACMA building, and so it is nearly impossible to clearly identify many of the scoping issues that might arise in a Draft EIR. Since LACMA has not made public the project plans and elevations, and the architect's renderings are so few, I am limiting my comments to two known issues, both related to the Hancock Park.

For the record, I am a resident of the Mircale Mile, and I live within the potential light and scenic shadow of the proposed new permanent LACMA building.

Hancock Park, familiarly known as the La Brea Tar Pits, as your initial scoping report states, is a National Natural Landmark and a California Historical Landmark. The park is the only natural open space in the Miracle Mile neighborhood. Its unique character, not only as a "pleistocene" park but as a tree-covered oasis, will be seriously compromised by the presence of a massive bridge in the form of the proposed new museum building, spanning Wilshire Boulevard.

The proposed span will be exactly at the point where Wilshire Boulevard dips in elevation and has a dog-leg, interfering with views both east and west from the park (and, indeed, interfering with the city's designation of this stretch of boulevard as a Scenic Highway). The new building will block these views forever. The park will suffer a significant environmental impact as a result.

Moreover, the new building will impose its mass as a looming object weighing on the actual, visceral and tactile experience of the park space. The existing boulevard, which is approximately 120 feet wide, sidewalk to sidewalk, acts as a transitional space between the

urban landscape and the relief the park offers in the form a natural landscape. Placing a building directly over Wilshire Boulevard in this exact spot will destroy that transitional space; there will no longer be any distinction between nature and urban build-up. The building, which is actually a bridge, will behave exactly the way freeway overpasses behave: all life beneath and around it will be deadened.

I believe this issue must be directly addressed in the Draft EIR. Unfortunately, we know so little of Zumthor's actual design, that it is impossible to accurately scope this significant environmental issue. How will LACMA address these direct impacts? How can the impacts of a bridge of this magnitude be mitigated? Indeed, can the impacts of this magnitude be mitigated at all?

Next, your scoping letter mentions "the removal of 97 onsite trees of varying species." I believe this has been wrongly categorized as having "less than significant impact." Many of the trees slated for removal are mature and add significantly to the cultural assets of Hancock Park. In fact, many of these trees will be impossible to "replace" since they require decades to mature. This is of grave concern, since Los Angeles not only continues to fail to meet national clean air standards, but this summer in particular, due to changes in weather patterns (which we can expect to experience further with climate change), the air quality and number of persistently dangerous smog days has increased over past years. Removing trees poses a significant environmental impact in this regard, and should be properly and fully addressed in the Draft EIR.

Again, thank you for the opportunity to comment.

If you wish to contact me, you may do so via email at: ggoldin@aplusd.org.

Sincerely,

Greg Goldin

Dr Tracey Joffe
528 South Fuller Avenue
Los Angeles, CA 90036

August 7, 2016

Mr Peter Burgis,
Capital Programs
L.A. County Chief Executive Office
500 West Temple Street,
Room 754
Los Angeles, CA 90012

Project Title: LACMA Building for the Permanent Collection

Project Proponent: Museum Associates dba Los Angeles County Museum of Art

Project Address: 5905 Wilshire Blvd. Los Angeles, CA 90036

Dear Mr Burgis,

I am writing to declare my strongest opposition to the proposed project above based on the following factors:

1. Unacceptable levels of air pollution in a high density residential area.

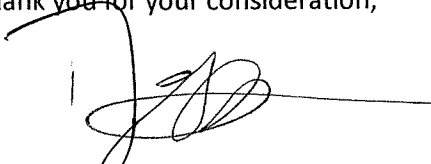
Whilst the Museum is flanked by businesses along the Wilshire corridor, the surrounding area is comprised of packed residential apartments and houses, including an elementary school (Hancock Park Elementary) within a close distance to the site. The scope and duration of the project, both in terms of demolition pollution and building pollution, along with noise pollution, represents an unacceptable level of risk of harm to health of residents (including a very large proportion of children).

The inevitable release and wind carry of pollutants and hazardous materials from the site into a residential area is unacceptable.

2. Congestion around Wilshire/Fairfax Blvd is already beyond acceptable levels and the degree of disruption to traffic flow and the increased congestion would be excessive and prolonged. The area is already overwhelmed by works at the corner of Wilshire and Fairfax Blvd (First with Petersen Automotive Museum, now the redevelopment on the Northeast Corner) and at La Brea Blvd. The extent and duration of further disruption and congestion along a main thoroughfare is unreasonable to locals and commuters.
3. The buildings at LACMA are themselves part of the cultural heritage of the museum and the City (not just the art works contained within). They have architectural value which should be preserved, not demolished. Further the Museum structure, as it is currently, provides for an excellent and satisfactory experience for visitors, there is insufficient need to warrant such a drastic project, incl the extended period of closure during works.
4. It is not reasonable to reduce the overall square footage of the museum by 25,000 sq ft. Whilst the idea of additional outdoor space is nice, the reality is that people come to LACMA to enjoy what it is – a museum housing collections of art and already have use of the outdoor spaces, including Hancock Park and La Brea Tar Pits areas already, as well as the grass area around the “Big Rock”.
5. Bing Theatre currently houses Sundays Live which has aired for the past 25 years. The proposals to reduce seating in the new theatre would halve the seats when there is already insufficient space to accommodate guests wanting to attend these concerts.

The Museum complex has undergone extensive redevelopment already and whilst I appreciate the notion of modernization and forward movement, maintaining some original and historic elements is crucial and appropriate. The proposed buildings are the only original buildings left and should be preserved. Moreover, the complex is part of a neighborhood and is used not only by tourists, but by the locals living around it. It is a very common destination for families living around the complex. The needs of these families, as neighbors to the complex, should be considered and valued.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'Tracey Joffe', with a long horizontal line extending to the right.

Tracey Joffe

From: Tae Kwon [<mailto:taeyim323@aol.com>]
Sent: Friday, September 02, 2016 4:37 PM
To: Peter Burgis
Subject: LACMA Expansion

Tae Kwon
Jean Kwon
750 S spaulding Ave #216
Los Angeles, CA 90036
taeyim323@aol.com

9/02/2016

Dear Mr. Peter Burgis

This is a very important that how the LACMA expansion directly affects this my property.
This question is me and our condominium.

- Will setting the foundation for this 6-story-high structure (that also has to support the weight of the bridge) upset the underground water table, forcing methane up into our breathing space? Or into our garage?
- Will setting the foundation force water and tar up into the garage, the elevator pits and into patios/homes on the east side of the building? (We already have to clean this sludge out of the elevator pits periodically)
- * What will this 6-story+ structure do to the sight lines of residents on the north side of our building?
Will it block sunlight? Or conversely, will the windowed walls reflect heat and blinding sunlight into those units?
- Will intrusive lighting be used through the night?
- What assurances will we have that enormous, loud building engineering components (e.g., fans, pumps, etc.) won't be placed next to us?
- Could construction vibration cause cracks in our building and its foundation?
- What will be done about the considerable amount of dust and noise during the two+ years of construction?
- What limitations be placed on construction hours?
- A periodic 24-hour gallery concept has been floated. What limitations will be placed on hours of operation?
- What sort of restrictions will be placed on events held in the plaza around the part of the building next to us?
- One proposed map shows an entrance to the complex next to us. What noise and pedestrian limitations will be put in place?
- What security measures will be in place during and after construction?
- What assurances will we have that the new building won't have open air decks next to us to be used for live music and other potentially loud events?
- What assurances will we have that access to our parking entrance on Spaulding Ave won't be cut off periodically during construction or for special events afterward?

- Have traffic studies been done to show what the expected increase in attendance will do to our ability to get into and out of our property?
- Where will visitors, staff and construction crew park during construction?
- How can the same number of parking spaces (moved to a new lot two blocks west) be adequate for the vastly increased volume of visitors expected to the new museum?
- Wouldn't a design solution that doesn't bridge Wilshire Blvd eliminate most of the above issues?
"" Wouldn't a design solution that DOES NOT bridge Wilshire Blvd eliminate most of the issues???"
- Is the Wilshire bridge option sensible, considering that it will actually leave the museum with less square footage for gallery space than the buildings it'll replace?

WE DOESN'T WANT TO EXTENDS BRIDES OVER WILSHIRE BLVD TO NEAR OUR BUILDING !!!

Thank You

Tae Kwon
Jean Kwon

From: Michael [mailto:mwlevy@earthlink.net]
Sent: Wednesday, August 24, 2016 6:56 PM
To: Laura Rodriguez
Cc: dvesga@lAcma.org
Subject: Fwd: LACMA Expansion Meeting Tomorrow – Details

For your re view. Thanks
Michael Levy

Sent from my iPhone

Begin forwarded message:

Subject: LACMA Expansion Meeting Tomorrow – Details
M

Tomorrow is the meeting I emailed you about a couple weeks ago (see below). It's a really important first step in determining if LACMA's massive construction project moves forward in its present form -- which would create a 6+ story gray edifice that butts up next to our property. Whether you support or have concerns about it, now is the time to be heard.

Some of my questions are included in the below email. The leadership of the Miracle Mile Residents Assn shares these concerns, having heard them from many other owners in the neighborhood.

Our collective voices carry considerable weight in this project. Partly because of our close physical proximity to it and partly because of the enormous amount of LACMA funding that comes from our tax dollars. Billionaires like Eli Broad and Wallis Annenberg have given LACMA tens of millions, but that's a drop in the bucket compared to the \$349 million that have come from our county taxes just since 2000. That amount is far more public support than any other museum in the U.S. receives. And it doesn't even include the \$125 million more that's committed for construction.

We'll be discussing this in tonight's HOA meeting at 7:30 in the lobby and welcome your thoughts and suggestions.

The public meeting on the project where you'll have an opportunity to be heard is **tomorrow from 6-8pm across the street in the first floor of the Broad Contemporary building**. That's the one next to (west of) the Urban Light street lamps.

Hope to see you there,
Mark

----- Forwarded message -----

From: **Mark Overbaugh** <mark.overbaugh@gmail.com>
Date: Tue, Aug 9, 2016 at 11:02 PM
Subject: LACMA Expansion – Very Important
To: WG Owners

Hi -

There's a very important meeting on the 24th that will go a long way in determining whether and how the LACMA expansion directly affects this your property.

I imagine most of us are in agreement that enhancing LACMA will elevate the value of our investments here. But whether or not you agree with the approach LACMA is currently promoting (a single enormous building that bridges Wilshire and extends right up next to WG as shown in the attached image), there are very significant aspects that will directly impact us.

For example:

- Will setting the foundation for this 6-story-high structure (that also has to support the weight of the bridge) upset the underground water table, forcing methane up into our breathing space? Or into our garage?
- Will setting the foundation force water and tar up into the garage, the elevator pits and into patios/homes on the east side of the building? (We already have to clean this sludge out of the elevator pits periodically)
- * What will this 6-story+ structure do to the sight lines of residents on the north side of WG? Will it block sunlight? Or conversely, will the windowed walls reflect heat and blinding sunlight into those units?
- Will intrusive lighting be used through the night?
- What assurances will we have that enormous, loud building engineering components (e.g., fans, pumps, etc.) won't be placed next to us?
- Could construction vibration cause cracks in our building and its foundation?
- What will be done about the considerable amount of dust and noise during the two+ years of construction?
- What limitations be placed on construction hours?
- A periodic 24-hour gallery concept has been floated. What limitations will be placed on hours of operation?
- What sort of restrictions will be placed on events held in the plaza around the part of the building next to us?
- One proposed map shows an entrance to the complex next to us. What noise and pedestrian limitations will be put in place?
- What security measures will be in place during and after construction?
- What assurances will we have that the new building won't have open air decks next to us to be used for live music and other potentially loud events?
- What assurances will we have that access to our parking entrance on Spaulding won't be cut off periodically during construction or for special events afterward?
- Have traffic studies been done to show what the expected increase in attendance will do to our ability to get into and out of our property?
- Where will visitors, staff and construction crew park during construction?
- How can the same number of parking spaces (moved to a new lot two blocks west) be adequate for the vastly increased volume of visitors expected to the new museum?
- Wouldn't a design solution that doesn't bridge Wilshire Blvd eliminate most of the above issues?

- Is the Wilshire bridge option sensible, considering that it will actually leave the museum with less square footage for gallery space than the buildings it'll replace?

This isn't meant to be a complete list of concerns. It's just a sampling. It'll be vital to get these any other questions you have asked in the **August 24 Scoping Meeting** LACMA is setting up. There will be other opportunities to discuss **how** this thing moves forward, but this is the most important time to discuss **whether** it moves forward in it's current form. Clearly, no one in the Miracle Mile will be affected to the degree we will, so it'll be imperative you attend the August 24 for you to have a voice.

The leadership of the influential Miracle Mile Residents Association (MMRA) is fully supporting any concerns we have about this.

Note: I'll be out of the country from tomorrow (8/10) through Aug 21 but will do my best to respond if you need additional information.

Again, please plan to attend the **August 24 meeting across the street at LACMA's Broad Contemporary Museum** (1st floor).

Thanks very much,
Mark

P.S. Attached are a detailed image of the new design, maps showing the construction zone and meeting info.

<2016 - 8.4 Notice of LACMA Scoping Meeting.pdf>

<2016 - 8.9 LACMA Bldg Design (brochure cover).pdf>

From: I dw [mailto:lyddw1@gmail.com]
Sent: Wednesday, August 31, 2016 4:09 PM
To: info@buildinglacma.org
Subject: Comments on Wednesday August 24th Scoping Meeting

Dear Building Lacma team,

I gladly attended the scoping meeting last week and never had a chance to submit my comments regarding the new project.

I generally like the project and particularly the future footprint of the building. The building crossing Wilshire boulevard does not bother me as long as the portion on the South side of Wilshire is well integrated with the adjacent buildings and leaves enough space for the habitations to feel not 'invaded' by a massive structure.

The renderings however were not so attractive and showed some missing points regarding:

- The landscape design (practically missing on the renderings) around and under the structure (what about water fixtures under the structure as well and seating areas?)
- The nature and color of the materials that will be used on the outside of the building beside the glass walls (black stained concrete? painted concrete? smoothed stucco'd concrete?). Even though I understand the concept and relation to the Tar pits in the park, I believe that a pure black material in super dry and hot Los Angeles is not appropriate and will certainly generate extra heat that people try to avoid as much as possible on an everyday basis in this town.

There are certainly a lot of details to be figured out and I feel that the building should be used as a model of sustainability for the City of LA since this subject is so a propos these days with the climate change concerns and the human impacts on our planet. What about solar panels installed on the immense roof of the building? What about a green roof may be accessible to the public and treated as a 'park above the park' showing sculptures as well?

I understand the architects/designers team are certainly still working very hard on the project and I'm hoping that some of these concerns above will be addressed, especially the sustainability issue, before City of LA approves the project.

Looking forward to the next meeting and see some changes and progress.

Yours sincerely,
Lydia D Wetherwax

County of Los Angeles

Scoping Meeting for the Environmental Impact Report Regarding the LACMA Building for the Permanent Collection Project August 24, 2016

Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the LACMA Building for the Permanent Collection Project. The Project would include one Museum 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). 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 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 on the southeast corner of Wilshire Boulevard and Spaulding Avenue (referred to as the Spaulding Lot). In addition, a new parking facility would be developed southwest of the intersection of Ogden Drive and Wilshire Boulevard on three contiguous parcels 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.

Comments can be submitted at the scoping meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is close of business day on September 6, 2016. In the space below (and on additional pages, if necessary, or in a format of your choosing), please provide any written comments you may have concerning the scope of the Draft EIR for the Project. Your comments will then be considered during preparation of the Draft EIR.

Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Peter Burgis, County of Los Angeles, Chief Executive Office, 500 West Temple Street, Room 754, Los Angeles, California 90012. Email address is pburgis@ceo.lacounty.gov. If sent via U.S. mail, please add postage.

Name: _____

Address: _____

LOOKS WEIRD. LIKE AN OIL SPILL
OR A TAR-BASED SPACESHIP
LANDED OVER WILSHIRE.

County of Los Angeles

Scoping Meeting for the Environmental Impact Report Regarding the LACMA Building for the Permanent Collection Project August 24, 2016

Written Comment Form

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Name: _____
Address: _____

- ① TARE in Spaulding Building elevators now / subway being installed
- ② Didn't very praptery to have 75ft building to wing over 3 storey complex.
- ③ Do not build over Wilshire

County of Los Angeles

Scoping Meeting for the Environmental Impact Report Regarding the LACMA Building for the Permanent Collection Project August 24, 2016

Written Comment Form

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Name: _____
Address: _____

You won't tell us how close
you plan to build ~~to~~ will
Wilshire Galleria ^{come}

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Name: Jonathan Bennett
Address: 6439 -- again 6439 Moore Drive
Los Angeles, CA. 90048-5323

I wish those comment forms were circulated when LACMA had that 2013 show detailing its new plan for the "Campus." Having the feedback solicited this late - after the plans have been formulated - makes it seem perfunctory, as if the public's input wasn't really desired.

More substantively: I wish the new building radically expanded the amount of the collection viewable at any particular time. I have been coming to the museum since it was built; it always astenishes me how certain favorite artworks will disappear (presumably in storage) for years at a time. To me, this is more important than seeing the work on a single floor in a "non-hierarchical" context. It is an encyclopedic museum; the letters should span A through J, not A through B.

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Name: MEHMET BERBER
Address: 7558 WILLOWHAY AVE
L.A., CA 90046

While studying alternatives, besides "No build", an alternative where the new building does not cross Wilshire and an alternative where the new building does not cross Wilshire, and a new mixed-use building is built on the Spaulding Lot.

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Name: MEHMET BERKER
Address: 7558 WILLENHUBBY AVE
L.A., CA 90046
Mberker@midcitywest.org

I have three issues I would like included in the EIR process for the Project. While none are a standard part of CEQA as far as I know, all three would be pertinent to the Project and to the public.

1) CONDUCT vehicle miles traveled (VMT) analysis alongside LOS traffic analysis. CA has adopted VMT and is in the process of instituting standards. Conducting a VMT analysis in addition to a LOS one would be forward-thinking and more appropriate for a project of such magnitude

(follow on backside) →

2. Hire independent, outside firm to conduct lifetime economic analysis of Project's effect on LACMA. Take into account alternatives involving different potential use of space.
3. Conduct study of avenues for future expansion of campus/LACMA.

Thank you.

MEHMET

Tape here

Place
postage
here

Peter Burgis
County of Los Angeles
Capital Programs, Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

Tape here

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Name:

B. CHUNG

Address:

750 S. Spaulding Ave, #128
Los Angeles, CA 90036

I live west side of Wilshire Galleria Condo. It faces Spaulding Ave. With the metro subway construction the 8th St. I live in is getting heavier traffic noise with. All day the noise I have to close the window doors.

It is just unimaginable the bridge going over Wilshire construction will affect my living at the condo. If the construction start 2018 thru 2023 for 5 years I don't think all the noise & dirt it will follow is just scary. It will be just a nightmare living thru this project.

Please reconsider the residents living this area. Hope you don't cross the Wilshire which Blvd.

The southern of

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Name: Nancy Hanover
Address: 1508 S. Genesee Ave
LA, CA 90019

I am a 20 yr resident who moved to L.A. and specifically chose to live within walking distance to LACMA. I have been going to events at the Bing Theater most Sundays and seeing movie and lectures there on a regular basis. My biggest concern is:

How will ~~the~~ ~~addition~~ of a "Bing-Like" theater be duplicated in this plan?

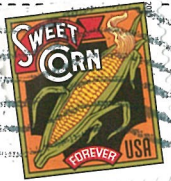
This is a very important community resource! Why hasn't this been discussed or presented to the public??

It would be a criying shame to loose this venue. 😞

Tape here

LOS ANGELES CA 90012

29 AUG 2015 PM 4 L



Peter Burgis
County of Los Angeles
Capital Programs, Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

90012-270079



Tape here

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Name: TOBY M HORN
Address: 146 So. FULLER AVE
LOS ANGELES 90036

- 1) EMPERORS NEW CLOTHES!
- 2) SO, LACMA DECIDED WHAT THE COMMUNITY WANTS, EH?
- 3) SET UP A MTG WITH MG AND THE COMMUNITY!

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Name:

S. Jaffe

Address:

5955 W. 8th St.

LA. 90036

sandra.jaffe@yahoo.com

Will there be more than one level for parking? Will there be parking structures?

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Name:

Dany Koncalian

Address:

14140 Mulberry Dr Apt 202

Whittier, CA 90605

(562) 781-4569

While I agree that LACMA needs a redesign that will be more cohesive and easy to navigate. I do not feel that the 2nd proposal adequately addresses these concerns. It is unfathomable that taxpayers are contributing \$125 million to a museum that REDUCES gallery space and divides Wilshire Blvd. By raising the museum, pedestrian activity is limited since sidewalk interaction is reduced. Also, ~~the~~ for a growing collection, the proposal does not ~~and~~ leave flexibility for ~~a~~ a future expansion. I am ~~strongly~~ strongly AGAINST this ~~for~~ project.

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Name:

Joan Kraft

Address:

1437 Chestnut Dr.
Altadena, CA 91001

I'm very much against the LACMA Building for the permanent collection project.

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Name: WILLIAM KRAFT

Address: 1439 CREST DR.
(7) ALTADENA, CA 91001

I would rather the museum would be increased in size rather than diminished, because it takes two days to enjoy the Metropolitan Museum of Art in New York. Certainly, Los Angeles can, at least, compete with that.

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Name:

Address:

Tae KWON #216
750 S Spaulding Ave
LA, CA 90038

I live here my Address 30 years. we already have bad Air Condition and traffic, noise... so many strass... We know it make look good to New Museum. But what about US? ???
Our home!!! we need sunlight, we need breathing,
please NO bridge over the wilshire Blvd to south area

Think about peple's live there ..

* Maybe cause of ~~crack~~ cracks in our building and its foundation 2
thank you
8/24/16

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Name: JILL LANGUS
Address: SPAULDING

Waste of space Less space
Coming into community
Do not cross Wilshire
TAR problem
Don't know
How close to building
On SPAULDING NO ANSWERS

County of Los Angeles

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Name:

Joseph Lerman

Address:

750 Spaulding Ave #23C

We have a lot of concern.

1. How construction is going to impact underground water, gas, and tarp.
2. Traffic for construction time.
3. Parking during construction.
4. Who is responsible if environmental study is wrong and all smell from tarp will move to 750 Spaulding Building.

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Name: John MAY
Address: 707 Woodland Dr
Sierra Madre 91024

- ① The old buildings are dated, and irrelevant. Good to see them torn down!
- ② Crossing Wilshire is brilliant, museum integrates Park + Tax Pits with apartments and office towers
- ③ ~~A~~ 5 story parking on Spaulding needs careful thought - in my view a big mistake
- ④ More underground parking similar to lot off 6th street
- ⑤ Best thing that could happen to Miracle Mile.

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Name: Natalya Nikolayeva
Address: 750 S. Spaulding Ave #217

1). Ticketing? 2) Entrances? 3) Only substitutes/faked
pieces of art can stay on this new pavilions? Real ones
need to be stored and exhibit in the special environment.
4) How our building will be affected by noise if
entrance will be faced toward our building 750 S. Spaulding
5). Any engineering noise (fans, electrical, Ac)?

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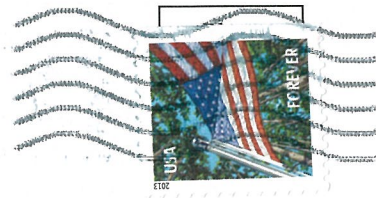
Name: CYNTHIA PENNA
Address: 10501 WILSHIRE BLVD
LOS ANGELES, CA, 90024

- Dear all, I do NOT AGREE WITH THE PROJECT FOR LACMA REBUILDING FOR THE FOLLOWING REASONS:
- 1) IN LA THEY ALWAYS SAY THAT THEY DO NOT HAVE "A PAST" AND THAT IT IS FANTASTIC FOR ITS HISTORY AND OLD ART; WELL; IF YOU TEAR DOWN EVEN A BUILDING 50 YEARS OLD, WHEN DO YOU START TO BUILD YOUR "PAST" ???
 - 2) THE BEAUTY OF THE ACTUAL BUILDING IS THE COLOR OF SAND REMINDING OF THE DESERT AND THE LIGHT COMING INSIDE AND THE SENSATION OF PURITY, CLEANLINESS AND LIGHT COLORS; A DARK, GREY OR BLACK BUILDING IS NOT APPROPRIATE FOR LOS ANGELES.
 - 3) THE BRIDGE IS AESTHETICALLY A MISTAKE BECAUSE IT INTERRUPTS THE VERTICAL LINE OF WILSHIRE BLVD WHICH LEADS TO THE OCEAN; IT IS A GREAT ARCHITECTURAL AND AESTHETIC MISTAKE TO BREAK THAT LINE WITH A BRIDGE. ~~THE~~ TEAR DOWN THE OLD BUILDINGS IS LIKE A CRIME. LIKE A MURDER !!!

Tape here

LOS ANGELES CA 900

06 SEP 2016 PM 14 L



Peter Burgis
County of Los Angeles
Capital Programs, Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

90012-270079



Tape here

Joseph Giovannini
LA Review of Books

County of Los Angeles

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Name: Charles Rosenberg
Address: 535 S. Gramercy Pl. #202
LA 90020

I am opposed to the project. I'm concerned about the net loss of space in the galleries and theater.

I am concerned The time it will take to build is too long to not have a fully-functioning museum.

The current buildings may look like "period" pieces now but so would the Zuntner building in 20 years.

Too costly - use County funds for free admission!
It will be dark and unappealing underneath the proposed building

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Name:

Shary Ross

Address:

250 S. Spaulding

I live in condo building that faces
spaulding parking lot

1. How much of a distance will be between
our building + museum

2. Where will entrance be? What will be
done to mitigate noise lights shining in our
building + lack of privacy? Will museum visitors
be able to look down into our windows

3. What about impact of gas + far from
drilling during construction. Methane into our
garage + building →

4. Will museum block light & view or will blinding sunlight be reflected into our building

5. Will huge & loud building components be placed next to our building

Tape here

6. Construction causing cracks in our building? & foundation

Place postage here

7. Dust & noise

8. Construction hours?

9. 24 Hour

Peter Burgis
County of Los Angeles
Capital Programs, Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

Gallery?

10. Restrictions on 24hr gallery events in plaza

11. Security during construction
12. Will entrance to our parking be cut off during construction

13. PLEASE Eliminate the bridge across
Wilshire

Tape here

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Name: BORIS Shpient

Address: 7525 Spaulding Ave #217

1. Will setting the foundation for 6-story-high building upset the underground water table, forcing gases into our garage and around?
2. Will it block sunlight for us, or intrusive lighting be used through the night?
3. Will loud building engineering components (pumps, fans, etc) won't be placed near our building?
4. What limitations for construction hours, and later for museum's hours of operation will be placed?
5. What security measures?
6. This is a vandalism - to destroy so beautiful existing marble buildings, which have been designed specially for our LACMA Museum, and replace it just with more modern ones. There is a lot of other spaces where you can spend money.

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Name: Slapczynski, Edmund T
Address: 5711 #203 Fulcher Ave
North Hollywood, CA 91601

How many feet above Wilshire Blvd will the arch be? On the Massachusetts Turnpike there is a Star Market above it so the concept is not original but it does imply best land use - Revolution it is own manner. The parking (nevo) is a distance - Will there be complimentary shuttles for the faint of hips? Has that issue ever been taken into consideration? Will there be any electrical architectural solar package? involved consideration and enacted. So much for cynacism!!!
How much will the whole caboodal cost even after cost overruns ineptitude lawsuits pay to play? I'm from Boston the big dig.
Last will there be proper drainage at the underground parking lots (so cont, water) [Signature] 8/24/2016

Tape here

Place
postage
here

Peter Burgis
County of Los Angeles
Capital Programs, Chief Executive Office
500 West Temple Street, Room 754
Los Angeles, CA 90012

the automobile industry won't be pleased -
But ~~for~~ the auto insurance industry will be
happy.

Tape here

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Name:

TOM ZAJFEN FAIA

Address:

5055 Wilshire #500
LA 90036.

this poor city is struggling to have great streets - what makes you think this project is so important to turn our primary street

imagine proposing this for 5th Ave in NY or Champs Elysees in Paris.

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Name: JAMIE ZIMMER
Address: 3826 Mentone Ave #3
Calver City, CA 90232

I would like the current design to be reconsidered and reevaluated. Aesthetically I find it to be cold, grey and industrial. This may be popular now - my local coffee shop looks like this but I feel this costly project will soon look dated if it is carried out.

**COUNTY OF LOS ANGELES
LACMA BUILDING FOR THE PERMANENT COLLECTION
PUBLIC SCOPING MEETING
AUGUST 24, 2016**

Please include your mailing address if you wish to receive future notices, including publication of the Draft and Final EIR.

Name	Organization (if any)	Address	E-mail
Liza Gerberding	Mid City Vest Coma. Council	937 Alandale Ave.	lizagerb@mac.com
Mrs. Min DAVID IMPASTATO	Family Practice	6030 Metropolitan	nimpastato @juno.com
ERARDO ASUKCIA	member	1443 17th St. Apt. 1 Smo CA 90401	EIAsukcia@gmail.com
Cebus Lozano	Member	8315 Blackburn Ave. Apt. #8	culozano2@igkmail.com
Slapezynski Edmund	self	5711 203 Fulcher Ave N Hollywood	No E-mail/Notelgph
NICHOLAS KORODY	ARCHINECT		NICHOLAS@ARCHINECT.com
Sandra Jaffe	neighbor/ resident	5955 W. 8th St. LA, CA 90036	sandrajaffe@yahoo.com
Jason Overby		750 S. Spaulding	jaoverbye@gmail.com
Lori Letzoy	Neighbor	1029 S. ALFRED ST. LA 90035	info@lorileboy.com
J. Yates	neighbor	1147 So Spaulding Ave LA 90019	jenniferjyates@gmail.com

**COUNTY OF LOS ANGELES
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