

II. Project Description



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1. Introduction

The Los Angeles County Museum of Art (LACMA) is the largest museum in the western United States. The LACMA 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.² The LACMA Campus is within the Wilshire Community Plan Area of the City of Los Angeles (City). Museum Associates, a private nonprofit public benefit corporation organized under California law and doing business as the Los Angeles County Museum of Art, manages and operates LACMA under the authority of the County of Los Angeles.³ 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, over a portion of Wilshire Boulevard, and within the adjacent property owned by Museum Associates on the south side of Wilshire Boulevard at the southeast corner of Wilshire Boulevard and Spaulding Avenue (referred to as the Spaulding Lot). 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 (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. Since Museum Associates would be processing

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 (HPOZ) 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 The Resolution to Vacate Ogden Drive was approved by City Council on July 17, 2007 and recorded on August 10, 2007.

³ Per Chapter 2.92 Los Angeles County Code and various operating agreements, Museum Associates, a nonprofit public benefit corporation, manages, operates, and maintains the County Department of Museum and Art and the LACMA County buildings situated in Hancock Park. Museum Associates is governed by its Board of Trustees, which sets policy and determines LACMA's strategic direction.

approvals through the County and City for development of the Project, Museum Associates is referred to as the Applicant in this Draft EIR. The Lead Agency for the Project is the County of Los Angeles.

The Museum Building would comprise one building of approximately 387,500 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 (approximately 164,323 square feet),⁴ the Hammer Building (approximately 63,712 square feet), the Art of the Americas Building (approximately 107,650 square feet), and the Bing Center (approximately 47,886 square feet), which contains the LACMA Café, the Dorothy Brown Auditorium (which provides 116 seats), and the Bing Theater (which provides 600 seats), and the outdoor covered areas in the Los Angeles Times Central Court (Times Central Court).⁵ Overall, the Museum Building would result in a decrease in the square footage of museum buildings by approximately 5,371 square feet and a reduction in the combined maximum theater size from 716 seats to approximately 300 seats. The Museum Building is designed by architect Peter Zumthor and is proposed with seven semi-transparent structures at the ground level (referred to as Pavilions), that would support an elevated, continuous, transparent main exhibition level. The Museum Building would extend over Wilshire Boulevard to the Spaulding Lot. The design of the Museum Building would also enhance the outdoor experience for museum visitors and guests by expanding 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.

2. Project Location

The LACMA Campus is located at 5905 Wilshire Boulevard within a portion of the approximately 23-acre Hancock Park (referred to as LACMA East) and on the approximately 8-acre adjacent parcel to the west (referred to as LACMA West), approximately 5.5 miles west of downtown Los Angeles and approximately 8.6 miles east of the Pacific Ocean. As shown in Figure II-1 on page II-3, the LACMA Campus is specifically located north of Wilshire Boulevard, south of 6th Street, and east of Fairfax Avenue in the Wilshire community of the City of Los Angeles known as the Miracle Mile, a

⁴ *The Ahmanson Building refers to the original 1965 Ahmanson Building and a 1983 addition (referred to as the Ahmanson Addition).*

⁵ *Per AIA guidelines, this square footage includes 50 percent of the outdoor covered areas.*

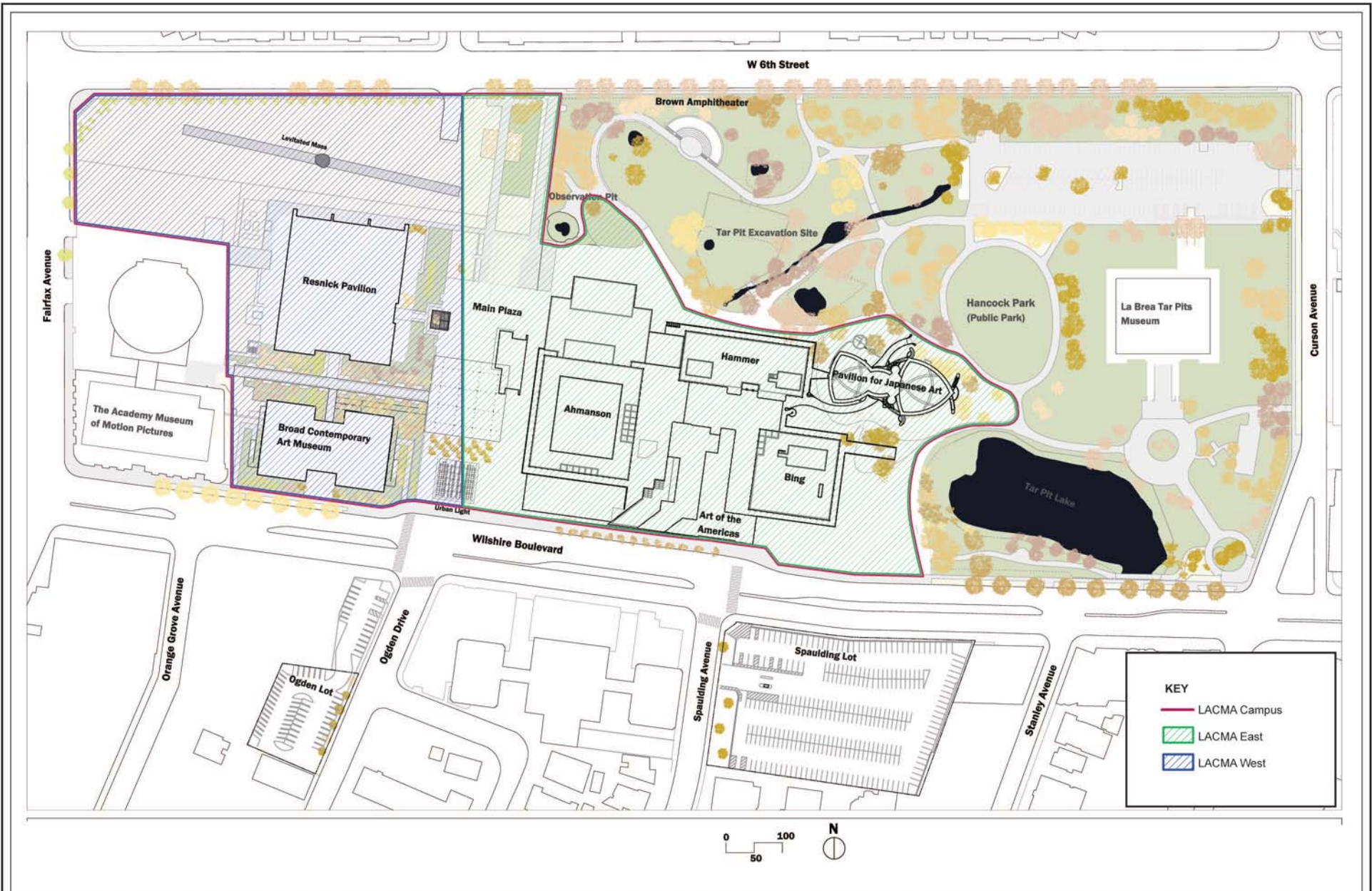


Figure II-1
LACMA Campus Boundaries

Source: LACMA, 2016.

cultural, commercial, and residential center established during the early 1920s along Wilshire Boulevard.⁶

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 II-1 on page II-3. LACMA East is situated in Hancock Park, which is bounded by 6th Street to the north, Curson Avenue to the east, Wilshire Boulevard to the south, and the vacated Ogden Drive and LACMA West to the west. LACMA West is bounded by 6th Street to the north, the vacated Ogden Drive and Hancock Park on the east, Wilshire Boulevard to the south, and Fairfax Avenue on the west. LACMA West includes the May Company department store building at the northeast 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 by Museum Associates to the Academy Museum Foundation, an affiliate of the Academy of Motion Picture Arts and Sciences, for construction of the Academy Museum of Motion Pictures (the Academy Museum), which was previously approved by the City. The buildings on LACMA West are either existing or previously approved and not part of the Project.

As shown in Figure II-2 on page II-5, 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 Spaulding Avenue. As part of the Project, cooling towers would be installed on an approximately 20-foot by 50-foot pad immediately west of the Resnick Pavilion on LACMA West. 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 II-2. The areas to be improved within LACMA East, the Spaulding Lot, the

⁶ *The area referred to as the Miracle Mile extends along Wilshire Boulevard between Highland and Fairfax avenues to the east and west and includes neighborhoods extending north and south of Wilshire Boulevard. Within this area, the City of Los Angeles has designated the Miracle Mile Community Design Overlay (CDO, Ordinance No. 176,331, effective January 16, 2005), which comprises commercially zoned parcels lining Wilshire Boulevard between Sycamore and Fairfax avenues to the east and west. At the Project Site, the Spaulding Lot and Ogden Lot are both located within the boundary of this CDO; however, LACMA East is not located within the CDO boundary. The City has also designated the Miracle Mile North HPOZ (Ordinance No. 165,793, effective May 27, 1990), which comprises residentially zoned parcels bounded by Beverly Boulevard and 3rd Street to the north and south and La Brea Avenue and Pan Pacific Park to the east and west. No portion of the Project Site is located within the Miracle Mile North HPOZ boundary. The City is currently considering designation of what would be called the Miracle Mile HPOZ (City Council File No. 15-0183-S1). All references to the proposed Miracle Mile HPOZ refer to its originally proposed boundary, as certified by the City's Cultural Heritage Commission on September 15, 2016, which includes a portion of the area bounded by Wilshire and San Vicente boulevards to the north and south and La Brea and Fairfax avenues to the east and west. No portion of the Project Site is located within the proposed Miracle Mile HPOZ boundary.*



Figure II-2
Project Site Boundaries

Ogden Lot, and a small portion of LACMA West associated with the cooling towers 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, approximately 0.4 acre within the Ogden Lot, and 0.02 acre within a small portion of LACMA West associated with the cooling towers. The remaining area of the Project Site comprises the elevated portion that spans Wilshire Boulevard and the Project frontage along the right-of-way.

As shown in Figure II-3 on page II-7, primary regional access to the Project Site is provided by Interstate 10, which runs east-west less than two 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.

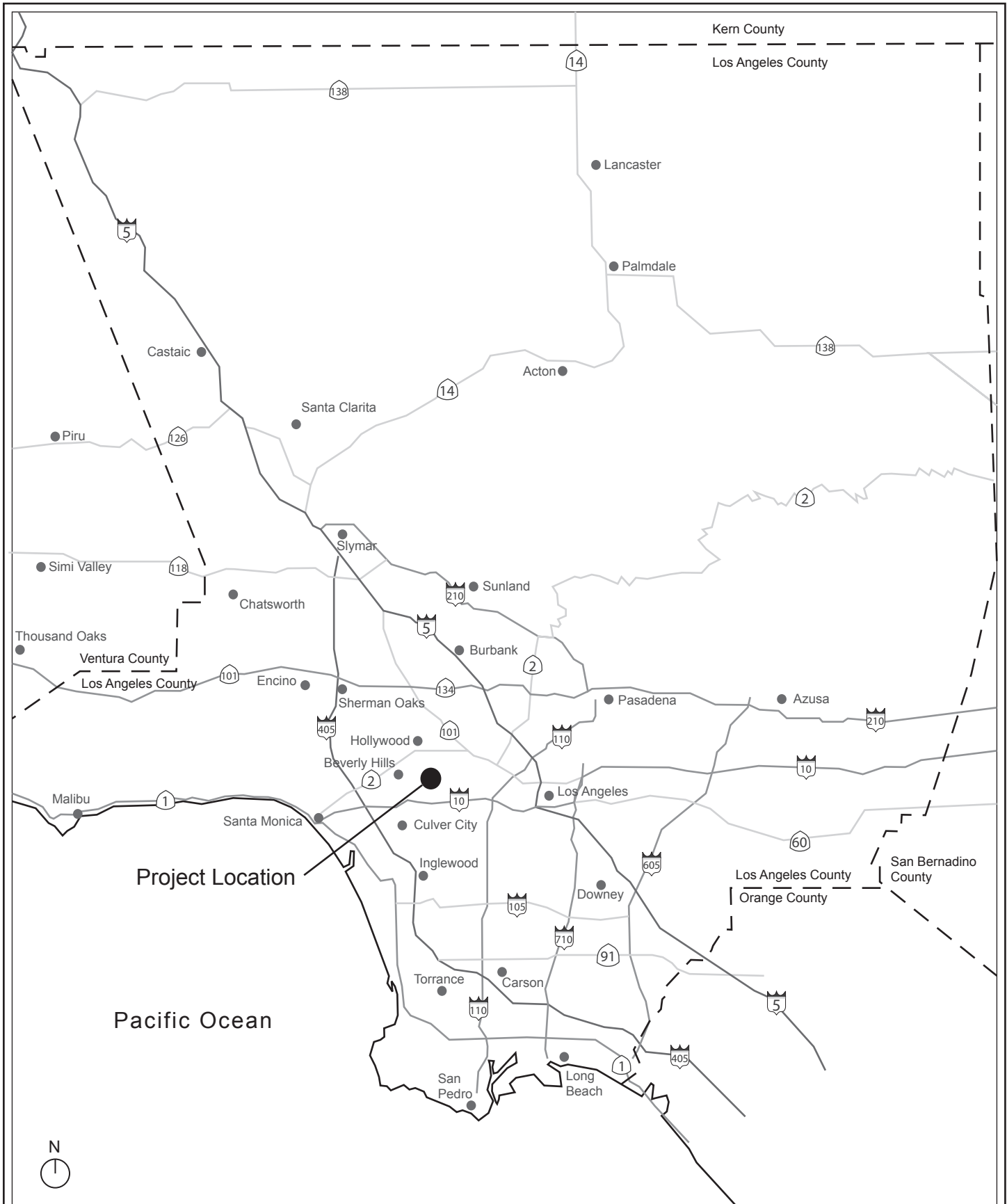


Figure II-3
Regional Location Map



Source: Google Earth, 2013.

3. Background and Existing Project Site Conditions

a. Background

As described above, the Project Site comprises a portion of the area within LACMA East, the Spaulding Lot, a portion of the area where the Museum Building spans Wilshire Boulevard, the Ogden Lot, and a small portion of LACMA West associated with the cooling towers. LACMA East is located within the approximately 23-acre County-owned Hancock Park. Hancock Park was acquired in 1916 by the County of Los Angeles through a donation by 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 known as the La Brea Tar Pits. The newly named Natural History Museum (NHM) La Brea Tar Pits & Museum⁷ continues to administer the site's paleontological research and education programs. 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 the LACMA Campus. Originally part of the Los Angeles Museum of History, Science, and Art, which opened in 1910 in Exposition Park, LACMA was established in 1961 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, the LACMA Campus consisted of three buildings, including the Ahmanson Building, which housed LACMA's permanent collection, the Hammer Building, which accommodated special exhibitions, and the Bing Center, which included the 600-seat Bing Theater 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 LACMA East. The 116-seat Dorothy Brown Auditorium was also added to the Bing Center as part of this construction. The Times Central Court also opened in 1986 within LACMA East. In 1988, the Pavilion for Japanese Art opened within LACMA East. These existing buildings within LACMA East are shown in Figure II-4 on page II-9.

In 1994, Museum Associates acquired LACMA West, including the May Company department store building. The most recent improvements to the LACMA Campus are

⁷ *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.*

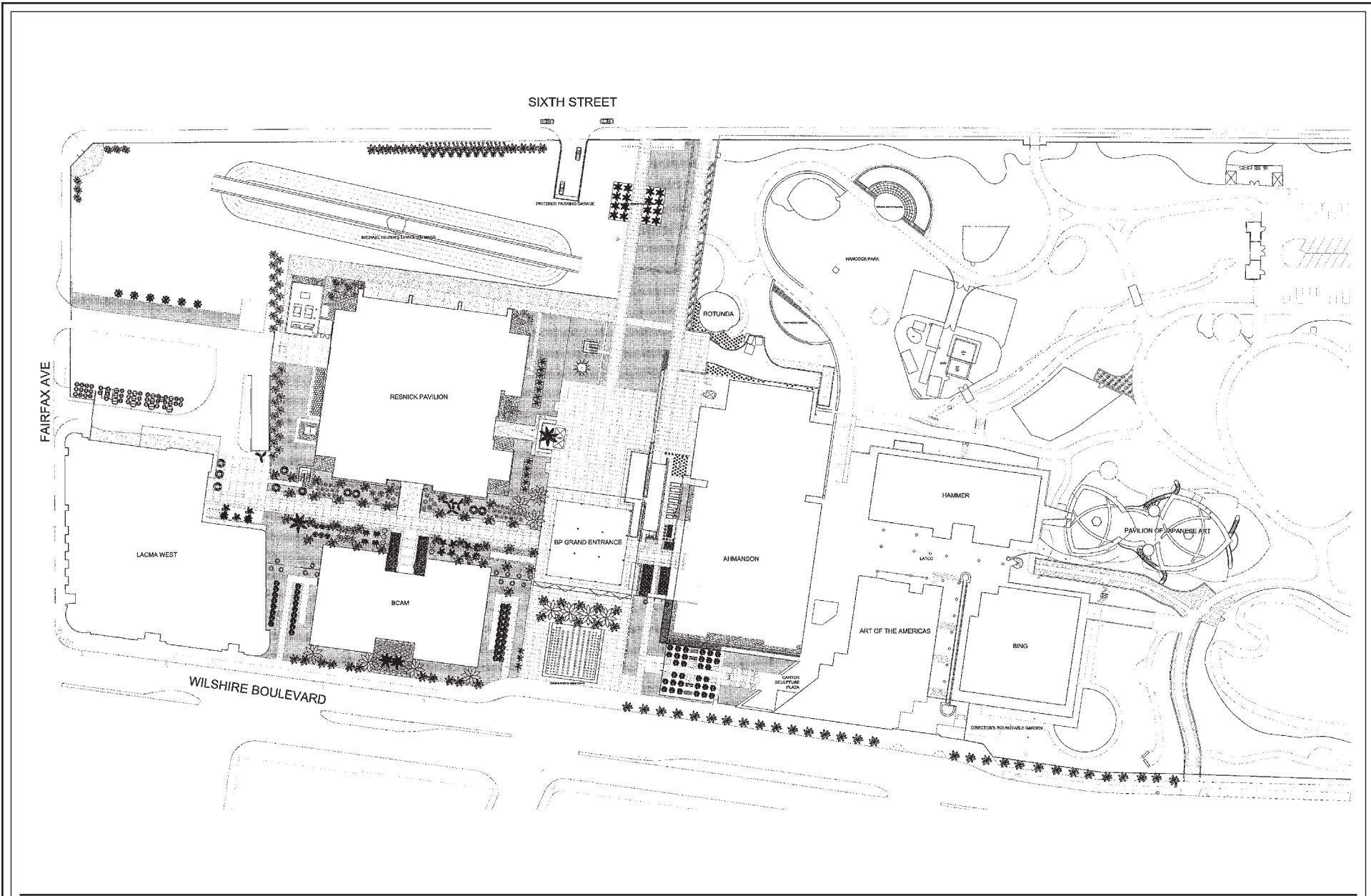


Figure II-4
Existing LACMA Campus



Source: LACMA, 2015.

concentrated within LACMA West, east and north of the May Company building. Specifically, in 2008, LACMA opened the Broad Contemporary Art Museum at LACMA (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 (referred to as the Resnick Pavilion) opened to the public north of BCAM within LACMA West, providing a rotating selection of major exhibitions. 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 the LACMA Campus. Artist projects that have been developed and installed outdoors within the LACMA Campus include Michael Heizer's *Levitated Mass* (2012), Robert Irwin's *Primal 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 by 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, which entails the removal of the building's 1946 addition. These improvements are being undertaken by the Academy Museum Foundation in order to build the Academy 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 Museum Foundation entered into a long-term lease agreement with Museum Associates for approximately 2.2 acres within LACMA West. The total developed floor area of the Academy Museum 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 was approved in 2015 and is expected to be completed in 2019.⁸ The Academy Museum is not part of the Project.

⁸ *The Academy Museum Project was approved through Case No. CPC-2014-3119-ZC-SN-CDO-MCUP-ZV-ZAI-SPR on May 22, 2015.*

b. Existing Project Site Conditions

As shown in the aerial photograph provided in Figure II-2 on page II-5, 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. In addition, as shown in Figure II-2, the Project includes an approximately 20-foot by 50-foot pad immediately west of the Resnick Pavilion on LACMA West. As shown in Figure II-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 II-4 on page II-9, the existing buildings within the Project Site include the Ahmanson Building, the Hammer Building, the Bing Center, and the Art of the Americas Building. These buildings, which together comprise approximately 392,871 gross square feet, would be replaced by the proposed Museum Building. As shown in Figure II-4, the Pavilion for Japanese Art within LACMA East is not part of the Project Site and would remain. However, as discussed further below, construction of the Project would require removal of the service bridge and pedestrian bridge that currently connect the Pavilion for Japanese Art to the Plaza Level of the Times Central Court. The majority of the pedestrian bridge, which would be replaced with a compatible new ramp, is structurally independent of the Pavilion for Japanese Art. During demolition of the existing buildings on the Project Site, the pedestrian bridge would be removed at the joint where the Pavilion for Japanese Art and the pedestrian bridge meet. In addition, the service doors located at the end of the service bridge would be removed, filled, and finished to match the existing wall surface of the Pavilion for Japanese Art.

Outdoor events are currently held on both LACMA West and LACMA East. These events include openings for exhibitions, educational programs, occasional private donor events, and musical events such as Friday Night Jazz and Latin Sounds. Friday Night Jazz, which is held on LACMA West, and Latin Sounds, which is held north of LACMA East in Hancock Park, can draw crowds of up to 2,000–3,000 people; however, most other events typically draw up to a few hundred people. The Bing Theater, which currently has 600 seats, presents films, lectures, musical performances, and the occasional dance or theatrical event. These events occur approximately 450 times a year and include both private and public events. Generally, events occur within the museum's regular hours of 11:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 11:00 A.M. to 8:00 P.M. on Friday, and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday. However, on average, approximately 85 events out of the 450 events that are held in the Bing Theater occur outside of the museum's regular hours. Most of these events end at 10:00 P.M. with the talent and equipment leaving the premises by around 11:00 P.M. The Dorothy Brown Auditorium, which provides 116 seats, is predominately used to host lectures during the museum's regular hours of 11:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 11:00 A.M. to 8:00 P.M. on Friday, and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday.

The existing buildings on LACMA East include one restaurant/bar and two cafes. The restaurant/bar, Ray's and Stark Bar, is located to the west of the Ahmanson Building in the BP Grand Entrance and the plaza to the north of the BP Grand Entrance, and currently operates from 11:30 A.M. to 8:00 P.M. on Monday, Tuesday, and Thursday, 11:30 A.M. to 10:00 P.M. on Friday, 10:00 A.M. to 8:00 P.M. on Saturday and Sunday and is closed on Wednesday, when LACMA is closed. C+M (Coffee and Milk) is located in the Hammer Building and currently operates from 9:00 A.M. to 6:00 P.M. on Monday, Tuesday, and Thursday, 9:00 A.M. to 9:00 P.M. on Friday, 9:00 A.M. to 8:00 P.M. on Saturday and Sunday, and from 9:00 A.M. to 2:00 P.M. on Wednesday to serve LACMA staff. The LACMA Café is located in the Bing Center and currently operates from 8:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 8:00 A.M. to 7:00 P.M. on Friday, 10:00 A.M. to 6:00 P.M. on Saturday and Sunday, and from 9:00 A.M. to 2:00 P.M. on Wednesday to serve LACMA staff.

Parking for LACMA is located at the Pritzker Parking Garage, a two-level underground parking structure, which is 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) and 12 motorcycle parking spaces, while the Spaulding Lot provides approximately 260 surface parking spaces, as well as six motorcycle parking spaces. Therefore, the combined parking supply for LACMA is 910 vehicle spaces. The parking hours for both the Pritzker Garage and Spaulding Lot are as follows: on Monday, Tuesday, and Thursday, hours are 10:00 A.M. to 10:00 P.M.; on Friday, hours are 10:00 A.M. to 11:00 P.M.; and on Saturday and Sunday, hours are 9:00 A.M. to 10:00 P.M. 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. An existing pick-up/drop-off area is located on the northern side of Wilshire Boulevard and currently allows for up to 26 cars or 10 buses at a time.

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, 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 to the LACMA Campus 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.

The existing metal fence around Hancock Park is approximately 8 feet to 10 feet in height and serves to secure the site by providing full closure of Hancock Park, including LACMA East and LACMA West, when the museums (LACMA & NHM La Brea Tar Pits & Museum) are closed in the evenings/night. 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 located on LACMA West, north of 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 way-finding signs.

The Project Site is well-served by public transit. Specifically, the Los Angeles County Metropolitan Transportation Authority (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. Recently, the Wilshire Bus Rapid Transit Project, which provides a peak hour bus-only lane along Wilshire Boulevard, supplementing the existing bus service on the street, became operational in the area of the Project Site. In addition, the construction of the Metro Purple Line Extension Project, a transit project in the vicinity of the Project Site, is underway, which will connect the existing Metro Purple Line from its current terminus at the Wilshire/Western Station to a new Westwood/VA Hospital Station with a total of seven new stations. The closest station to the Project Site will be located across from LACMA West, beneath the intersection of Wilshire Boulevard and Fairfax Avenue with the main station entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Section I of the Metro Purple Line Extension Project, including the Wilshire/Fairfax Station, is anticipated to be completed as early as 2023.

c. 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 would be leased by the County from Museum Associates (in the case of the Spaulding Lot), and would 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). With regard to the portion of the Museum Building that would extend over Wilshire Boulevard to the Spaulding Lot, it would occupy the airspace portion of a public street easement that is under the supervision and control of the City.

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 Hancock Park (LACMA East) is designated for Public Facilities uses by the City's Wilshire Community Plan. The entire Spaulding Lot and Ogden Lot are designated for Regional Center Commercial uses by the City's Wilshire Community Plan.

The portion of the Project Site located within LACMA East is zoned PF-1D (Public Facilities, Height District 1, Development Limitation). The northern portion of the Spaulding Lot is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay), and the smaller southern edge of the Spaulding Lot is zoned R3-1 (Multiple Dwelling zone, Height District 1) under the Los Angeles Municipal Code (LAMC). The northern portion of the Ogden Lot is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Community Design Overlay), and the southern portion of the Ogden Lot is zoned [Q]C2-1-CDO (Qualified Condition, Commercial, Height District 1, Community Design Overlay) under the LAMC. The Miracle Mile Community Design Overlay District in which the Ogden Lot and commercially zoned portion of the Spaulding 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 Purple Line along Wilshire Boulevard. The Project Site is also located within a City-designated methane zone.⁹

4. Surrounding Uses

LACMA is located at the western edge of the Miracle Mile, a stretch of Wilshire Boulevard between Fairfax Avenue and Highland Avenue that also houses the NHM La Brea Tar Pits & Museum, the Petersen Automotive Museum, and the Craft and Folk Art Museum, as well as the future Academy Museum, which would be located within and to the north of the former May Company Building. As shown in the aerial photograph provided in Figure II-2 on page II-5, the area surrounding the LACMA Campus includes a mix of commercial uses, museum uses, residential uses, school uses and open space. Specifically, the LACMA Campus is bounded by Park La Brea Apartments to the north

⁹ *City of Los Angeles. Zone Information and Map Access System. Parcel Profile Report for 5905 Wilshire Boulevard and 715 Ogden Drive.*

across 6th Street, open park 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 Hancock Park, surrounding uses include: (1) the Pavilion for Japanese Art and the NHM La Brea Tar Pits & Museum to the north and east; (2) commercial and museum uses to the south across Wilshire Boulevard; and (3) the LACMA West buildings and outdoor exhibits to the west, including the Urban Light artwork; *Levitated Mass*; Robert Irwin's *Primal Palm Garden*; the BP Grand Entrance and adjacent plazas, restaurant, bar, and ticket booth; BCAM; the Resnick Pavilion; and the former May Company Building.

Uses surrounding the Spaulding Lot include LACMA East (and Hancock Park) to the north, multi-family residential uses to the south, commercial and school uses and surface parking to the east, and commercial and residential 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 museum uses to the west, as well as the site of the future portal for the Wilshire/Fairfax Station. It is anticipated that transit oriented development will be located at the future portal for the Wilshire/Fairfax Station once construction is completed, including commercial and residential uses.

5. Project Purpose and Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to replace existing outdated buildings on the LACMA Campus with a new museum building of a similar size with a main exhibition level designed in a horizontal layout within a single level that enhances the presentation of LACMA's permanent collection and programmatic needs for its visitors today and into the future, promotes Los Angeles as one of the art capitals of the world, and enriches the Miracle Mile and the existing LACMA Campus. The Project's specific objectives are as follows:

- Provide a new museum building for LACMA's permanent collection that is transparent and accessible, with a main exhibition level designed in a horizontal layout within a single level that offers every art culture an equal focus.
- Replace inefficient, deteriorating buildings with a new, environmentally sustainable building that incorporates state-of-the-art resource management and technology.

- Provide appropriate spaces to continue to accommodate the activities, public programs, ancillary uses and amenities that have long been part of LACMA.
- Design and locate new development in a manner that enhances public areas with greater open space and pedestrian connectivity.
- Integrate a new museum building with the existing uses within Hancock Park and the LACMA West campus while respecting the integrity of the La Brea Tar Pits as a world-renowned and active site for scientific exploration.
- Provide a sense of transparency with a new museum building where artwork is visible from the exterior and the City and its surrounding environment are visible from the interior.
- Maximize use of existing and future mass transit infrastructure.
- Improve the pedestrian environment and engage Wilshire Boulevard by providing transparency and greater public access to art and open space areas.

6. 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 Museum Building, an approximately 387,500-gross-square-foot building located on LACMA East and the Spaulding Lot, with a portion of the Museum Building spanning Wilshire Boulevard between LACMA East and the Spaulding Lot; and
- Construction of a 260-space Ogden Parking Structure located on the Ogden Lot with up to five above-grade parking levels and up to two below-grade levels. The Ogden Parking Structure would primarily be a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building, occupying approximately 5 percent of the floor plate area and bringing the maximum building height to 65 feet. It would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level.

The proposed 387,500-gross-square-foot Museum Building, which would include approximately 70,000 square feet in two basements, 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

5,371 gross square feet. With the removal of the Bing Center, the Project would also result in a reduction in the maximum theater size from over 700 seats to approximately 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.

a. Design

As designed by Peter Zumthor, the proposed Museum Building would include approximately 387,500 gross square feet, including 70,000 square feet in two basements, 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 slight 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 capacity of the theater space would be approximately 300 seats, also representing a reduction in size from the existing 600-seat Bing Theater and 116 seat Dorothy Brown Auditorium within the Bing Center.

As shown in Figure II-5 on page II-18, the new Museum Building would span Wilshire Boulevard from LACMA East to the Spaulding Lot. The new Museum Building would include seven semi-transparent Pavilions that would support an elevated, continuous, transparent main exhibition 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 during the day and into the evening. Creative interiors and art display in the Pavilions would also allow them to become key elements of the landscape. The Pavilions would include ground floor levels and some Pavilions would also include mezzanine levels located below the main exhibition level. On the LACMA East portion of the Museum Building, three Pavilions would be connected by a basement. The Pavilion on the Spaulding Lot portion of the Museum Building, which would contain a theater, would include a basement as well. Each Pavilion would also have a gallery on the main exhibition level. These galleries are referred to as Chapel Galleries and are characterized by high-ceilings and clerestory¹⁰ windows. This is shown in further detail in Figure II-6 on page II-19. The façade of the Pavilions at ground

¹⁰ A clerestory window is defined as a large window or series of small windows atop a high wall of a building. The clerestory wall often rises above adjoining roofs.

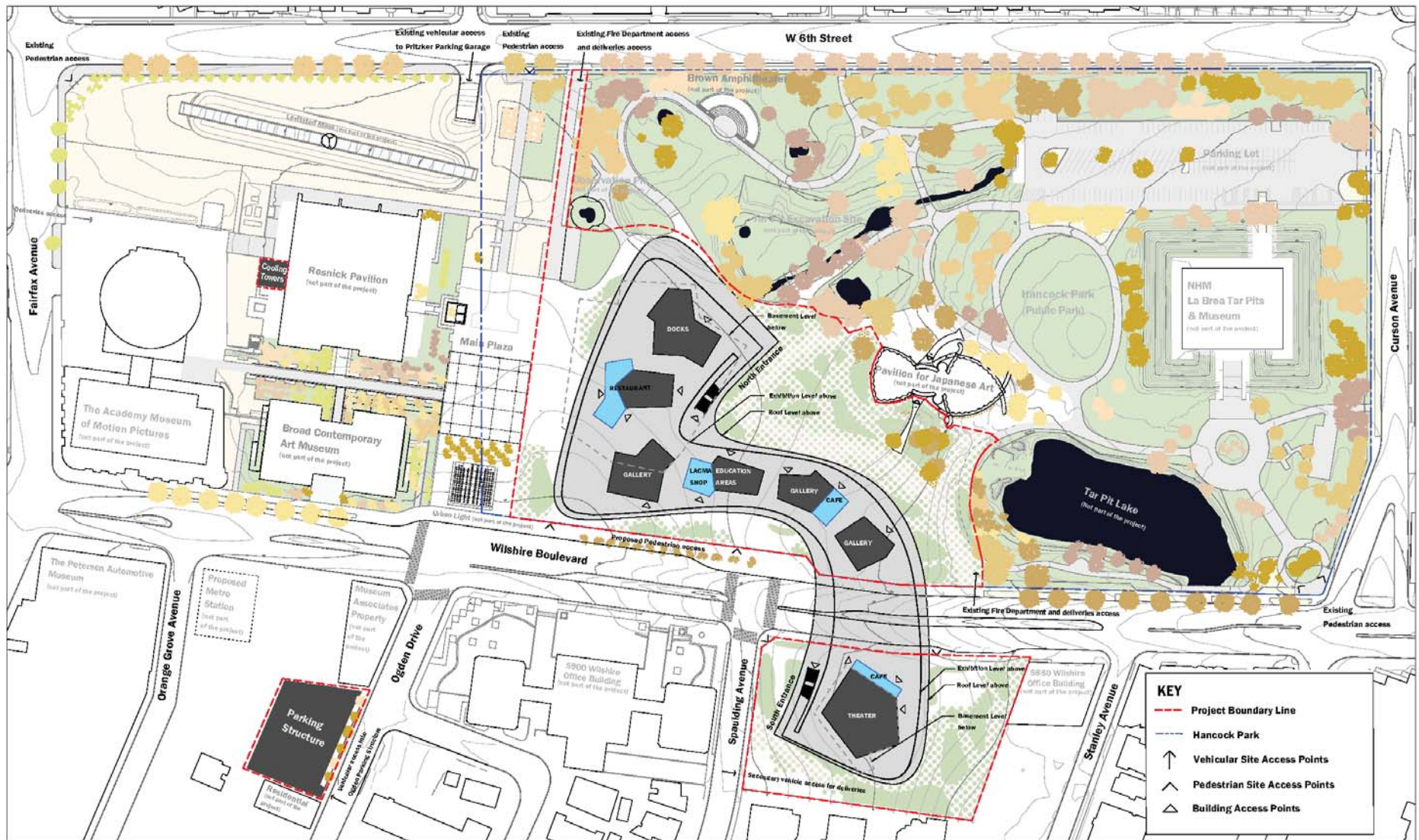


Figure II-5
Conceptual Site Plan



level would be comprised of concrete structural cores which would be partially enveloped by glass façades. The glass portion of these Pavilions would allow for 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 exhibition level would be elevated approximately 20 feet to 30 feet above ground level. The main exhibition level would be surrounded by a continuous "meander" gallery along the outer edge of the main exhibition level that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA's collection of sculptural and other, less light-sensitive works. The façade of the main exhibition level would include floor to ceiling glass that could be screened with interior curtains and protected from direct sunlight by generous overhangs from the roof above.

In general, the new Museum Building roof would have a height of approximately 55 to 65 feet above-grade; however, the roof of the Chapel Galleries would reach a maximum height of 85 feet. The underside portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately 20 feet above the street level on the east end and approximately 25 feet above the street level on the west end.¹¹ The heights of the portion of the Museum Building spanning Wilshire Boulevard would increase from the east to west as the ground slopes downward from the east to the west. In addition, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. Accordingly, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 55 feet above the street surface on the east end and approximately 60 feet above the street surface on the west end. The roof of the portion of the Museum Building spanning Wilshire Boulevard would be level with the rest of the Museum Building.

The Project would also include two small freestanding ticket booths, one in the southwest corner of LACMA East and one in northwest corner of the Spaulding Lot. The proposed ticket booths would replace the existing ticket booths and each would be approximately 800 square feet in size. In addition, pedestrian gates would be provided along the Project Site perimeter, including along the southern portion of LACMA East and along the northern and northwestern portions of the Spaulding Lot.

¹¹ *The dimensions of the airspace over Wilshire Boulevard being vacated to accommodate the Museum Building are used for a conservative analysis. As discussed further below, the actual building dimensions will be determined when the construction drawings are completed, but the Museum Building will not exceed the dimensions of the airspace parcel being vacated, as listed in this Draft EIR.*

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 II-5 on page II-18, 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 include up to five above-grade parking levels and up to two below-grade parking levels. The approximate height of the parking structure would be 55 feet, which would be consistent with the building heights in the vicinity. The Ogden Parking Structure is primarily a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building which occupies approximately five percent of the floor plate area and brings the maximum building height to 65 feet. The Ogden Parking Structure would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level. Access to the new parking structure would be provided from Ogden Drive. The hours of operation for the Ogden Parking Structure would be the same as the current hours of operation for the Pritzker Parking Garage and the Spaulding Lot.

Construction of the Project would require removal of the service bridge and pedestrian bridge, located on the Project Site, that currently connect the Pavilion for Japanese Art to the Plaza Level of the Times Central Court. Specifically, the service bridge would be disconnected and removed and the pedestrian bridge would be removed and replaced with a compatible new ramp.

To accommodate the proposed Museum Building design, the County and Museum Associates are requesting the City to vacate a portion of the airspace above Wilshire Boulevard between Spaulding Avenue and Stanley Avenue in roughly the following dimensions:

- The lower limit of the airspace parcel is a horizontal plane at the elevation of roughly 197 feet above mean sea level. The roadway beneath the airspace parcel slopes down to the west such that the lower limit of the airspace being vacated would begin approximately 20 feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately 25 feet above the street surface at the west end of the crossing, with no upper limit.
- The east-west span of the airspace parcel is approximately 176 feet.
- The north-south span of the airspace parcel is approximately 100 to 125 feet.¹²

¹² *Most of the north-south span is the 100-foot-wide right of way. However, the right of way flares out to 125 feet at the west edge of the vacation area adjacent to the vehicular drop-off on the north side of Wilshire Boulevard.*

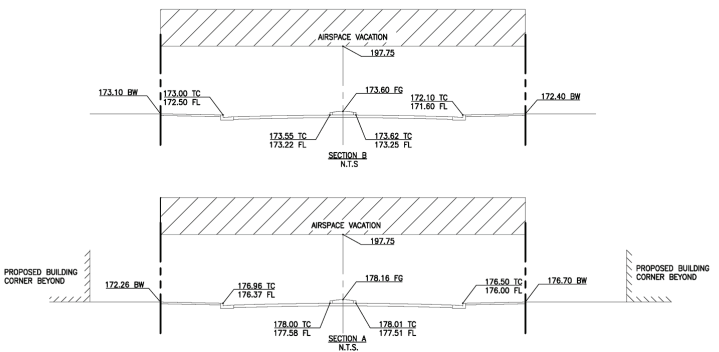
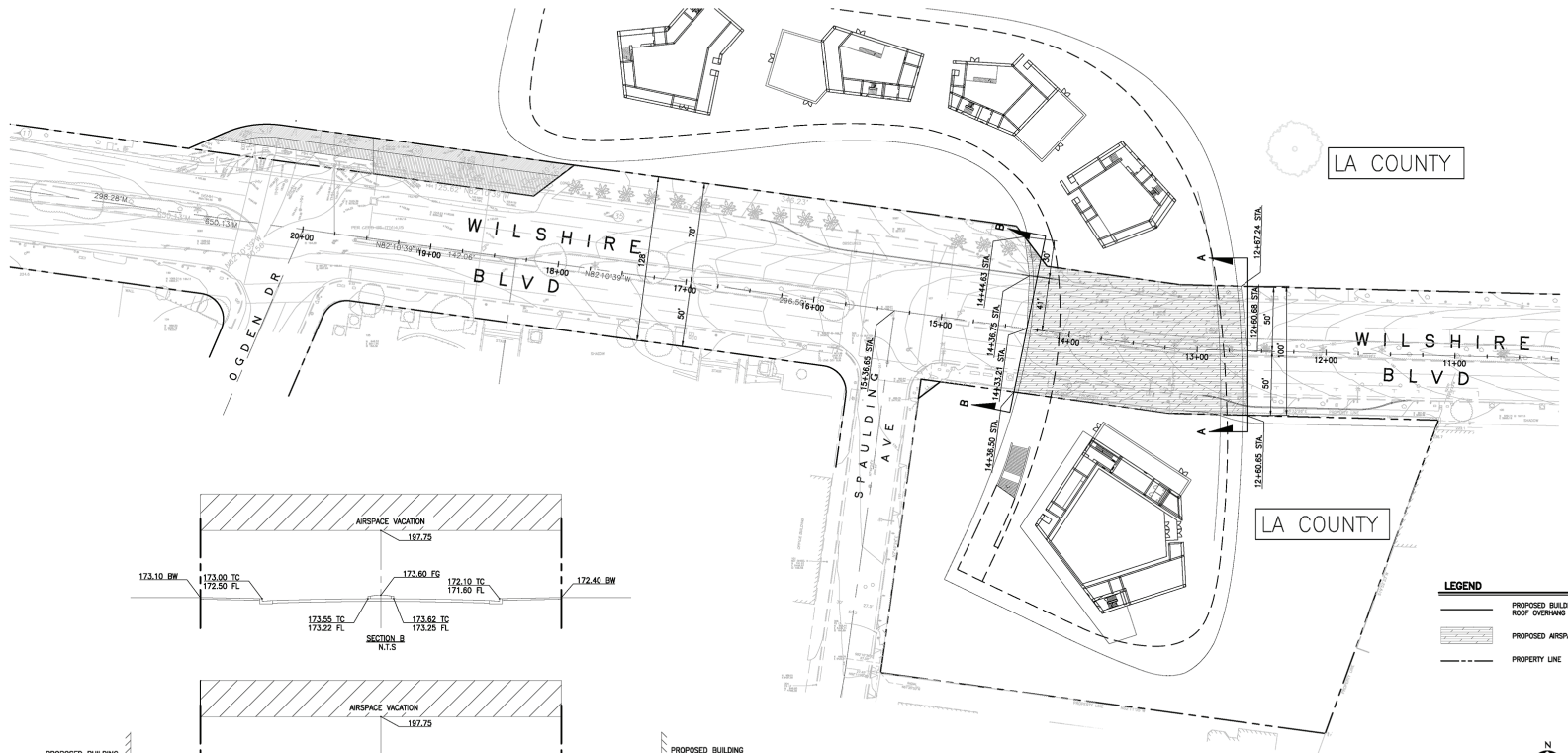
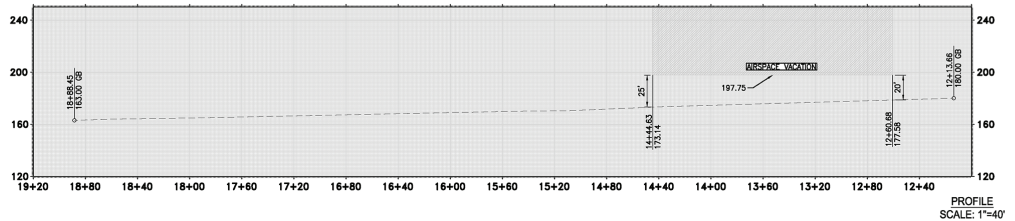
The airspace being vacated corresponds roughly to the side and lower boundaries of the portion of the Museum Building spanning Wilshire Boulevard. While the airspace parcel itself would not include an upper limit, the portion of the Museum Building where it spans Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. The Museum Building would not exceed the dimensions of the airspace parcel being vacated. The airspace vacation only accounts for the air rights over Wilshire Boulevard and no portion of the street or sidewalk at the ground level beneath the building span or immediately adjacent to would be vacated for private use. Therefore, environmental effects associated with the airspace vacation would be coextensive with the environmental effects of the Museum Building itself. The dimensions of the airspace being vacated are illustrated in Figure II-7 on page II-23. Figure II-8 on page II-24 provides a cross section of the portion of the Museum Building spanning Wilshire Boulevard.

The Project would meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards for certification of environmentally sustainable buildings. The Museum Building would incorporate LEED features achieving Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards (Los Angeles County Code, Title 31—Green Building Standards Code) and the Ogden Parking Structure would be designed to meet the City's Green Building 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, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff before it is captured in below grade cisterns, and used on-site 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 potentially reducing vehicle miles traveled.

b. 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.



- LEGEND**
- PROPOSED BUILDING
 - ROOF OVERHANG
 - ▨ PROPOSED AIRSPACE VACATION AREA
 - - - PROPERTY LINE

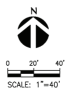
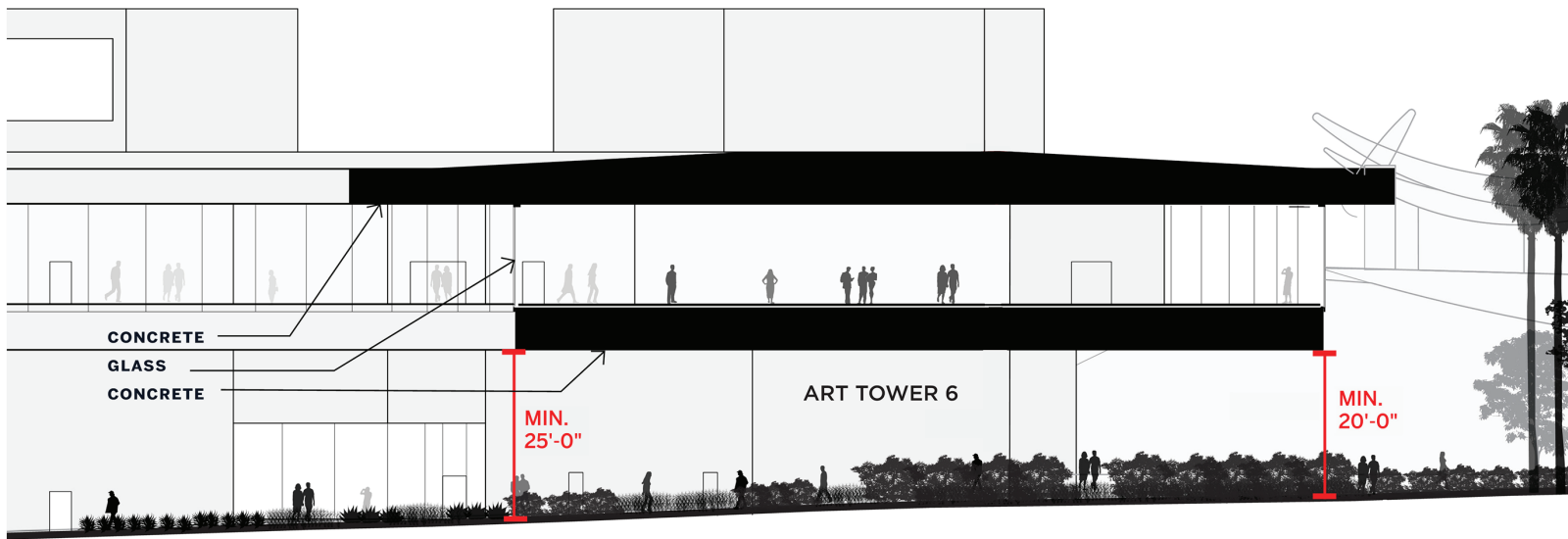
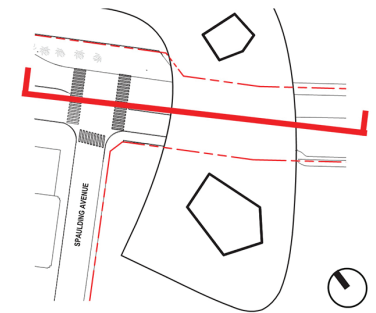


Figure II-7
Airspace Vacation Exhibit (with dimensions)

Source: KPFF, 2017.



BUILDING OVER WILSHIRE BLVD



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. LACMA is closed on Wednesdays. Because the proposed Museum Building would replace existing museum facilities that currently perform the same functions, 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. However, the Project could result in a modest increase in attendance in the near term following the opening of the Museum Building.

As with the existing conditions, outdoor events at LACMA after completion of the Project would continue to occur at both LACMA West and LACMA East and would include similar event types and crowd sizes, as described above in Subsection 3.b, Existing Project Site Conditions. In addition, the new Museum Building would include a theater on the Spaulding Lot that would provide approximately 300 seats. The new theater on Spaulding Lot would replace the existing program currently provided at the Bing Theater and the 116-seat Dorothy Brown Auditorium, as discussed above in Subsection 3.b, Existing Project Site Conditions. No outdoor event programming is anticipated on the Spaulding Lot. Any events on the Spaulding Lot would be limited to indoor theater events.

Similar to existing conditions, the Project would include one restaurant and two cafés. The restaurant would be located on LACMA East along the western portion of the Project Site and would have similar hours of operation as Ray's and Stark Bar, as described above in Subsection 3.b, Existing Project Site Conditions. In addition, one café would be located on the southern portion of LACMA East with the entrance facing northeast, and a second café would be located on the northern portion of the Spaulding Lot with the entrance facing northeast. The café on LACMA East would have similar hours of operation as C+M (Coffee and Milk) and the café on the Spaulding Lot would have similar hours of operation as LACMA Café, as described above in Subsection 3.b, Existing Project Site Conditions. The restaurant and cafés would include outdoor dining areas and seating for a combined maximum of 128 seats.

c. Access and Parking

Parking for LACMA would continue to be provided in the existing Pritzker Parking Garage. In addition, approximately 260 parking spaces would be provided in the new Ogden Parking Structure. These new parking spaces would replace the parking spaces currently provided on the Spaulding Lot. The hours of operation for the Ogden Parking Structure would be the same as the current hours of operation for the Pritzker Parking Garage and the Spaulding Lot, as described above in Subsection 3.b, Existing Project Site Conditions.

Primary pedestrian access to the Project Site would be provided from Wilshire Boulevard, but would also be available from 6th Street. The Project would maintain the existing pick-up/drop-off area that is located on the northern portion of Wilshire Boulevard, between Ogden Drive and Spaulding Avenue, via an existing fire lane. However, the Project is proposing to shorten the length of the existing pick-up/drop-off area in order to provide a safer crossing for pedestrians at Spaulding Avenue and Wilshire Boulevard as the length of time for pedestrians to cross Wilshire Boulevard would be reduced. Accommodations for supplemental visitor pick-up/drop-off would also be provided for the building entrances south of Wilshire Boulevard within a designated pick-up/drop-off area accessed along the south side of Wilshire Boulevard at the Spaulding Lot.

Bicycle parking would be provided within the Ogden Parking Structure, along with existing bicycle parking that is provided throughout the campus along the campus entry points off of 6th Street and within Hancock Park, and along with additional bicycle parking to be provided at the entrance to the campus on 6th Street in connection with the Academy Museum.

The existing fire/delivery access on 6th Street would be maintained and would continue to provide access to the LACMA loading dock for the Museum Building, which would be located within the northernmost Pavilion of the Museum Building. The existing fire lane east of the Bing Center would also be maintained for fire access to the new Museum Building, the Pavilion for Japanese Art, and Hancock Park. Less active vehicular access for deliveries to support programming specific to the Project Site, including the theater and cafe, trash, and maintenance is planned to be provided within the southern portion of the Spaulding Lot via a driveway on Spaulding Avenue.

As discussed above, the underside of the portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately 20 feet above the street level on the east end and approximately 25 feet above the street level on the west end. The portion of the Museum Building spanning Wilshire Boulevard would provide sufficient clearance for vehicles traveling along Wilshire Boulevard to pass under the Museum Building. Sufficient clearance would also be provided for utility providers to access their infrastructure without impacting the portion of the Museum Building spanning Wilshire Boulevard.

d. Landscaping

With the removal of the existing buildings on LACMA East and the open ground-level design of the Museum Building, the Project would open up more than 2.5 acres of new public outdoor space on LACMA East in addition to the existing approximately 2 acres of open space on LACMA East, for a total of approximately 4.5 acres of open space on

LACMA East. The Project would also include approximately 1 acre of open space on the Spaulding Lot. In total, the Project would provide approximately 5.5 acres of open space within the Project Site, including LACMA East and the Spaulding Lot. The outdoor open spaces would include plazas, terraces, gardens, and pedestrian paths that would be designed to integrate the new building and existing uses within Hancock Park and LACMA West and provide for outdoor programming such as outdoor music spaces, various sculpture gardens, and educational spaces. Aside from the indoor seats that would be provided in the restaurant and cafés, the Project would also include outdoor dining. Specifically, the restaurant, located on the western portion of LACMA East, would include 50 seats in the outdoor dining area. The café located on the southern portion of LACMA East would include 16 seats for outdoor dining and the café located on the Spaulding Lot would include 14 seats for outdoor dining. Additional visitor seating, separate from the outdoor dining areas, would also be provided.

Vegetation within the Project Site would include native planting and drought tolerant plant material. Implementation of the Project would require the removal of approximately 97 non-protected trees located within the Project Site. No oak trees would be removed for the Project. Trees within the LACMA Campus would be replaced at a minimum on a one-to-one basis.

Implementation of the Project would require the removal of approximately 61 non-protected street trees within the City's public right-of-way, located on the north and south side of Wilshire Boulevard.¹³ Street trees would be replaced on a two-to-one basis within the Project Site, in the immediate vicinity, or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Tree species selected would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used. The Project may also relocate trees throughout the Project Site.

With regard to the landscaped median on Wilshire Boulevard, the plant palette would be determined in collaboration with the City and the Miracle Mile Civic Coalition¹⁴ to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species.

¹³ *In an effort to minimize the overall impact of the Project on the public right-of-way, the number of non-protected street trees to be removed by the Project has decreased from 74 non-protected street trees, which was the number of non-protected street trees to be removed by the Project as identified in the Initial Study, provided in Appendix A, of this Draft EIR, to 61 non-protected street trees.*

¹⁴ *The Miracle Mile Civic Coalition is a group that was established in 1990 that advocates to landscape, redesign, and permanently maintain and protect the mile-long median on Wilshire Boulevard.*

The existing perimeter fencing around Hancock Park and LACMA West, including the portion of the Museum Building located north of Wilshire Boulevard would be maintained, as described further in Subsection 3.b, Existing Project Site Conditions. New fencing around the north and west sides of the Spaulding Lot would also match the existing fence around Hancock Park, but would vary slightly in height. In addition, the Project would include a variety of landscaping opportunities along the perimeter of the Museum Building fronting Wilshire Boulevard. Furthermore, the existing walls and fencing on the southern and eastern boundaries of the Spaulding Lot would be retained. No fencing is anticipated at the Ogden Lot.

e. 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 Project 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 maintenance uses. Project lighting has been designed to minimize light trespass from the proposed buildings and overall Project Site. Construction of the portion of the Museum Building spanning Wilshire Boulevard would require two existing street lights to be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. The Museum Building would include lighting for the street segment beneath the building or the Project would provide equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's recommendation and the City lighting standards.

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

f. Infrastructure Improvements

As part of the Project, the existing central plant, which is located within the northern portion of the Ahmanson Building known as the Ahmanson Addition, would be removed and replaced with new systems located in the basement on LACMA East within the Museum Building. The new systems 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, the Project Site is located within a County- and City-designated methane zone, and although the County is not required to comply with City of Los Angeles requirements, the portion of the Project that will be owned by the County would comply with the more stringent of 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. The Ogden Parking Structure would be designed to comply with the City's methane requirements, which are generally more stringent than the County's requirements.

g. Security Features

The Project would implement security access and intrusion hardware, software, and video management system(s) to aid in the monitoring of the entire Project Site, inside the Museum Building and in the outdoor areas. Examples include the use of proximity/keycard systems, motion detection systems, glass-break detection, and a video management software and hardware system to provide the ability to monitor on-site activity and provide real-time views in areas of alarm activations, among others. In addition, the Project would include security personnel that would be on the Project Site 24 hours per day, seven days per week.

The Project would also incorporate the following design features to enhance the safety and security of the visitors, staff, and building:

- Design line-of-sight for security technical systems and staff including, but not limited to the following areas: (1) points of access and egress; (2) open spaces surrounding the building; (3) pedestrian walkways; (4) parking structure; and (5) street access locations;
- The new outdoor public space within the Project Site would be appropriately lit at night to avoid areas of concealment; and
- 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 building.

The Ogden Parking Structure would include security gates at its ground floor openings. These gates would be closed when the Ogden Parking Structure is closed.

7. Project Construction and Scheduling

If the Project is approved, demolition and construction of the Project are anticipated to commence during the third or fourth quarter of 2018 and be completed by the end of 2023. Prior to demolition, art objects that need to be removed would be stored in one or more of the many existing art storage facilities that LACMA uses for its current collection. Transport for the art works would involve a maximum of two to three trucks per day, which is consistent with current delivery rates for the exhibition programming.

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 151,140 cubic yards of cut, including approximately 127,600 cubic yards of cut from LACMA East/Spaulding Lot and approximately 23,400 cubic yards of cut from the Ogden Lot, all of which would be exported. The Project would require approximately 37,400 cubic yards of fill. As part of the Project, Museum Associates would consult with NHM on all aspects of the Project that might affect Hancock Park and the La Brea Tar Pits, including any paleontological or archaeological discoveries during construction.

LACMA is exploring the feasibility of keeping the Pavilion for Japanese Art open during construction. In addition, any 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 LACMA East and the Spaulding Lot.

8. Necessary Approvals and Intended Use of the EIR

The Lead Agency for the Project is the County of Los Angeles, while the City of Los Angeles is a Responsible Agency under CEQA for this EIR. Discretionary approvals from the County would be necessary to implement the Project. County approvals are anticipated to include, but may not be limited to, the following:

- Certification of the EIR;
- Approval of Project as described in the 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 as lessee under the ground lease;
- Demolition, grading, excavation, and building permits for the Museum Building; and
- Other approvals and permits as needed and as may be required.

In addition, City approvals are anticipated to include, but may not be limited to, the following:

- Miracle Mile Community Design Overlay Plan Approval for Ogden Parking Structure;
- Zoning approvals, if necessary, for the Ogden Parking Structure (possible variances or adjustments, etc.);
- Vacation of airspace and related City grants, approvals, or agreements, as necessary, associated with spanning the Museum Building over Wilshire Boulevard;
- City Cultural Affairs Commission approval for structures over the public right-of-way;
- Termination of existing parking covenants on the Spaulding Lot and recordation of a new parking covenant for the Ogden Lot (including a variance, if necessary, for temporary construction parking located more than 750 feet from the use without a covenant);
- Vesting Tentative Tract Map for the Ogden Lot to merge three ground lots into one ground lot;
- Revocable permit for construction in the public right-of-way;
- Demolition, grading, excavation, and building permits for the Ogden Parking Structure;
- Haul route approval;
- Approval by the City Board of Public Works for removal of street trees; and
- Other approvals and permits as needed and as may be required.