UPDATED APPEAL TO: THE CITY OF LOS ANGELES CITY COUNCIL
June 17, 2011

REGARDING CASE NO. 11-0129 Recreation and Parks Commission 5/20/11
RELATED FILES: Council File 11-0884 Assert Jurisdiction of 5/20/11 Decision
Council File 11-0927 CEQA Appeal of 5/20/11 Decision

PROJECT ADDRESS: Autry National Center
4700 Western Heritage Way
Los Angeles, CA 90027

FINAL DATE TO APPEAL: None under Public Resources Code Sec. 21151(c) in absence of an implementing ordinance.

TYPE OF APPEAL: Appeal by person, other than the Applicant, aggrieved by decision

APPELLANT INFORMATION: Daniel Wright on behalf of
Mount Washington Homeowners Alliance and
Charles Fisher, Historian, Individually
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REPRESENTATIVE INFORMATION:
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REASON FOR APPEALING: See attached.

This appeal is taken from the Recreation and Parks Directors determination that the project is not subject to California Environmental Quality Act .

PROCEDURE: Appellant is following the format of the master appeal form for the City Planning Department because the Recreation and Park Department and City Council have no known appeal forms for an appeal filed under Public Resources Code section 21151(c).

Appeal package includes:

THIS APPEAL COVER SHEET
JUSTIFICATION FOR APPEAL
STAFF REPORT FOR 11-0129 (in the absence of adopted Commission meeting minutes for the May 20, 2011 meeting)(**Exhibit 10**)

JUSTIFICATION FOR APPEAL UNDER PUBLIC RESOURCES CODE SECTION 21151(c).

This appeal is filed under the authority of the California Environmental Quality Act ("CEQA") and specifically Public Resources Code section 21151(c) which reads:

> "If a non-elected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification approval, or determination may be appealed to the agency's elected decision-making body, if any." (emphasis added.)

In this case, the City of Los Angeles' Department of Recreation and Parks Commission purported to make a determination that a proposed project of the Autry National Center was exempt from CEQA environmental review. That determination of exemption from CEQA is, under Public Resources Code section 21151(c) appealable to the City's elected decision-making body, the Los Angeles City Council.

The Prior Effort of the Autry Museum to Appropriate to Itself, The Primary Public Exhibits of the Southwest Museum

Appellants incorporate by reference all environmental documentation, correspondence, requests for notification from members of the public and project description documents related to the Autry National Center Improvement Project SCH No. 2007051084, CPC-2008-2548-VCU-ZV-SPR, Recreation and Parks Report EIR RP-013-07, Board Report 9-106 which all inform the narrative that follows to describe the Autry Museum expansion ambitions to move the Southwest Museum since 2005.

The former Autry Western Heritage Museum obtained the 50-year lease in 1987 from the City of Los Angeles for a 10-acre parcel of the People's land in Griffith Park. (A full copy of the Lease Agreement was submitted to the Record of Council File Numbers 11-0928 and 110884 on June 2, 2011.) Pursuant to the lease agreement, the museum pays a rental payment of $1 per year. The Autry National Center lists on its 2004 audited financial statements the fair market value of this gift from the People of Los Angeles at approximately $10,893,616, an in-kind donation from the City of $340,426 annually according to the same statements (footnote 7.) Before discounting to present value in the audited financial statements, the 50-year lease represents a stream of past and future in-kind donations from the People totaling $17,021,300.

Given the magnitude of the City of Los Angeles' donation of taxpayer assets to the Autry Museum, the lease agreement between the City and the museum imposes a number of provisions that entitle the City to have oversight of any proposals to modify external or internal walls of the building exceeding $25,000 in value, monitor cash receipts (which the City has failed to enforce), and determine whether or not the lease should be extended for any further period of time.

In December 2002, the Boards of the Autry Western Heritage Museum and the Southwest Museum announced that they had agreed in principle to a merger of the two institutions, under the protective umbrella of a fund-raising and administrative arm to be called the "Autry National Center of the American West" ("ANC"). Under the terms of the merger, the ANC assumed all of the fiduciary duties and donor restrictions imposed on the Southwest Museum.

As part of its master planning process, the ANC hired a multi-disciplinary team of experts to assess the (1) physical feasibility of rehabilitating the Southwest Museum to continue service as a primary exhibition site of its 250,000 piece collection, and (2) the ability of a rehabilitated site, with proper marketing that the former Southwest Museum Board failed to do, to generate appropriate revenue in support of operations. (A full copy of the 2004 Rehabilitation Report was submitted to the Record in Council File Numbers 11-0928 and 11-0884 on June 2, 2011.)

In fall 2004, at the insistence of then City Councilmember Antonio Villaraigosa, the ANC released its expert's Rehabilitation Report. The 227-page report showed that the 1914 extra thick adobe walled building constructed under the supervision of Charles F. Lummis had withstood earthquakes as violent as the 1933 Long Beach, the 1987 Whittier-Narrows, and the 1994 Northridge without significant structural failure – a remarkable feat for a building constructed in 1912-1914. Although the Northridge earthquake inflicted some damage for which FEMA gave the Southwest Museum $1 million to retrofit and protect the building in the future, the expert team identified additional reinforcement of the long narrow windows and doors of the museum's tower as recommended seismic protection as part of any rehabilitation project. Additionally, the more recently constructed Braun Library required seismic retrofit work to protect against a life-threatening failure. Other than those two deficiencies, the expert report identified only minor upgrades to protect the buildings from future seismic activity. (See pages 131-136 of the 2004 Rehabilitation Report.)

The experts in life-safety systems not surprisingly found the electrical, plumbing, heating and cooling systems beyond their useful lives and recommended replacement as part of the rehabilitation project. The HVAC experts concluded that area-based heating and cooling systems, placed in attics and closets of the Southwest Museum building and replacement of doors and windows would enable it to be rehabilitated to meet museum standards for exhibition of sensitive artifacts (50% humidity; 72 degrees). (See pages 138 -168 of the 2004 Rehabilitation Report

for assessment that HVAC, plumbing, electrical, and life-safety systems could feasibly be replaced with the estimated cost of $22.8 million.)

The historic resources and architectural team articulated two options for rehabilitation: (A) rehabilitation of the Southwest Museum with no addition, and (B) rehabilitation and a modest addition to enable better handling of traveling museum exhibits. Construction estimates during the height of the construction "bubble" estimated Option A at $16.4 million and Option B at $22.8 million. (See pages 178-179 of the 2004 Rehabilitation Report for the estimated construction costs in with escalation to 2007 dollars.)

On the revenue question, the expert team, using extremely conservative attendance estimates, showed that the Southwest Museum, rehabilitated and properly marketed will recover about 38% of its operational costs through admissions, memberships, and sales. The report noted that the typical museum recovers between 30% and 50%, placing the Southwest Museum right in the median of such an economic standard. (See pages 184-217 of the 2004 Rehabilitation Report for the assumptions and projected cost recovery of the rehabilitated and operated Southwest Museum.)

Additionally, an independent evaluation of the Financial Analysis in the 2004 Rehabilitation Report from ConsultEcon, an expert firm in museum economics, concluded that the attendance assumptions and some cost allocation assumptions of the 2004 Rehabilitation were inconsistent with normal practices. When those assumptions were adjusted, ConsultEcon concluded that the Southwest Museum could operate as high as 66% cost recovery making it a superior museum exhibition site. (See **Exhibit 11** attached hereto for a copy of ConsultEcon report.)

When the ANC released the Rehabilitation Report, it slapped a letter on the front that stated: The Autry Board of Directors has "determined" that it is not feasible to operate the Southwest Museum "exclusively as a museum". Ironically, the 227 pages that follow the Board's cover letter prove exactly the opposite: that the Southwest Museum could very feasibly be rehabilitated and operated. The Friends of the Southwest Museum later learned that at the time Autry claimed that the Southwest Museum was not economically feasible with at least a 38% cost recovery rate, the Autry Museum in Griffith Park was only recovering 11% of its operating costs from admissions, memberships, and sales. This demonstrates the fundamental refusal of the Autry Board to follow the advice of its team of experts and overwhelming public support for the expert's conclusions.

Instead, the ANC arrogantly proceeded to dismantle the Southwest Museum institution and try to forever submerge it under the Autry name. On March 7, 2005, the ANC issued a press release that it would apply to the City of Los Angeles for entitlements to expand the building of the Museum of the American West in Griffith Park. (See Exhibits to the Northeast Land Use Experts letter for a copy of the March 7, 2005 press release.) The press release specifically stated that the Autry would

move the collections and exhibitions of the Southwest Museum into the expanded building. The press release specifically indicated that at least 20,000 square feet of the expanded building would be galleries to exhibit the collections of the Southwest Museum.

The announcement of Autry's intent to create exhibit spaces redundant of the 1914 National Register of Historic Places Southwest Museum building in Mount Washington drew instantaneous and universal condemnation. The Friends of the Southwest Museum and most of its nearly 70 community based and nationally affiliated organizations adopted resolutions demanding that the City, as a condition of any entitlements granted to the Autry regarding its building in Griffith Park be conditioned on the Autry being required to continue to operate the historic Southwest Museum site. Over 7,000 people sign a petition demanding that as a condition of any creation of Southwest Museum exhibition space in Griffith Park, the Autry be required to rehabilitate and operate the historic Southwest Museum site. (See copies of the 7,000 petition signatures submitted to the Record of Council File Numbers 11-0928 and 11-0884.)

Despite a stern warning letter issued by the Appellant, Mount Washington Homeowners Alliance, the ANC hired expensive land use attorneys and lobbyists to seek to override the public's nearly uniform condemnation of its ambitions to subsume the City's first and most historic museum into needless obscurity.

Pursuant to its lease agreement, the Autry was required to apply to the City, acting through its Board of Recreation and Parks Commission, for permission to make such proposed expansion of uses of the building, constructed in City parkland entrusted by Griffith J. Griffith.

The Prior Environmental Review

The Environmental Section of the Recreation and Parks Department of the City determined that an environmental impact report should be prepared to comply with CEQA. In contravention of proper CEQA practice, the Autry's hired consultants commenced traffic studies, biological resource studies, and similar studies almost a year before the Recreation and Parks Department gave notice to the public by issuing a Notice of Preparation of an environmental impact report.

Apparently, this was done by ANC's attorneys, William Delvac and George Mihlsten of Latham & Watkins, in order to evade for as long as possible an undeniable obligation to list Autry as a lobbying client under the City's Municipal Lobbying ordinance. When Latham & Watkins, and Autry's public relations lobbyist, Steve Sugerman went more than a year without listing Autry as a lobbying client and reporting payments to the City Ethics Commission, a member of the community filed detailed complaints with the Ethics Commission pointing out that such deliberate omissions were misdemeanor crimes. To the best of the knowledge of Appellant, these complaints are still under investigation because the Ethics

Commission has never issued a letter to the complaining party indicating an end of the investigation.

Finally, in May 2007, the Environmental Section of the Recreation and Parks Department issued a Notice of Preparation and conducted public hearings. Numerous commenters, including those with expertise in traffic, historic resources, and land use, commented on the Notice of Preparation. In one notorious incident at one of the Public Scoping Meetings, Autry's entitlement attorney from Latham & Watkins, William Delvac, began loudly screaming at well-known historic resources expert, Charles Fisher (an Appellant in this appeal), as Delvac vehemently denied that moving the Southwest Museum's exhibition halls from the historic site would impair its National Register status.

In preparing the Draft Environmental Impact Report, the EIR consultant and Latham & Watkins attorneys had a big problem: the protection of the Southwest Museum in the City's General Plan. The Northeast Community Plan, within which the Southwest Museum lies, contains provisions stating that the City of Los Angeles will only take actions that support maintenance of the Southwest Museum on Mount Washington. If the Autry and City acknowledged the existence of this provision of the General Plan, the announced movement of the Southwest Museum from Mount Washington to the Griffith Park site would trigger a finding of significant environmental impact.

Under CEQA, the lead agency has a duty to mitigate all significant impacts. If the Autry and City conceded that replicating the Southwest's exhibition halls in the Griffith Park museum building was a significant impact, it was under an obligation to adopt a less harmful project alternative to mitigate the impact. The 2004 Rehabilitation Report, with its 227 pages of experts hired by Autry itself was substantial evidence in the record that the rehabilitation and reuse of the Southwest Museum was physically feasible and economically viable within museum norms. Thus, in order to avoid having to adopt the rehabilitation of the Southwest Museum as the environmentally superior alternative, Autry's advisors chose a different course.

The Autry knew that seeking permission to remove the protection of the Southwest Museum from the General Plan would be an admission that its expansion would inflict harm on the future of the Southwest Museum at its National Register of Historic Places site. Therefore, Mr. Delvac and the EIR consultant decided to write the EIR to ignore the Southwest Museum. Throughout the document, the EIR falsely claimed that the expansion project in Griffith Park was "unrelated" to the historic Southwest Museum site. Their strategy, a blatant breach of the City's CEQA duty of a "good faith" effort to disclose and mitigate impacts, was to simply deny over and over that there was any connection between building 20,000 square feet of Southwest Museum exhibition space in Griffith Park and the existence of viable exhibition space in the historic Southwest Museum building.

In Final EIR responses to written comments submitted after release of the Draft EIR, Autry's consultants and attorneys wrote responses adopted by the Recreation and Parks environmental unit staff that continued the charade that the proposed 20,000 square feet of new exhibition space in the Griffith Park building had nothing to do with the possible removal of Southwest Museum exhibition space from Mount Washington in violation of the General Plan.

After release of Final EIR comments and prior to certification of the Final EIR, a group of individuals who actually wrote and administered the Northeast Community Plan for nearly two decades, submitted substantial evidence of how Autry and its EIR consultants/attorneys had subverted the EIR disclosure process to avoid triggering an obligation to adopt the 2004 Rehabilitation Report to mitigate the significant land use impact. In a detailed letter and supporting exhibits, the original City Planner and City-appointed community advisors on the Northeast Plan, opined that the City's EIR had studiously sought to ignore the significant land use impact that could be mitigated merely by adopting a plan to more inexpensively rehabilitate the Southwest Museum's building envelope and gallery exhibition space in accordance with the 2004 Rehabilitation Report. (The full June 29, 2009 Letter of Northeast Community Plan Experts and all supporting documents were submitted to the Record in Council File Numbers 11-0928 and 11-0884 on June 2, 2011.)

The Hearing Before the Board of Referred Powers

Although normally the request for expansion of the museum building would go to the Recreation and Parks Commission acting on behalf of the City, the hearing and decision was transferred pursuant to City Charter to the Board of Referred Powers. The referral to the Board of Referred Powers was based upon the City Attorney's determination that Barry Sanders, the President of the Recreation and Parks Commission had a disqualifying interest pursuant to Government Code section 1090 . As a retired partner of the law firm of Latham & Watkins, the Autry's attorneys, Mr. Sanders was determined to have an interest in Autry's approvals. Because state law presumes that Mr. Sanders' conflicting interest "infected" the entire Recreation and Parks Commission, the City Attorney determined that the entire Recreation and Parks Commission was disqualified from hearing the Autry's application and EIR.

The hearing on the Autry's entitlements and EIR came before a July 2009 hearing before the Board of Referred Powers. Consistent with the more than 7,000 persons who signed petitions demanding that the City impose a condition on Autry's entitlements in Griffith Park that assured Autry would continue to rehabilitate and return the Southwest Museum to service as a site to exhibit its huge collections, the City Council's Board of Referred Powers and City Council were besieged with letters, faxes, and telephone calls from people all over the City demanding that the City enforce its General Plan commitment to maintain the Southwest Museum on Mount Washington. Long-time employees of the City Clerk's office and City Council offices

informed us at the time that they had never seen such an outpouring of heart-felt opposition to a real estate development proposal before the City Council.

On the day of the hearing, the scheduled hearing room, the Public Works Hearing room, was quickly closed by the Fire Department because so many people came to City Hall to demand protection of the Southwest Museum. The Autry had a sizable number of supporters in the audience too, including a group of young students who refused to disclose why they were attending the hearing although no one had ever seen them before in the years and public meetings leading up to the Board of Referred Powers Hearing. Due to the swelling size of the crowd, the meeting was moved to City Hall chambers which was the largest space available. Literally all seats in chambers were taken and people were standing in the aisles and back of the Council Chambers when the Board of Referred Powers convened its meeting.

Specific Knowledge of Recreation and Parks Staff of the General Plan Negative Impact and Cultural Resource Negative Impact by Removing Southwest Museum Exhibits to Griffith Park

For the hearing, Friends of Southwest Museum representatives Nicole Possert and Daniel Wright were given 15 minutes to summarize the demand that the Autry expansion project not be approved without a protective project condition as the community had demanded for over 4 years. With Recreation and Parks General Manager John Mukri and Environmental Unit staffer Dave Attaway sitting in the front row, they listened as Daniel Wright reviewed in detail the letter of the City's land use experts and their expert conclusion that the Autry expansion project, to the extent that it rendered the exhibition spaces of the historic museum building redundant and useless, violated the City's General Plan to pursue only policies that maintained the Southwest Museum on Mount Washington. Mukri and his environmental staff also listened to testimony how the 2004 Rehabilitation Report, if made a condition of project approval for the Griffith Park expansion, would mitigate the potential negative impacts on the General Plan. There was also review of other expert letters in the administrative record demonstrating that the removal of the Southwest Museum's exhibition halls to Griffith Park would also trigger a negative impact on the cultural resource of the Southwest Museum.

Thereafter, Councilmember Huizar appeared before his City Council colleagues on the Board of Referred Powers. He asked the Board to defer the hearing for 30 days while he met with Autry representatives to negotiate the terms of a protective condition consistent with that demanded by the Friends of the Southwest Museum Coalition and 7,000 petition signatories since 2005. Over the objection of Autry representatives from Latham & Watkins, the Board granted the continuance.

In early August, without consulting Councilmember Huizar, the Autry announced it was withdrawing its expansion project proposal. In angry rhetoric,

Autry tried to publicly blame Councilmember Huizar and the Friends of the Southwest Museum Coalition, however, examination of the subsequent audited financial statements of the Autry reveal the real story: Autry had not raised sufficient funds to construct the grandiose expansion plan in Griffith Park.

Autry Goes Underground and Stealth With A Revised Project That Retains The Plan To Move Southwest Museum Exhibitions To Griffith Park

Recent events suggest that Autry was advised by Latham & Watkins or its replacement attorneys to completely withdraw its former project so as to try to submit a "new project" that was free from CEQA obligations to provide notice of actions associated with the revised expansion project. In the Recreation and Parks files on Autry, there are more than 100 written requests to receive notices of hearings and environmental documents for the Autry Project. Apparently, Autry was advised to characterize its expansion and enlargement of its exhibition galleries in the basement of its building as a "new" proposal, even though its thrust and purpose is unchanged from the prior building expansion proposal. From August 2009 when it "withdrew" its expansion project to June 30, 2010 when it issued a press release announcing two other projects, Autry never presented its proposals to any community organization or Los Angeles neighborhood council.

Councilmember Huizar Offers Significant Financial Assistance to an Autry Rehabilitation of the Southwest Museum Which Is Turned Down By The Board

Just like the Autry has done before with community organizations and public officials, it met in "negotiations" with City Councilmember Huizar while it prepared plans to make another run at entitlements to replicate the Southwest Museum's exhibition galleries and ethnobotanical gardens in its Griffith Park location.

Councilmember Huizar offered the Autry a package of City supported assistance to help with rehabilitation and re-opening of the Southwest Museum:

1. Up to $25 million in low-interest economic stimulus loans which would cover the entire estimated cost of designing and constructing Option B of the 2004 Rehabilitation Report.
2. The City's letter of support if the Autry applied to the State Department of Recreation and Parks for a Southwest Museum rehabilitation grant funded out of the State's Proposition 84 competitive grant program.
3. Exploration of a modest cultural parcel tax to provide a number of years of operational funds to support the Southwest Museum and repayment of the low-interest loans.

Autry CEO John Gray flatly refused the City's proffered package of significant financial assistance.

The Proposition 84 Application for Griffith Park Exhibitions to Replicate the Southwest's Exhibits

Instead, Gray worked with architect Brenda Levin to put together a Proposition 84 application for $6.6 million of taxpayer funds to pay for replicating Southwest Museum exhibits and ethnobotanical gardens at the Griffith Park site. On the day that the grant application was due in Sacramento, the Autry issued a press release that it had purchased a City of Burbank building at 200-212 Victory Boulevard where it intended to move all of the collections of the Autry and Southwest Museum, including the famed Braun Library on Mount Washington.

Additionally, the Autry publicly declared that it would add 25,000 square feet of new exhibition space to its Griffith Park building. The press release announced that the Autry intended to include a permanent gallery devoted to the story of Native Americans living in the West before European settlers – called First Californians. This same gallery existed at the Southwest Museum and was tied to the 3rd grade state curriculum guidelines for history. For decades, school children took field trips to the Southwest Museum, walked down its unique Mayan tunnel entrance and up into the 1914 adobe building to experience the same permanent exhibit. Additionally, the press release claimed that new gallery space would be added for rotating exhibits of the Southwest Museum's collections – an experience formerly available in the historic building as well. Finally, the press release vaguely stated that an outdoor landscape area now called "Trails West" would be redesigned. We now know it is Autry's intention to replace the Southwest Museum's outdoor ethnobotanical garden with the redesign of the Trails West outdoor garden.

The June 2010 press release states vaguely: "The Autry is currently seeking partnerships with educational, cultural, or civic organizations to develop future programs suitable to the Southwest Museum site." While continuing to publicly make this claim, Councilmember Huizar and his staff have reported to meetings of the Friends of the Southwest Museum that Autry has "no plan" for the Southwest Museum after Autry finishes using it for 10 years as a warehouse and private conservation laboratory. Autry has offered the Southwest Museum building to the City or anyone else the Autry thinks it can hand it off to without any continuing financial obligation – which has been its plan all along.

The Notice of Exemption Sought By Autry From Recreation and Parks

On May 10, 2010, Autry CEO John Gray contacted Recreation and Parks General Manager Jon Mukri. He represented to Mukri that: "Autry plans to do an internal reconfiguration of the galleries and a refurbishment of Trail's West, our outdoor space on the north end of the building. We are applying for a significant grant from the State of California, and we will need some support from your department. That would include a SEQUA letter and a discussion of the terms of the lease. Once before your department sent a letter for SEQUA that related to our new

boilers, and this is a similar request. May we come in and visit with you and the appropriate staff next week?" **Exhibit 1.** Mr. Mukri passed the communication to Superintendent, Michael Shull, who assigned David Attaway, one of the only two employees in the Recreation and Parks Environmental Section (and who was present in City Council chambers in July 2009 to hear the link between replacement of the Southwest Museum in Griffith Park and violation of the City's General Plan), to assist Mr. Gray. Thus, Mr. Gray represented to Department officials that the project consisted of merely "internal reconfiguration of galleries."

The files of the Recreation and Parks Department show that Autry CEO, John Gray, and his Government Relations Lobbyist, David Burton, visited Recreation and Parks staff and left behind their business card and two pages of a five page Planning Document entitled Autry Gallery Reinstallation. Dated May 12, 2010. It was stamped "Received 5/13/10"

Page 2 of 5 showed the existing lower floor of the museum building which consisted of both existing galleries (Family Discovery, Cowboy, Vaquero, Law and Order, Community, Conquest, Opportunity) and non-public collection storage, collection management, conservation labs, curator offices, and administrative offices. Page 4 of 5, entitled "Final Reinstallation" showed shaded areas and bold capital letters designating conversion of all existing gallery space on the lower floor which was consistent with Mr. Gray's representation. However, page 4 of 5 showed that virtually all space currently used for non-public Collections Storage, were to be converted to exhibition space, thereby adding tens of thousands of additional square footage of exhibition space. Additionally, other former storage, conservation, and curatorial office spaces were proposed to be removed and converted to new "Public Space", "Event Space" and "Restrooms".

To any person with experience with CEQA, as David Attaway and Paul Davis of the Recreation and Parks staff have, the conversion of former non-public storage and office space should have immediately rung bells regarding environmental impacts from the substantial expansion of new gallery spaces, new "public space" with no described program, and new "event space". And certainly there appeared to be a significant additional public use anticipated with the construction of new restrooms to apparently serve a huge new "art gallery" right next to the new "event space" and new "public space." Compare floor plans in **Exhibit 2.**

On May 13, 2011, John Gray wrote to Cid Macaraeg and copied Paul Davis to describe the need for a "comfort letter" from the Department. Gray explained that the state grant required a 30-year lease term and that in order to get the grant, he needed a letter from the landlord saying that the lease would be extended. Gray emphasized that "Autry does not plan to ask the City to extend the lease at this time, so we would ask the City for a comfort letter." **Exhibit 3. The refusal of Autry to request the lease extention "at this time" is consistent with a strategy to avoid admitting to a need for any discretionary approvals from the City in connection with the grant proposal. Autry hoped to "get by" with a comfort**

letter written by the Recreation and Parks staff to satisfy the State grant authorities, then later, when it had the grant secure, Autry would return for an official discretionary extention of the lease period. Such actions violate CEQA which requires that the lead agency assess the "whole of the action". By holding back the request to extend the lease agreement, Autry was misrepresenting its project to the City and to State grant authorities.

On May 17, 2011, John Gray forward to Cid Macaraeg three email attachments consisting of a letter from Autry to Parks and Recreation, a proposed draft of how Autry wanted the comfort letter to read, and the lease guidelines – presumably from the state grant. **Exhibit 3** contains the cover email but none of the attachments which the Recreation and Parks Department have not produced in response to public records requests. Cid Macaraeg forwarded the materials to managers Michael Shull, Vicki Isreal, and Kevin Regan asking: "Are there any impediments to granting them this letter?" The next day, with no analysis how the Recreation and Parks staff have authority to provide assurances that its Board would act in the future to grant a lease extension, Michael Shull replied to all and merely said: "Please give them the letter." By May 26, 2011, Cid Macaraeg sent a scan of the signed comfort letter to Mr. Gray with a report that the original is in the mail.

In fact, the staff of the Recreation and Parks Department have no authority to grant a lease term extension or speculate on whether or not the Recreation and Parks Department Commission might in the future extend the lease term. Nonetheless, the staff issued this comfort letter to state grant officials.

On May 26, 2010, Paul Davis of the Environmental Section delegated to the Autry the task of preparing the City's Notice of Exemption Form:

> "John, Attached is the Notice of Exemption form that we will need to complete for your grant application along with the CEQA Certification page from the grant instruction. Please complete the "Project Title" "Project Address" and "Project Description" sections of the NOE form and return it to me along with the certification page. I will complete the rest of these forms and return them to you for the application." **Exhibit 4.**

A few weeks went by and then on June 10, 2011, David Burton, Autry Government Relations Lobbyist, sent back to Paul Davis the Autry's proposed wording of the Notice of Exemption, a CEQA certification form for the state grant, and most significantly an extended description of the Project. The "Autry Gallery Redesign," contrary to the floor plan of the project previously provided to the Department, misrepresented that:

> "In 2011, the Autry will embark on a redesign of its exhibition galleries **and other public spaces.** [In fact, tens of thousands of square feet of former non-public spaces are included in this project as shown on the drawings in **Exhibit 2.**] **The first phase of this multi-year project** will be the creation of two exhibit galleries and an outdoor teaching garden devoted to the indigeous peoples of California, their relationship to the natural environment, and key stewardship practices they have employed in sustaining their traditions and lifeways. . . ." (Bold emphasis added.) **Exhibit 4.**

The Project Description for the Autry's proposed version of the Notice of Exemption however only focused upon a project description for just a portion of the total project depicted on the Autry Gallery Reinstallation as shown on the page 4 of 5 of the Final Reinstallation. In other words, the Project Description did not contain a description of the "whole of the action" contemplated including all phases "of this multi-year project", and because it did not contain the entire project admittedly planned by the Autry National Center, the Project Description violated CEQA obligations of the City. See CEQA Guidelines section 15003(h): "The lead agency must consider the whole of an action, not simply its constituent parts, when determining whether it will have a significant environmental effect. (*Citizens Association for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151.)"

On June 18, 2011, Paul Davis of the Department's Environmental Section, forwarded scanned final versions of the Notice of Exemption, and the grant CEQA certification form to Autry's Government Relations Lobbyist, David Burton. **Exhibit 5.** Both the Project Description and the Justification for Project Exemption was different from the draft version sent from the Autry. The Project Description remained deficient under CEQA requirements to examine the entire proposed project with all phases. Instead it was focused only on the portion of the Autry's overall project that was proposed for funding by the State:

> "The proposed project will [sic] to create two exhibit galleries and an outdoor teaching garden devoted to the indigenous peoples of California . . ."

Additionally, even if the project was limited to just the two galleries, the Justification for Project Exemption was false and erroneous. It represented that it was not an addition of gallery space. However, a comparison of the two floor plans in **Exhibit 2** shows that a collections storage area was to be converted into gallery space representing an expansion of public use areas from existing project conditions. Furthermore, the justification represented that the Project did not expand use of the facility, but the total project shown on page 4 of 5 of **Exhibit 2** clearly showed to

Recreation and Parks Department staff that significant expansion of the non-public spaces to new galleries and special event space was part of the full project.

It is clear from the record that Recreation and Parks staff's narrow focus allowed the Autry Museum to inappropriately propose a CEQA project description tailored to a single project funding source, instead of requiring environmental analysis of the entire "whole of the action" as mandated by CEQA. See CEQA Guidelines Section 15378. CEQA does not contemplate or permit a Project description to be narrowed to focus simply on a portion of a project contemplated. Furthermore, CEQA does not permit an applicant or public agency to break a project down into piecemeal portions and process each of them as exemptions. The Notice of Exemption therefore was null and void under California case law.

Mr. Burton of the Autry Museum picked up the signed original Notice of Exemption from Recreation and Parks staff and filed it in the County Clerk's and City Clerk's office, apparently in the hope to trigger and run out the CEQA statute of limitations before any member of the public learned of it.

This entire process occurred behind closed doors with no notice to the public even though literally hundreds of people submitted to the Recreation and Parks Department specific written requests to receive copies of all notices, hearing notices, agendas and related to Autry projects.

Once the Notice of Exemption was ticking in the County Clerk's office, the Autry Museum issued a press release on June 30, 2010. The Autry's press release characterized the project as a $75 million seven-year project at both the Griffith Park Museum location and a warehouse purchased in Burbank. It also disclosed to the public (and presumably Recreation and Parks Department staff) that:

> "Over the past year, the Autry has worked closely with Brenda Levin, Principal of Levin & Associates, on a planning study for the Griffith Park facility. The study determined that if the Autry is to dramatically increase and modernize its galleries in the existing building, it must free up spaces on the first floor that are currently used for offices, conservation laboratories, and collection storage. To achieve this goal, the Autry will establish an off-site Research and Resource Center, which will accommodate its curatorial offices, laboratories, research libraries, and approximately 500,000 artworks and artifacts that have been stored until now in both Griffith Park and Mt. Washington facilities.... Brenda Levin's plan will open up the first-floor level of the museum, adding 25,000 square feet of gallery space. These new galleries, scheduled to being opening in 2013, will allow for the presentation of

> multiple exhibitions. Highlights include First Californians, a permanent gallery devoted to the story of Native Americans living in the West before European settlers arrived; a new gallery space for rotating exhibitions of the Southwest Museum's outstanding Native American collection; and a redesign of the outdoor landscape area now called Trails West." **Exhibit 6.**

This press release was significantly at odds with the extremely limited project description then on file with the County Clerk, but Recreation and Parks staff did not pull the Notice of Exemption back. The press release made clear what the Autry danced around in its interactions with Recreation and Parks staff in obtaining the Notice of Exemption: The project was much bigger than the area included in the State grant application. (See notations on the "Concept Level Site Plan – Autry National Center" prepared by Levin & Associates and dated May 10, 2010. In the right margin, it shows the total square footage of the "Nature Education Project Area" as 18,405 total square footage of public spaces, and "AUTRY SITE PLAN 48,230 total square footage of public spaces." Thus Autry's own plans attached to the Recreation and Parks Commission Board report reveal the "whole of the action" is the conversion of about 30,000 more square feet of the non-public spaces on the first-floor level to public gallery, special event, public space, art gallery and new restrooms to serve the event space.)

The new galleries, including the one proposed for funding by the state grant, were to replace the Southwest Museum permanent galleries that existed at the historic National Register of Historic Places Southwest Museum building. In a Fall 2010 issue of the Autry Museum's magazine, Mr. Gray reaffirmed that the planning process since withdraw of the original expansion proposal was:

> "Over the past year our board and staff have worked together energetically on a plan to create greater exhibition space within the walls of our existing Griffith Park museum, getting us back on track to fulfill a key principle of the merger – the interweaving of the Native American experience into the larger story of the American West." **Exhibit 7.**

Public Records Request Uncovers Secret Approval Of Notice of Exemption

In fall of 2010, the Friends of the Southwest Museum Coalition, through public records inspections, first learned of the Autry's processing of the faulty Notice of Exemption in connection with its grant application to the State. In the process of reviewing records of the Department, the Coalition discovered that hundreds of requests by members of the public to receive notice of Department actions on the Autry's project were ignored by the Recreation and Parks staff.

On February 23, 2011, counsel for two of the founding organizations of the Coalition, the Highland Park Heritage Trust and the Mount Washington Homeowners Alliance, put State grant authorities on notice that the Notice of Exemption for the Autry project was null and void. Additionally, it pointed out that because the terms of the Autry's lease agreement with the City requires discretionary approval by the Board of Recreation and Parks Commission, the Notice of Exemption, flawed as it was, could not have triggered the running of the CEQA statute of limitations. The State grant authorities affected City Councilmembers, and the Autry were put on notice that the proposal to replicate the Southwest Museum exhibition galleries was a negative environmental impact on the City's General Plan as set forth in letters previously submitted to the City Council File for the previous Autry projects. **Exhibit 8.**

Project Approval Rushed to the Commission Without Sufficient Notice

Apparently, the Autry and Recreation and Parks Department agreed that the Project as now reconfigured requires discretionary approval of the Board of Recreation and Parks Commission. The matter was recently rushed to the Board of Recreation and Parks Commission for approval without providing any notice of hearing to the hundreds of people on record asking for notice of the Autry's project.

However, even though he was found to have an unlawful interest in the Autry's prior expansion plan proposals, Recreation and Parks Commission President Barry Sanders has presided over guiding the Autry's new expansion proposal through approval before his previously conflicted Board.

Many people in the Friends of the Southwest Museum Coalition not only have previously sent written demands to be placed on notice lists for Autry's project, but are subscribed to the City's Early Notification System for meeting agendas of the Board of Recreation and Parks Commission. Based upon preliminary research, it appears that every person who previously opposed the 2009 Autry expansion proposal stopped receiving emailed meeting agendas even though they had not unsubscribed from the list at the City's Early Notification System webpage. According to the City Clerk, each department manages its Early Notification System email list which means that this system is under the supervision of Mr. Sanders, the Commission President. There has been a demand that the City Council investigate how it is that some people received emailed meeting agendas in May 2011 and those who have previously spoken against the Autry expansion project did not. **Exhibit 9.**

At the May 31, 2011 City Council meeting, the City Attorney for the Recreation and Parks Commission reported that the Information Technology Agency is taking responsibility for failing to send out Recreation and Parks agenda notices to the Early Notification list. According to the department, no one on the email list received notices of the Recreation and Parks Commission meetings in late April to early June 2011. Recreation and Parks Department staff claim that they

have no ability to edit the email list of persons enrolled in the Early Notification System for its agendas.

Additionally, although Recreation and Parks staff announced that the regular meeting would be moved from May 18 to May 20, there was plenty of time for Mr. Sanders to issue a meeting agenda in compliance with the 72-hour minimum notice requirement of the Brown Act. Apparently, the agenda for the May 20, 2011 meeting was nominally posted at some bulletin boards about 45 hours before the meeting, but the no persons enrolled in the Early Notification System received the meeting agenda.

Because persons monitoring the Recreation and Parks Commission's Early Notification System were excluded from receiving the meeting agenda, knowing of the existence of the Autry's project item on the agenda, and participating in their government, the Autry project was approved by the Recreation and Parks Board on May 20, 2011 with testimony of four Autry employees.

According to the staff report dated May 20, 2011 for Item 11-129, and attachments, (**Exhibit 10.**) the project now shows modifications of both external and internal walls of the Museum building which were not shown in the drawings provided to the Department staff back in May 2010. The Notice of Exemption relied upon by the Department staff and Commission is the June 18, 2010 form in **Exhibit 5, even though that form erroneously states that no exterior walls of the Museum building are to be modified.** Thus, the Project description in the June 2010 Notice of Exemption varies from the project approved on May 20, 2011 by the Commission. Even though the Project differs, the Commission erroneously continued to rely on the Notice of Exemption filed in June of 2010.

Additionally, the ongoing failure of the Recreation and Parks Department to prepare a proper Project Description of the whole project contemplated by the Autry Museum has resulted in a failure to identify potentially significant environmental impacts of the project. There is substantial evidence before the Recreation and Parks Department and Commission that the actual project contemplated by the Autry will convert substantial non-public spaces of the existing building to expanded galleries and public events spaces that did not exist before. Additionally, even though Recreation and Parks staff sat through an explanation of how the replication of Southwest Museum exhibits in the Griffith Park facility would violate the a protective provision of the Southwest Museum in the City's General Plan, there has been no acknowledgement of the potential impact in the revised project which clearly is intended to render the historic Southwest Museum building redundant – enabling the Autry to sell it or give it away to breach its merger fiduciary duties to the Southwest Museum.

Because there is substantial evidence in the record that the Notice of Exemption was obtained by fraud or error by representatives of the Autry Museum, under the case of Smith v. County of Santa Barbara (1992) 7 Cal.App.4th 770, 773,

the Notice of Exemption, obtained through such misrepresentation or error is null and void and no valid building permits may issue from such faulty, incomplete environmental review.

Additionally, in accordance with CEQA, because the Recreation and Parks staff had no authority to approve this project under the terms of the Autry/City lease agreement, no project approval could have occurred until the Board acted on May 20, 2011. (and which is WHY the Board acted). Accordingly, the filing of the Notice of Exemption in June 2010, obtained in fraud or substantial misrepresentation, could not and did not run the statute of limitation under CEQA.

Additionally, there is substantial evidence in the record that a fair argument could be made that the actual full project contemplated by the Autry Museum will have one or more significant impacts on Land Use, Cultural Resources, Traffic, Parking and Safety such that an environmental impact report or mitigated negative declaration are the only legally sufficient environmental clearance documents for the revised Autry expansion project.

City Council Asserts Charter Section 245 Jurisdiction and CEQA Appeal

In response to significant public outcry that no one on the Recreation and Parks Commission's "Early Notification System" actually received the May 20th agenda via email, the Los Angeles City Council asserted jurisdiction under Charter Section 245 on May 31, 2011. On the same day, Appellants Mount Washington Homeowners Alliance and Charles Fisher filed their CEQA appeal under Public Resources Code section 21151(c).

Autry's Post Hoc Claims Misrepresent The Record To Avoid Environmental Review

On June 3, 2011, the Arts/Parks Committee took testimony regarding the Autry project proposal in Griffith Park. More than 50 people showed up on just 24 hours notice to object to the Autry's project as proposed.

When Councilmember Reyes asked Autry CEO Daniel Findley what the Autry's plan is for the Southwest Museum and Casa de Adobe, Mr. Findley refused to answer. "I defer to the City Attorney whether I have to answer that question," Findley said. Mr. Reyes then read all of his questions into the record because Mr. Findley refused to answer any of the questions.

Additionally, Mr. Finley testified to the Arts/Parks Committee that the grant-funded project is the "only project" Autry contemplates. This claim by Autry representatives is directly contradicted by the Autry's June 30, 2010 Press Release that specifically announced Autry's intention to move its collections to a City of Burbank warehouse building and then convert the former storage area of its Griffith Park building into new public galleries and related spaces. "Brenda Levin's plan will

open up the first-floor level of the museum, **adding** 25,000 square feet of gallery space. These **new galleries**, scheduled to begin opening in 2013, will allow for the presentation of multiple exhibitions." (Enphasis added.) (See **Exhibit 6** to this appeal for the Press Release.)

Additionally, John Gray's message in Fall 2010 Convergence Magazine also confirms that the Autry "visioning process" led to a project to convert storage areas into new galleries. (See **Exhibit 7** to this appeal.) Autry's statements BEFORE there was a dispute over the scope of the "whole of the action" are the most reliable indication of whether or not the real scope of Autry's intentions match the diagrams in **Exhibit 2** of this appeal package. Exhibit 2 is another objective piece of evidence given by Mr. Gray to the Recreation and Parks Department staff on May 13, 2010 when the significance of it regarding CEQA compliance was not comprehended by Mr. Gray. That floor plan establishes substantial evidence in the record that Autry ultimately plans to convert most of its former non-public collections storage and back offices into public special event space, art galleries, other public spaces, and galleries.

In addition to all of this evidence, officials at the City of Burbank have confirmed to Appellant that the Autry Museum is proceeding with construction to convert a tilt up warehouse at 200-212 S. Victory Blvd to a new collections storage and research center. The Autry purchased this building in the least restrictive zone possible so that it would not need any discretionary decisions or environmental review by the City of Burbank. As shown in pictures and current building permits pulled for the site, the Autry National Center has begun construction. Thus, soon, the collections storage area of the Griffith Park building will be empty and ready for the construction project identified by Autry in floorplan in **Exhibit 2**.

Additionally, on June 3, 2011, Autry Board member David Cartwright, claimed that the corner of the building labeled as "Collections Storage" in the submittal to Recreation and Parks staff on May 13, 2010 (**Exhibit 2**), was "really intended to be exhibition space, and therefore, we really are just renovating gallery space." Unfortunately, this claim is simply not true. Not only has the space never been used as exhibition space to the best of our knowledge, but careful examination of the floorplan shows that it is separated from existing gallery space of the museum by a hallway with multiple doors. It would be impractical as gallery space without moving walls of the building.

In any event, CEQA demands that the lead agency assess the current environmental conditions at the time of the project application. Mr. Cartwright conceded that the space is and was collections storage and for this reason alone, under applicable CEQA law and regulations, the current condition is the only relevant inquiry as to whether the project proposal changes the environment. (See, e.g., CEQA Guidelines section 15360 which defines "Environment" as "the physical conditions that exist within the area which will be affected by the proposed project. . ." and see CEQA Guidelines section 15125(a) for preparation of an EIR that requires

environmental impact analysis to be measure from the environmental conditions "at the time environmental analysis is commenced."

~~The fact that Autry once intended the current storage area to be a gallery is~~ irrelevant to CEQA. The relevant question is only what physical conditions exist at the time the project is proposed and environmental review conducted. Thus, even the small project funded by the State grant is actually a conversion of several thousand square feet of non-public collection storage to new public gallery space which should have triggered an initial study by the Recreation and Parks Environmental Unit – not the "ask no questions" signing of a Notice of Exemption written by Autry's attorneys.

The post hoc claims of the Autry notwithstanding, the City must look to the significant objective evidence from the Autry's own publications and floorplans to determine that the "whole of the action" includes the following:

1. Up to 46,230 square feet of new public exhibition and private party entertainment space for special event rentals.
2. Conversion of about 4,000 square feet of storage space to new gallery space within the area funded by the State grant.
3. A discretionary approval from the Recreation and Parks Commission of the project (currently broken into pieces in violation of CEQA).
4. A discretionary extension of the Autry land lease which was improperly postponed to avoid triggering CEQA review.
5. Relocation of the Southwest Museum's signature exhibits to Griffith Park which will have significant negative land use and cultural resource impacts on the historic Southwest Museum site.

All of these items individually and cumulatively trigger CEQA review obligations of the City that were not performed by Recreation and Parks Department staff.

The Failure to Prepare Environmental Review to Support a Conditional Use Permit Is Also Inconsistent With The City's General Plan

The Autry Museum is currently a non-conforming use in the Open Space Zone. Autry and the City admitted this fact in the EIR prepared for the 2007-2009 expansion project. As part of the EIR for that project, Autry proposed to resolve its non-conforming use by applying for a Vesting Conditional Use Permit for its museum. Under LAMC 12.24, a museum is allowed in Open Space only with a conditional use permit to protect public interests. In 2009 Autry withdrew its expansion proposal and with it stopped efforts to bring itself into compliance with the City's zoning laws.

When the Autry returned with its new project, it represented to Recreation and Parks Department staff that it did not have to obtain any discretionary approvals from the City and therefore a Notice of Exemption was proper. This was representation was false. In addition to consent under the lease agreement, lease

amendment to extend the term of its lease of City land, the Autry, with its new project, needs to apply for a conditional use permit to correct its existing non-conformity with City zoning law.

These issues were examined with the letter of Frank Parello, retired City Planner, found in the Final EIR at Comment 43-17 to 43-27 pages III-360-367. (A copy of the Draft and Final EIR were submitted to the Record by Appellant on June 17, 2011.)

Because the Autry Museum never obtained a CUP for operation of a museum in the Open Zone, any need project associated with the Griffith Park campus requires the Autry to first bring its operations into compliance with the General Plan requirement that it have a Conditional Use Permit.

Balancing the City Council Obligations to Comply With Law Versus The Autry Losing The $6.6 Million Grant

Some Council Members, and especially Council Member LaBonge, in whose district the Autry Museum building lies, are adamant that no matter what, the City Council should not overturn the Notice of Exemption From CEQA used by the Recreation and Parks Commission on May 20, 2011 as a basis for approval of the Autry expansion project because it will deprive the City's economy of a $6.6 million grant that may be re-programmed by the State elsewhere. That would be unfortunate but it would be the result solely of the ill-advised actions of the Autry to continue to propose projects that relocate the Southwest Museum's exhibitions from Mount Washington to Griffith Park which violates the City's General Plan and which impairs the significance of the Southwest Museum on National Register of Historic Places.

The record is simply overwhelming that the Autry's Project is not and cannot be exempt from CEQA:

1. There is substantial evidence in the record that the Notice of Exemption was improperly used even though collections storage of approximately 4,000 square feet is being converted to new public galleries. That conversion of space alone should have triggered an initial study and not a notice of exemption.

2. There is substantial evidence in the record that the Recreation and Parks Director, Mr. Mukri, and his environmental staff, David Attaway and Paul Davis, were aware from the 2009 presentations before the Board of Referred Powers and letters submitted to the Board of Referred Powers that the relocation of the exhibitions of the Southwest Museum to Griffith Park violated the General Plan and imperiled the National Register status of the

Southwest Museum. On this basis alone, a Notice of Exemption was improper.

3. There is substantial evidence in the record that "whole of the action" by the Autry Museum will be to convert most of its first floor non-public space to public galleries, event space, new rest rooms to serve that special event space, and art gallery space. The plans of Brenda Levin specifically disclose the new public space to be 46,230 square feet and this is substantially larger than the 18,405 square feet portion dedicated to the Nature Education Project Area. On this basis, the "whole of the action" as shown in the diagram in Exhibit 2, has been unlawfully broken down into a piecemealed smaller portion to which a Notice of Exemption has been improperly granted.

4. There is substantial evidence in the record that the Recreation and Parks Department staff were induced to issue a Notice of Exemption as a result of fraudulent or erroneous representations by Autry officials. Under the principles of Smith v. Santa Barbara County, project approvals issued by City officials as a result of fraud or error are null and void in the eyes of the law. Such approvals are subject to nullification in a court action and never can vest, even with the expenditure of funds to construct them (which has not occurred here as this project is still in the planning stages).

5. There is substantial evidence in the record that the Autry has no conditional use permit and the lack of conformity of the current operations, including the proposed new first floor project, are not in conformity until the Autry applies for a conditional use permit and its operations are conditioned in the public interest.

The City Council is called upon to chose between the integrity of its General Plan and an ill-conceived $6.6 million grant application by Autry. Only the City Council can save the Autry from itself by asking the State to reprogram the monies to the Autry's Southwest Museum site.

CONCLUSION and REQUESTED REMEDY

For these reasons, the City Council should:

1. Under Section 245 of the City Charter, veto the Recreation and Parks Commission's May 20, 2011 approval of the Autry Project in its entirety.
2. Under CEQA, determine that the Notice of Exemption relied upon by the Recreation and Parks Commission on May 20, 2011 was null and void as an inappropriate CEQA clearance document.
3. Under CEQA, remand that the Notice of Exemption back to Recreation and Parks with direction to require Autry to disclose its entire project

proposal and prepare a compliant CEQA environmental clearance document.

4. Direct the City Clerk or other appropriate Council official to send a letter to the State Parks Proposition 84 Nature Education Program grants coordinator recommending that the $6.6 million grant be reprogrammed to a project restoring and expanding the Southwest Museum's existing ethnobotanical garden, and Native American galleries.

EXHIBIT 1

From: Michael Shull
To: David Attaway; Gray, John; Mukri, Jon Kirk; Paul Davis
CC: Adams, Regina; Cartwright, David W.; dgcon@roadrunner.com
Date: 5/11/2010 10:56 AM
Subject: Re: Greetings from the Autry / Meeting

Dave, Please contact John Gray and advise him on this matter. Thanks.

>>> Jon Kirk Mukri 5/10/2010 9:38 AM >>>
Mike,

Please review and advise. JON

JON KIRK MUKRI
GENERAL MANAGER
DEPARTMENT OF RECREATION AND PARKS
221 N. Figueroa Street
Los Angeles, Ca 90012
(213) 202-2633

>>> "John Gray" <jgray@theautry.org> 5/10/2010 9:35 AM >>>
Jon,

The Autry plans to do an internal reconfiguration of the galleries and a refurbishment of Trail's West, our outdoor space on the north end of the building.

We are applying for a significant grant from the State of California, and we will need some support from your department. That would include a SEQUA letter and a discussion of the terms of the lease. Once before your department sent a letter for SEQUA that related to our new boilers, and this is a similar request.

May we come in and visit with you and the appropriate staff next week?

Best and I look forward to seeing you.

John L. Gray
President and CEO
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
Tel: 323-667-2000 Ext. 302
Fax: 323-660-5721
jgray@theautry.org
www.theautry.org <http://www.theautry.org/>

From: David Attaway
To: John Gray; Jon Kirk Mukri; Michael Shull; Paul Davis
CC: David W. Cartwright; dgcon@roadrunner.com; Regina Adams
Date: 5/11/2010 11:21 AM
Subject: Re: Greetings from the Autry / Meeting

Will do. I'll let you know the outcome.

>>> Michael Shull 5/11/2010 10:56 AM >>>
Dave, Please contact John Gray and advise him on this matter. Thanks.

>>> Jon Kirk Mukri 5/10/2010 9:38 AM >>>
Mike,

Please review and advise. JON

JON KIRK MUKRI
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Fax: 323-660-5721
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EXHIBIT 2

[redacted]

John L. Gray
President and CEO

4700 Western Heritage Way
Los Angeles, CA 90027-1462
t 323.667.2000 ext 307
f 323.660.5721
jgray@autrynationalcenter.org
www.autrynationalcenter.org

Autry National Center

[redacted]

David Burton
Director, Government
Affairs and Special Projects

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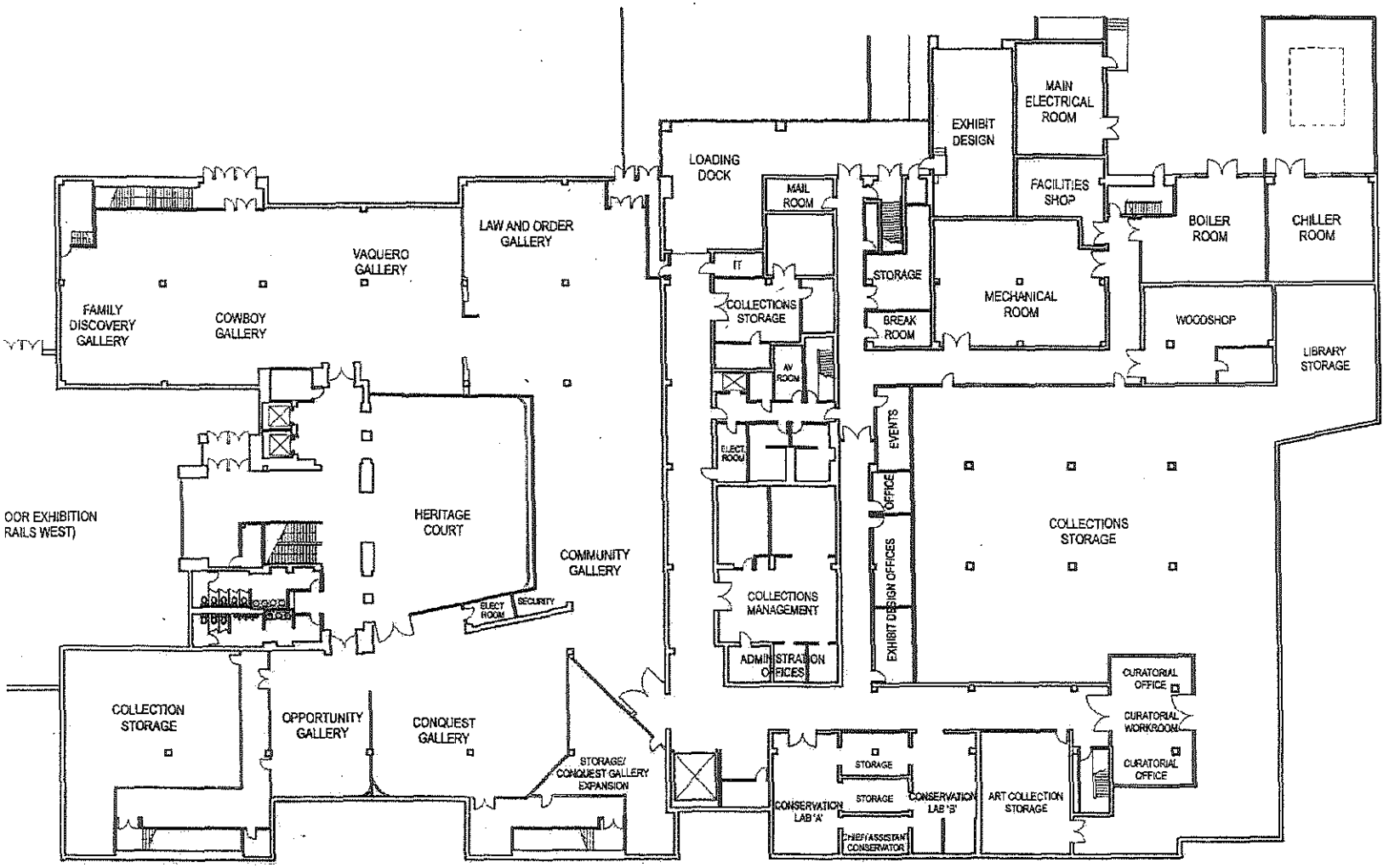
www.autrynationalcenter.org

Autry National Center

received
5/13/16



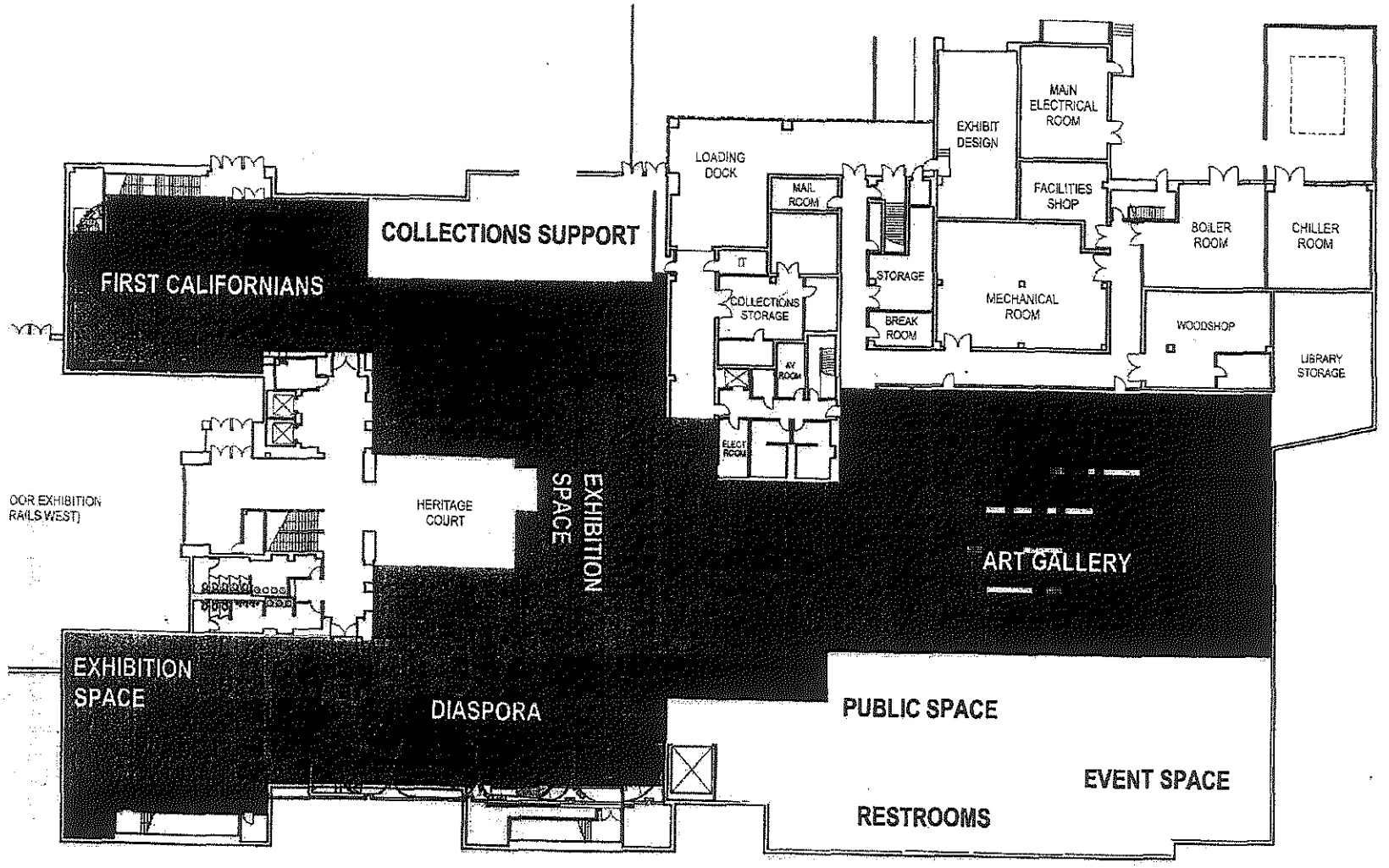
Garden Level

Existing

Autry Gallery
Reinstallation
BEGINNING 2013

PLANNING DOCUMENT

Distributed 05/12/16



Garden Level

Final Reinstallation

Autry Gallery Reinstallation

PLANNING DOCUMENT

EXHIBIT 3

From: "John Gray" <jgray@theautry.org>
To: Cid.Macaraeg@lacity.org
CC: dburton@theautry.org; Paul.J.Davis@lacity.org
Date: 5/13/2010 6:16 PM
Subject: Howdy / lease comfort letter

Cid,

The Autry is going to reinstall our galleries over the next five or six years. This work will be done within the existing building footprint. We are now applying for a State of California Nature Education Facilities Grant (prop 84) for a specific project for the north end of the lower level of the building, and creating a new Native American landscape, replacing the existing landscape for our out door area called Trail's West.

If the applicant's project is on a leasehold, there is a 30 year term requirement or, if the lease has less than a 30 years remaining, then the applicant provide a comfort letter from the landlord that the existing lease would be reasonably extended at the appropriate time. The Autry does not plan to ask the City to extend the lease at this time, so we would ask the City for a comfort letter.

If we provide you with suggested comfort letter language, could you process it for us? We do need it over the next month, and are not sure of your process or requirements.

If you would like for us to come down and meet with you, that is also possible.

Best!

John L. Gray
President and CEO
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
Tel: 323-667-2000 Ext. 302
Fax: 323-660-5721
jgray@theautry.org <mailto:jgray@theautry.org>
www.theautry.org <http://www.theautry.org/>

Cid Macaraeg <cid.macaraeg@lacity.org>

Re: Fwd: Howdy / lease comfort letter (Autry National Center)

1 message

Michael Shull <Michael.A.Shull@lacity.org> **Wed, May 19, 2010 at 9:17 AM**
To: Cid Macaraeg <Cid.Macaraeg@lacity.org>, Vicki Israel <Vicki.Israel@lacity.org>, Kregan@rap.lacity.org

Please give them the letter
---Original Message---
From: Cid Macaraeg
To: Michael Shull <Michael.A.Shull@lacity.org>
To: Vicki Israel <Vicki.Israel@lacity.org>
To: Kevin Regan <Kregan@rap.lacity.org>

Sent: 5/18/2010 1:50:55 PM
Subject: Fwd: Howdy / lease comfort letter (Autry National Center)

Hi,

The Autry will be applying for Prop 84 funding and will need an extension of their current lease to qualify for the funding. The grant requires a 30 year term. They currently have 28 years left in their lease. At this time, they need a "comfort letter" to assure the State that we would grant them an extension. Are there any impediments to granting them this letter?

Cid M.

>>> "John Gray" < jgray@theautry.org > 5/17/2010 6:22 PM >>>
Cid,

There are three attachments first is a letter from the autry to P & R
second is a draft of
the comfort letter
third are the lease
guidelings.

We hope this provides the information that you need, and please contact
us if you need anything else

Best!

John L. Gray
President and CEO
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
Tel: 323-667-2000 Ext 302
Fax 323-660-5721
jgray@theautry.org < mailto:jgray@theautry.org >
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jgray@theautry.org < mailto:jgray@theautry.org >
www.theautry.org < http://www.theautry.org/ >

Autry National Center Letter.pdf
82K

Cid Macaraeg <cid.macaraeg@lacity.org>

Re: FW: Howdy / lease comfort letter

1 message

Cid Macaraeg <Cid.Macaraeg@lacity.org> **Wed, May 26, 2010 at 6:12 PM**
To: John Gray <jgray@theautry.org>

John,

Here is a pdf of the signed comfort letter The original is on its way via postal service.

Cid M.

>>> "John Gray" < jgray@theautry.org > 5/24/2010 2:53 PM >>>
Cid, thanks for the letter.

John L. Gray
President and CEO
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
Tel: 323-667-2000 Ext. 302
Fax: 323-660-5721
jgray@theautry.org
www.theautry.org < http://www.theautry.org/ >

From: John Gray
Sent: Monday, May 17, 2010 6:22 PM
To: 'Cid Macaraeg'
Cc: David Burton
Subject: Howdy / lease comfort letter

Cid,

There are three attachments: first is a letter from the autry to P & R
second is a draft of
the comfort letter
third are the lease
guidelings.

We hope this provides the information that you need, and please contact
us if you need anything else

Best!

John L. Gray
President and CEO
Autry National Center of the American West

EXHIBIT 4

From: "David Burton" <dburton@theautry.org>
To: Paul J Davis@lacity org
Date: 6/10/2010 10:57 AM
Subject: Autry CEQA docs
Attachments: CEQA NOE for NEF grant 6-9-10 doc, Autry Gallery Redesign doc. CEQA certification pdf

Hi, Paul. Attached is the NOE form with the relevant sections filled in. I've also attached a slightly longer description of the project just for your information.

Also attached is the CEQA Certification form that we must also submit with our grant application. Could you please fill out the Lead Agency Contact Information section? Also, at the top, it asks what date the CEQA analysis was completed -- could you please advise on that? I spoke with an NEF grant officer who clarified that Rec & Parks does NOT sign this document. John Gray at the Autry will sign the certification at the bottom.

Do you think this can all be done by middle or end of next week? Please let me know if you need anything else from me. Thanks so much, David

David Burton
Director, Government Affairs & Special Projects
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
(323) 667-2000, ext. 378
(818) 679-8052 cell
dburton@theautry.org <mailto:dburton@theautry.org>

From: Paul Davis [mailto:Paul.J.Davis@lacity.org]
Sent: Wednesday, May 26, 2010 10:25 AM
To: John Gray
Subject: Re: Howdy / lease comfort letter

John,

Attached is the Notice of Exemption form that we will need to complete for your grant application along with the CEQA Certification page from the grant instruction. Please complete the "Project Title," "Project Address," and "Project Description" sections of the NOE form and return it to me along with the certification page. I will complete the rest of these forms and return them to you for the application.

Autry Gallery Redesign

In 2011, the Autry will embark on a redesign of its exhibition galleries and other public spaces. The first phase of this multi-year project will be the creation of two exhibit galleries and an outdoor teaching garden devoted to the indigenous peoples of California, their relationship to the natural environment, and key stewardship practices they have employed in sustaining their traditions and lifeways. Through the Native Californian galleries and garden, visitors to the Autry will learn about historical and contemporary ecological issues that impact and, in some cases, threaten the way we live. They will also come to understand how Native communities developed systems and techniques dedicated to maintaining the plant and animal species upon which their peoples depended. These methods, and the ethical foundations from which they grew, have much to teach all Californians about how we might live more sustainably and harmoniously with the resources with which we've been blessed and which we are obliged to manage responsibly.

The Autry will be requesting a grant of roughly $6.5 million through the state of California's Nature Education Facilities program to support the creation of the Native California component of its gallery redesign plan. This includes infrastructure improvements to two existing spaces that will house the California Indian galleries, as well as the installation of interpretive exhibits and the creation of the Native California teaching garden (also housed within the existing museum footprint). Funds will also support the revamping of existing restrooms common to each of these interpretive areas. The Autry will employ sustainable design in the construction of the galleries, garden, and restrooms, both to neutralize environmental impact and to encourage visitors in the use of sustainable practices.

No exterior walls of the current museum building will be breached. All work will be accomplished within the museum's existing footprint

COUNTY CLERK'S USE

CITY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Article III, Section 3, City CEQA Guidelines)

submission of this form is optional. This form shall be filed with the County Clerk, 12400 East Imperial Highway, Norwalk, California 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitation on Court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitation being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS: Department of Recreation and Parks, 221 N. Figueroa Street, Suite 100, Los Angeles, CA 90012	COUNCIL DISTRICT:
PROJECT TITLE: Creation of Facilities Interpreting Native American Environmental Stewardship	LOG REFERENCE:
PROJECT LOCATION: 4700 Western Heritage Way, Los Angeles, CA 90027	

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The Autry plans to create two exhibit galleries and an outdoor teaching garden devoted to the indigenous peoples of California, their relationship to the natural environment, and key stewardship practices they have employed in sustaining their traditions and lifeways. This project will include infrastructure improvements to two existing museum spaces that will house the California Indian exhibits, as well as the conversion of an existing exterior interpretive space into the Native California teaching garden. The project will also include the revamping of existing restrooms common to each of these interpretive areas. No exterior walls of the current museum building will be breached. All work will be accomplished within the museum's existing footprint. ~~Through the Native California galleries and garden, visitors to the Autry will learn about historical and contemporary ecological issues that impact the way we live, and will be encouraged to engage in sustainable practices that protect natural resources and the environment.~~

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

CONTACT PERSON:	AREA CODE	TELEPHONE NUMBER:	EXT.
PAUL DAVIS	213	202-2667	

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ DECLARED EMERGENCY	Art. II, Sec. 2a(1)	ART. 18, Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2(a)(2)(3)	ART. 18, Sec. 15269(b)(c)
☐ MINISTERIAL PROJECT	Art. II, Sec. 2b	ART. 18, Sec. 15268
☒ CATEGORICAL EXEMPTION	Art. II, Sec. 2(c) See Below	ART. 19, Sec. 15300-15332
☐ GENERAL EXEMPTION	Art. II, Sec. 2(d)	ART. 18, Sec. 15262
☐ STATUTORY EXEMPTION	Art. II, Sec. 2(l)	ART. 18, Sec. 15282

	Category	(City CEQA Guidelines)
		Art. III, Sec(s).
		Art. III, Sec(s).
		Art. III, Sec(s).
		Art. III, Sec(s).

☐ OTHER (See Public Resources Code Sect. 21080(b) and set forth state & city guidelines provisions)

JUSTIFICATION FOR PROJECT EXEMPTION:

The project does not require any discretionary approvals or permits from the City or any other agency and, therefore, is exempt from CEQA review (Cal. Public Resources Code Section 21080(a).) Also, the project involves only alterations to an existing facility that will not increase the size of the building and, therefore, the project is exempt under State CEQA Guideline 153001.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE	TITLE	DATE
PAUL DAVIS	ENVIRONMENTAL SPECIALIST	

FEE $75.00	RECEIPT NO.	REC'D. BY:	DATE

CEQA Compliance Certification Form

Applicant/Grantee: Autry National Center **Project Name:** Nature Education Facilities

Project Address: 4700 Western Heritage Way, Los Angeles, CA 90027

When was CEQA analysis completed for this project? Date:

What documents were filed for this project's CEQA analysis: (check all that apply)

- ☐ Initial Study ☑ Notice of Exemption ☐ Negative Declaration
- ☐ Mitigated Negative Declaration ☐ Environmental Impact Report
- ☐ Other _____

Please attach the Notice of Exemption or the Notice of Determination as appropriate.
If these forms were not completed please attach a letter from the Lead Agency explaining why, certifying the project has complied with CEQA and noting the date that the project was approved by the Lead Agency.

Lead Agency Contact Information:

Agency Name _____ Contact Person _____

Mailing Address _____

Phone: ___ _____ Email: _____

Certification:
I hereby certify that the Lead Agency listed above has determined that it has complied with the California Environmental Quality Act (CEQA) for the project identified above and that the project is described in adequate and sufficient detail to allow the project's construction or acquisition.
I certify that the CEQA analysis for this project encompasses all aspects of the work to be completed with grant funds.

_____		_____
AUTHORIZED REPRESENTATIVE (Signature)	Date	AUTHORIZED REPRESENTATIVE (Printed Name and Title)

From: "David Burton" <dburton@theautry org>
To: Paul.J.Davis@lacity org
Date: 5/27/2010 6:56 PM
Subject: RE Howdy / lease comfort letter

Paul, thanks so much for sending along the NOE form As well as for meeting with us a couple of weeks ago! Hoping to have all this completed and back to you next week. Cheers, David

David Burton
Director, Government Affairs & Special Projects
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
(323) 667-2000, ext. 378
(818) 679-8052 cell
dburton@theautry.org <mailto dburton@theautry.org>

From: Paul Davis [mailto Paul J Davis@lacity org]
Sent: Wednesday, May 26, 2010 10.25 AM
To: John Gray
Subject: Re Howdy / lease comfort letter

John,

Attached is the Notice of Exemption form that we will need to complete for your grant application along with the CEQA Certification page from the grant instruction Please complete the "Project Title," "Project Address " and "Project Description" sections of the NOE form and return it to me along with the certification page I will complete the rest of these forms and return them to you for the application

>>> "John Gray" <jgray@theautry org> 5/13/2010 6 15 PM >>>

Cid,

The Autry is going to reinstall our galleries over the next five or six years This work will be done within the existing building footprint. We are now applying for a State of California Nature Education Facilities Grant (prop 84) for a specific project for the north end of the lower level of the building, and creating a new Native American landscape, replacing the existing landscape for our out door area called Trail's West

If the applicant's project is on a leasehold, there is a 30 year term

requirement or, if the lease has less than a 30 years remaining, then the applicant provide a comfort letter from the landlord that the existing lease would be reasonably extended at the appropriate time. The Autry does not plan to ask the City to extend the lease at this time, so we would ask the City for a comfort letter

If we provide you with suggested comfort letter language, could you process it for us? We do need it over the next month, and are not sure of your process or requirements.

If you would like for us to come down and meet with you, that is also possible

Best!

John L. Gray

President and CEO

Autry National Center of the American West

4700 Western Heritage Way

Los Angeles, CA 90027-1462

Tel: 323-667-2000 Ext. 302

Fax: 323-660-5721

jgray@theautry org <mailto:jgray@theautry org>

www theautry.org <http //www theautry.org/>

EXHIBIT 5

From: "David Burton" <dburton@theautry org>
To: Paul J Davis@lacity org
Date: 6/22/2010 12 55 PM
Subject: RE picking up Autry NOE

Thanks I'll aim to pick up the form from your office at 9 30

From: Paul Davis [mailto Paul J Davis@lacity org]
Sent: Tuesday, June 22, 2010 12 47 PM
To: David Burton
Subject: Re: picking up Autry NOE

Friday morning is fine The filing doesn't take long--it's just a matter of stamping the document, It's the traffic and parking that takes time, as well as standing in line at the County Clerk (first-come-first-serve basis only) It will take a good couple of hours. Only the County requires a fee

>>> "David Burton" <dburton@theautry org> 6/22/2010 12 11 PM >>>

Paul, would it be possible for me to pick up from you the NOE with original signature this Friday morning? I'd like to take care of the filings that day How much time do you recommend I budget for my trips to the clerks? Is it done fairly quickly or should I anticipate waiting around at the clerk offices?

Thanks again for the instructions below. I see the locations of the two clerk offices are on the NOE form City Clerk in City Hall; County Clerk in Norwalk. Only the County requires a fee?

From: Paul Davis [mailto Paul J Davis@lacity org]
Sent: Friday, June 18, 2010 11 00 AM
To: David Burton
Cc: David Attaway
Subject: Re: Autry CEQA docs

David,
Got your voice message from yesterday Attached are the signed Notice of Exemption (NOE) and CEQA Certification for your grant application For the NOE, you will want to file it with both the City and County Clerk Offices before inserting in the application Then insert the filing date into the Certification form to complete it.

You may already know the filing procedures, but I'll explain it just in case you don't You will need to arrange to pick up the original signed copy of the NOE from me because the County Clerk only accepts the original (wet signature) for filing Then you will take the original and two copies to the City Clerk first. All three documents will be stamped, and you will get back the original and one copy, they keep one of the copies Take the stamped original and copy to the County Clerk, along

with a $75 check made out to the Los Angeles County Clerk for the filing fee. The county Clerk will stamp and keep the original for the required 30-day posting, and give you the stamped copy with a receipt for the filing fee. In about 45 days the original will be mailed to me as the Lead Agency. I will keep the original and create a scanned PDF for your records and use in grant administration matters.

The City Clerk is located on the 3rd floor of City Hall, and the County Clerk is in Norwalk (file on the 2nd floor in Business Filings). Good luck on the grant and feel free to contact me if you have any further questions.

>>> "David Burton" <dburton@theautry.org> 6/10/2010 10:56 AM >>>

Hi, Paul. Attached is the NOE form with the relevant sections filled in. I've also attached a slightly longer description of the project just for your information.

Also attached is the CEQA Certification form that we must also submit with our grant application. Could you please fill out the Lead Agency Contact Information section? Also, at the top, it asks what date the CEQA analysis was completed -- could you please advise on that? I spoke with an NEF grant officer who clarified that Rec & Parks does NOT sign this document. John Gray at the Autry will sign the certification at the bottom.

Do you think this can all be done by middle or end of next week? Please let me know if you need anything else from me. Thanks so much, David

David Burton
Director, Government Affairs & Special Projects
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027-1462
(323) 667-2000, ext. 378
(818) 679-8052 cell
dburton@theautry.org <mailto:dburton@theautry.org>

From: Paul Davis [mailto:Paul.J.Davis@lacity.org]
Sent: Wednesday, May 26, 2010 10:25 AM
To: John Gray
Subject: Re: Howdy / lease comfort letter

John,

Attached is the Notice of Exemption form that we will need to complete for your grant application along with the CEQA Certification page from the grant instruction. Please complete the "Project Title," "Project Address," and "Project Description" sections of the NOE form and return it to me along with the certification page. I will complete the rest of

these forms and return them to you for the application.

COUNTY CLERK'S USE

FILED

JUN 25 2010

REGISTRAR-RECORDER/COUNTY CLERK

BY

CITY CLERK'S USE

DOCUMENT FILED
City Clerk's Office
No. 10-0738665
Certified by
Date: JUN 25 2010

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Article III, Section 3, City CEQA Guidelines)

FORM RP 1-1-91

Submission of this form is optional. This form shall be filed with the County Clerk, 12400 East Imperial Highway, Norwalk, California 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21168(d), the filing of this notice starts a 35-day statute of limitation on Court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitation being extended to 180

LEAD CITY AGENCY AND ADDRESS: Department of Recreation and Parks, 221 N. Figueroa Street, Suite 100, Los Angeles, CA 90012	COUNCIL DISTRICT: 4
PROJECT TITLE: AUTRY NATIONAL CENTER (Griffith Park) - Facility Remodeling of Exhibit Space for Interpreting Native American Environmental Stewardship	LOG REFERENCE: Proposition 84 Grant
PROJECT LOCATION: 4700 Western Heritage Way, Los Angeles, CA 90027	

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The proposed project will to create two exhibit galleries and an outdoor teaching garden devoted to the indigenous peoples of California, their relationship to the natural environment, and key stewardship practices they have employed in sustaining their traditions and lifeways. The project will include infrastructure improvements to two existing museum spaces that will house the California Indian exhibits, as well as the conversion of an existing exterior interpretive space into the Native California teaching garden. The project will also include the renovation of existing restrooms common to each of these interpretive areas. All remodeling work will be accomplished within the museum's existing footprint and no exterior walls of the museum building will be modified. The patrons of the Autry National Center museum and Griffith Park will be the beneficiaries of the project.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

Autry National Center 4700 Western Heritage Way, Los Angeles, CA 90027

CONTACT PERSON:	AREA CODE	TELEPHONE NUMBER:	EXT.
PAUL DAVIS	213	202-2667	

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ DECLARED EMERGENCY	Art. II, Sec. 2a(1)	ART. 18, Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2(a)(2)(3)	ART. 18, Sec. 15269(b)(c)
☐ MINISTERIAL PROJECT	Art. II, Sec. 2b	ART. 18, Sec. 15268
☒ CATEGORICAL EXEMPTION	Art. II, Sec. 2(c) See Below	ART. 19, Sec. 15300 -15332
☐ GENERAL EXEMPTION	Art. II, Sec. 2(d)	ART. 18, Sec. 15262
☐ STATUTORY EXEMPTION	Art. II, Sec. 2(i)	ART. 18, Sec. 15282

	Category	(City CEQA Guidelines)	
1	1, 13	Art. III, Sec(s).	1(a)(1)(13)
		Art. III, Sec(s).	
		Art. III, Sec(s).	
		Art. III, Sec(s).	

☐ OTHER (See Public Resources Code Sect. 21080(b); and set forth in state & city guidelines provisions)

JUSTIFICATION FOR PROJECT EXEMPTION:

The project involves interior and exterior alterations to established and discrete areas of an existing facility which are fully developed within the larger environment of parks or recreation centers, where such modifications are essentially a rearrangement (rather than an additive function) such as might occur at a museum, and will not increase the size or expand the use of the facility.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE: PAUL DAVIS Paul J. Davis	TITLE: ENVIRONMENTAL SPECIALIST	DATE: June 18, 2010
FEE: $75.00	RECEIPT NO.	REC'D. BY:	DATE:

10 0738665

FILED
LOS ANGELES COUNTY CLERK
2010 JUN 25 AM 8:53
OFFICE OF THE COUNTY CLERK

CEQA Compliance Certification Form

Applicant/Grantee: Autry National Center **Project Name:** Nature Education Facilities

Project Address: 4700 Western Heritage Way, Los Angeles, CA 90027

When was CEQA analysis completed for this project? Date:

What documents were filed for this project's CEQA analysis: (check all that apply)

- ☐ Initial Study ☑ Notice of Exemption ☐ Negative Declaration
- ☐ Mitigated Negative Declaration ☐ Environmental Impact Report
- ☐ Other _____

Please attach the Notice of Exemption or the Notice of Determination as appropriate.
If these forms were not completed please attach a letter from the Lead Agency explaining why, certifying the project has complied with CEQA and noting the date that the project was approved by the Lead Agency.

Lead Agency Contact Information:

Agency Name: Los Angeles Department Recreation & Parks Contact Person: Paul Davis

Mailing Address: 221 N Figueroa St., Suite 100, Los Angeles, CA 90012

Phone: 213 202 - 2667 Email: Paul.J.Davis@lacity.org

Certification:
I hereby certify that the Lead Agency listed above has determined that it has complied with the California Environmental Quality Act (CEQA) for the project identified above and that the project is described in adequate and sufficient detail to allow the project's construction or acquisition.
I certify that the CEQA analysis for this project encompasses all aspects of the work to be completed with grant funds.

Paul J. Davis 6/17/10 Paul Davis, Env. Spclst.

AUTHORIZED REPRESENTATIVE (Signature) Date AUTHORIZED REPRESENTATIVE (Printed Name and Title)

EXHIBIT 6

Autry

Yadhira De Leon
323.667.2000, ext. 327
ydeleon@theautry.org

THE AUTRY NATIONAL CENTER ANNOUNCES PLANS FOR TWO MAJOR ARCHITECTURAL PROJECTS

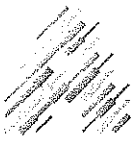
Transformation of Griffith Park Facility by Levin & Associates Will Add 25,000 Square Feet and Offer Stunning Showcase for the Autry's Collections

New Building in Burbank Designed by Chu + Gooding Will Serve as Autry Research and Resource Center

Los Angeles, CA (June 30, 2010)— Moving forward with its ambitious plan to create a major new intercultural center, where it will bring together and honor the stories of all the peoples of the American West, the Autry National Center today announced plans for two major architectural projects. The Autry will transform its existing Griffith Park campus into a cultural attraction for Los Angeles, designed by the distinguished firm of Levin & Associates. The Autry will also purchase a new building in Burbank and work with Chu + Gooding to create a new Research and Resource Center. Through the $75 million, seven-year project, the Autry will bring its collections and exhibitions to the public as never before.

Over the past year, the Autry has worked closely with Brenda Levin, Principal of Levin & Associates, on a planning study for the Griffith Park facility. The study determined that if the Autry is to dramatically increase and modernize its galleries in the existing building, it must free up spaces on the first floor that are currently used for offices, conservation laboratories, and collection storage. To achieve this goal, the Autry will establish an off-site Research and Resource Center, which will accommodate its curatorial offices, laboratories, research libraries, and approximately 500,000 artworks and artifacts that have been stored until now in both the Griffith Park and Mt. Washington facilities.

"Brenda Levin has drawn on her great expertise, and her deep knowledge of our institution and the Griffith Park facility, to give us a sensitive, sustainable, and highly attractive plan," said John Gray, President and CEO of the Autry. "By creating a museum space that better addresses the needs of our visitors, collections, exhibitions, and programs, this project will enable the Autry to fulfill its unique potential, as the institution that can tell the comprehensive and integrated story of the American West."



Brenda Levin's plan will open up the first-floor level of the museum, adding 25,000 square feet of gallery space. These new galleries, scheduled to begin opening in 2013, will allow for the presentation of multiple exhibitions. Highlights include *First Californians*, a permanent gallery devoted to the story of Native Americans living in the West before European settlers arrived; a new gallery space for rotating exhibitions of the Southwest Museum's outstanding Native American collection; and a redesign of the outdoor landscape area now called Trails West.

The new Autry Research and Resource Center will be a two-story, 100,000-square-foot structure located on Victory Boulevard in Burbank, approximately 2.5 miles from Griffith Park. Its primary use will be to provide state-of-the-art, museum-quality storage for the Autry's extensive collections of art and artifacts and library materials. The Autry's Institute for the Study for the American West, which encompasses the Braun Research Library and the Autry Library, will move to the Research and Resource Center. A reading room will be open to the public by appointment.

The collections now stored at the Southwest Museum building in Mount Washington will also be moved over time into the Research and Resource Center. This move will ensure that these priceless artifacts and pieces of artwork are maintained under pristine conditions, that they remain safely accessible to scholars and researchers, and that the Autry's curators can select from them for exhibitions and installations. Gallery space in the Southwest Museum is currently being used for expanding much needed conservation and preservation work on the collection. The Autry expects this conservation project to be completed at the end of 2013. The Autry is currently seeking partnerships with educational, cultural, or civic organizations to develop future programs suitable to the Southwest Museum site.

About Levin & Associates

Founded in 1980 by Brenda A. Levin, the urban planning and architecture firm Levin & Associates received worldwide attention early in the decade for its revitalizing historic preservation work on some of Los Angeles's most beloved landmarks. In the intervening 20 years, the firm's profound concern for enhancing urban memory and the humanity of a project has positioned it to be an active problem solver in the issues and neighborhoods of a complex city and region.

The scope of Levin & Associates' work includes urban design and master planning, large-scale renovation and adaptive reuse of historic buildings, and the design of new institutional, commercial, and multifamily housing facilities. Geographically, the firm's project sites blanket Southern California.

Levin & Associates Architects has been honored and recognized by many organizations, including the American Institute of Architects, the Urban Land Institute, the California State Legislature, the City of Los Angeles and its Cultural Affairs Commission, and the Los Angeles Conservancy.

Autry

A monograph featuring the firm's work, titled *Brenda Levin, Levin & Associates Architects: Los Angeles,* has also been published.

About Chu + Gooding Architects

Chu + Gooding Architects is an award-winning, Los Angeles–based firm specializing in arts-related, cultural, and educational projects. Crafting engaging and lasting environments that integrate architecture, landscape, and interior design, their work is celebrated for its insightful recognition of the user's experience and its refined synthesis of materials and color.
The firm commits to a framework of design formed by a studied response to context and a close collaboration with all involved in the project. Notable clients include MoCA, the Hammer Museum, the Getty Center, the LA Philharmonic Association, and KPCC 89.3 FM.

Autry National Center

The Autry National Center is an intercultural history center dedicated to exploring and sharing the stories, experiences, and perceptions of the diverse peoples of the American West. Located in Griffith Park, the Autry includes the collections of the Museum of the American West, the Southwest Museum of the American Indian, and the Autry Institute's two research libraries: the Braun Research Library and the Autry Library. Exhibitions, public programs, K–12 educational services, and publications are designed to examine critical issues of society, offering insights into solutions and the contemporary human condition through the Western historical experience.

Weekday hours of operation for the Autry in Griffith Park location are Tuesday through Friday, 10:00 a.m. to 4:00 p.m. The Autry Store's weekday hours are Tuesday through Friday, 10:00 a.m. to 4:30 p.m., and the Golden Spur Cafe is open Tuesday through Sunday, 9:00 a.m. to 4:30 p.m. Saturday and Sunday hours for the museum and the Autry Store are 11:00 a.m. to 5:00 p.m. The museum, the Autry Store, and the cafe are closed on Mondays. The libraries are open to researchers by appointment.

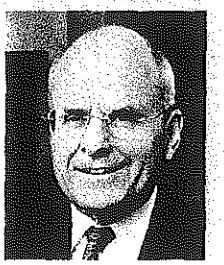
###

EXHIBIT 7

John L. Gray *President and CEO, Autry National Center*

Evolution of the Center

"Change Happens. It Will Only Get Better."



Roughly seven years have passed since the merger of the Southwest and Autry museums, resulting in the creation of the Autry National Center. During that time, we've made enormous strides in saving and protecting the Southwest Museum's magnificent collections, and have made important progress in addressing critical structural repairs to the Southwest's historic 1914 building. Considerable work has also been done organizing major exhibitions on Native cultures based on Southwest collections. Our Native North American baskets exhibition, which opened last November, is a key expression of the promise of the merger, just as the recent opening of *Home Lands: How Women Made the West* has helped advance the promise of the Autry's earlier merger with the Women of the West Museum.

These seven years have not been without bumps and disappointments. Primarily, plans to expand our facilities in Griffith Park—to accommodate new galleries and storage for Southwest Museum collections—were withdrawn due to political obstacles, and further hampered by the challenges of a major economic downturn. Thankfully, our accomplishments, as well as our ongoing work engaging the broader public, far outweigh any temporary setbacks or bruises. Over the past year, our board and staff have worked energetically on a plan to create greater exhibition space within the walls of our existing Griffith Park museum, getting us back on track to fulfill a key principle of the merger—the interweaving of the Native American experience into the larger story of the American West. And despite the global recession, we have managed our resources well, putting us on solid footing to pursue important work in the years ahead.

When we determined last year not to move forward with plans to expand our Griffith Park facilities, the Autry engaged in a visioning process to help us focus on a new course for the future, one that has resulted in the above-mentioned plan to reconfigure and redesign existing internal space. We undertook a similar focusing exercise when the Autry National Center was created in 2003. Through many visioning discussions, it has become remarkably clear that the institution's core beliefs and values are unchanged. While the physical elements of the Autry will take a different form than had been anticipated a year ago, animating institutional principles have remained constant over time.

Foremost, the Autry tells the stories of the American West within the context of the convergence of cultures. At its heart, this represents an inclusive view of all the peoples of the American West, one that recognizes the staggering diversity of the region and at the same time acknowledges both its beauty and complications. Convergence is about looking honestly at our shared history, at times learning uncomfortable lessons about the darker aspects of human behavior, but ultimately finding inspiration and hope in the indomitable human spirit.

Second, the Autry tells the stories of the American West with respect and affection for people of all backgrounds, from North America's Indigenous cultures to those who trace their roots to Europe, Asia, Africa, and Latin America. Everyone's story deserves to be told, without pre-judgment or irony. We can all relate to personal journeys of struggle and failure and triumph, as well as to dreams of home, opportunity, and acceptance.. They are what unites us all. And they will always be found at the Autry.

Third, the love and care of our amazing collections is of primary importance. We are stewards of wide-ranging, wonderfully encompassing, and often surprising holdings that have the ability to teach us about a past both real and imagined, and a future we must all build together. Our everlasting responsibility is to preserve and keep them safe, and to find engaging and meaningful ways to share them with the public.

By now, many of you know that after eleven years at the helm of the Autry, I have announced my plans to retire. When I leave, I will do so with great hope for the future of this institution, for I will leave it in the hands of a committed board of trustees, a hard-working staff, and a new president with great ideas, Daniel M. Finley, whom you will learn more about in the next issue of this magazine. They will all be unified around a set of core beliefs and values that ground the Autry and make it matter.

Change happens. It will only get better.

Convergence

Fall 2010

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Autry Mission Statement
The Autry brings together the storie of all peoples of the American Wes connecting the past with the prese to inspire our shared future.

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EXHIBIT 8

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February 23, 2011

Ms. Sandra Berry, Supervisor,
Nature Education Facilities Program
Office of Grants and Local Services
California Department of Parks and Recreation
Post Office Box 942896
Sacramento, CA 94296-0001

RE: Objection to Funding the Application of Autry National Center of the American West for Proposition 84 Grant Funds to Renovate Museum Building

Dear Ms. Berry:

This firm represents the Highland Park Heritage Trust and the Mount Washington Homeowners Alliance, two community-based organizations concerned with assuring that the collections of the Southwest Museum, Los Angeles' first and most historic museum, continue to be principally exhibited at the National Register of Historic Places site located in the Arroyo Seco area of Los Angeles on Mount Washington. Our client organizations were founding members of the Friends of the Southwest Museum, a broad coalition of over 60 organizations.

Our clients strenuously object to the grant request of the Autry National Center of the American West ("Autry Museum") for $6.5 million under the Proposition 84 grant program. The Autry Museum does not meet the grant requirements and the application has failed to demonstrate appropriate land tenure in accordance with the Department's requirements, and provide environmental clearance for the proposed project.

In addition, the proposed redesign and expansion of exhibition space project at the Griffith Park location of the Autry Museum would have significant adverse impacts on land use policies of the City of Los Angeles, on the historic resource of

the Southwest Museum, and potentially upon traffic at one or more intersections near the Autry Museum. The state Department of Parks and Recreation (Department) has a responsibility under the California Environmental Quality Act ("CEQA") to assure that its discretionary grant will not lead to a significant negative impact on the environment.

The Autry Museum currently leases space from the City of Los Angeles in Griffith Park. Unless extended, the existing lease will expire in 2037. It is our understanding that the Autry Museum has submitted an application seeking up to $6.5 million in state bond funds to undertake a redesign and expansion of exhibition space of the lower level of the Autry Museum building located at 4700 Heritage Way in Griffith Park. Currently, the space houses the collection storage and curatorial function of the Museum of the American West – it is not currently used for exhibition space for visitors, a more intensive use.

As we understand the grant application, the Autry Museum plans to move the collections storage and curatorial functions of the Museum of the American West to a renovated building located on Victory Boulevard in Burbank, California. Additionally, it declared its intention to remove the entire Southwest Museum Collection and library materials to the same Victory Boulevard building. Thereafter, the Autry Museum stated its goal to make substantial internal modifications to their existing Griffith Park museum building, expanding its exhibition space by 20,000 additional square feet. Some or all of the state grant funds in this application are proposed for use by the Autry Museum to significantly expand its exhibition space to exhibit the collections of the Southwest Museum instead of rehabilitating and reusing the existing and historic Southwest Museum building it owns. Use of the existing building is required by the City of Los Angeles' 1999 Northeast Community Plan, and this important fact is ignored by the Autry Museum's proposal.

A. The Grant Application is Based Upon an Unauthorized Project Approval and a Letter From City Staff Opining the City Would Be Inclined to Extend Autry's Lease.

Our clients only recently learned of the content of the Autry Museum's grant application, the issuance of a Notice of Exemption (NOE) from CEQA filed by the City of Los Angeles on June 25, 2010, and a letter from City of Los Angeles Recreation and Parks General Manager Jon K. Mukri, dated June 23, 2010, saying that City Recreation and Parks would be favorably inclined to extend the existing lease of park land in Griffith Park for the Autry Museum.

The Autry Museum appears to have improperly convinced staff at the City of Los Angeles Department of Recreation and Parks to produce an NOE to make the Autry Museum's grant application particularly attractive by representing that CEQA compliance for the project was completed.

However, the NOE provided by City staff to the Autry Museum is void because the underlying project- reconfiguration of exhibition space at the Autry Museum- could not validly be approved by the City staff member, Recreation and Parks General Manager Jon Mukri, who seemed to approve it as part of signing a letter regarding the land tenure. The implied approval of an expansion of over 20,000 square feet costing over $6.5 million requires approval by the City of Los Angeles Board of Recreation and Park Commissioners. The existing lease agreement between the Autry Museum and the City of Los Angeles states:

> "Following the original construction of the Western Heritage Museum, ... (ii) *any expansion or major permanent internal modification to the existing museum structure with an estimated cost of Twenty-Five Thousand dollars ($25,000.00) or more shall require the prior written consent of the BOARD.*"

(Lease paragraph XX.B, emphasis added, a copy of which is attached as Exhibit 1.)

There is no evidence the Autry Museum obtained the permission of the Board of Recreation and Parks Commissioners for its proposed exhibition expansion project as required by the lease, and we have been informed no such approval has occurred. In the absence of an action by the Board, Department of Recreation and Parks General Manager Jon Mukri had no authority either to issue an NOE or to provide a letter stating that the City would be favorably inclined to grant an extension of the Autry Museum's lease of park land for the minimum period required as a grant condition since only the Board has authority to approve such a lease extension.

Because they were granted without authority to do so, the implied project approval underlying the NOE and the letter seeking to provide assurance regarding the lease held by the Autry Museum are null and void. Consistent with the principles set forth in the case of *Smith v. County of Santa Barbara* (1992) 7 Cal.App.4th 770, 773, the NOE does not provide sufficient environmental

clearance for the State Department of Recreation and Parks to make a grant award because it is void. In *Smith*, the County of Santa Barbara's building department was misled by the project applicant's representative to authorize revisions to a plan for microwave towers without performing new CEQA analysis. (*Id.* at 773.) Therefore, the court found that the County could not validly issue a permit based on those revisions obtained in fraud or error. (*Id.*) Likewise, the Autry Museum's purported NOE was given without proper authority, since the lease restricted the ability to approve such a large expansion to the Board. Since the implied approval and NOE for it were given in excess of authority, as in the *Smith v. County of Santa Barbara* case, they are void and therefore do not provide a valid basis for further approvals such as the Autry Museum's grant application.

B. The Notice Of Exemption Provided to the Department by the City of Los Angeles Recreation and Parks Department Was Erroneously Filed.

The Recreation and Parks staff's purported approval of an expansion of the Autry Museum based upon a categorical exemption[1] is improper because the staff does not have authority to approve a modification to the Museum that costs over $25,000; that is the responsibility of the City Board of Recreation and Parks, and they have not acted upon an application for approval. Further, such a modification, if used for exhibiting the Southwest Museum Collection, would have direct, adverse impacts on the historically recognized Southwest Museum and would be contrary to the applicable City Community Plan that contemplates the continued existence of the Southwest Museum at its current location. The staff of the City of Los Angeles Recreation and Parks Department have conducted no appropriate level of environmental review of the potential negative impacts of the proposed project in the grant application, and instead falsely claim the project is categorically exempt from CEQA. To the extent review of an expansion of the Autry Museum to include 20,000 square feet of exhibition space for the Southwest

[1] Los Angeles staff members claimed a categorical exemption numbered Art.III. sec. 1(a)(1)(13) under its CEQA Threshold Guidelines. This exemption is for "Interior or internal modifications to established and discrete areas which are fully developed within the larger environment of parks or recreation centers, where such interior or internal modification is essentially a rearrangement (rather than an additive function) such as might occur at a zoo, outdoor museum, arboretum, formal garden, or similar display area." However, this exemption is inapplicable because the expanded area would be used to exhibit new collections brought in from the Southwest Museum.

Museum has been conducted in the Environmental Review process by the City in 2009 (EIR number EIR-RP-013-07), it revealed significant impacts that the City was not willing to certify and accept.

A public agency may not claim a categorical exemption from CEQA when the project it proposes would have a significant impact on the environment. "Even if an activity fits within an otherwise exempt category, the agency may not find it exempt if the project will have a significant effect on the environment due to unusual circumstances. (CEQA Guidelines, § 15300.2, subd. (c) [fn] .)" (*Committee to Save Hollywoodland Specific Plan v. City of Los Angeles* (2008) 161 Cal.App.4th 1168, 1186.) This is especially true when the impact would occur to a historic resource: "a categorical exemption is not applied to projects that may cause a substantial adverse change in the significance of a historic resource. (Pub. Resources Code, § 21084, subd. (e); Guidelines, § 15300.2, subd. (f).)" (*Ibid.*)

The City of Los Angeles Recreation and Parks Department has provided the Department with a NOE dated June 25, 2010. The City may argue the NOE is beyond challenge under the California Environmental Quality Act's 180 day statute of limitation based on *Stockton Citizens for Sensible Planning v. City of Stockton* (2010) 48 Cal.4th 481. However, we do not believe the NOE is beyond legal challenge because, unlike the staff member in *Stockton Citizens*, the Los Angeles City staff member who approved the Autry Museum expansion project for purposes of the NOE did not have the authority to do so. This case is like *Smith v. Santa Barbara* where environmental review had been avoided and a permit had been issued using mistake, fraud or error by the project applicant or planning staff, all permits issued as a result of the mistake, fraud, or error were void.

Even if it were beyond challenge under CEQA, that does not alleviate the Department of its own duties under CEQA to ensure any project it approves does not have a significant negative impact on the environment. The Department has an independent duty to identify and avoid significant impacts from a project. (CEQA Guidelines § 15096, subd. (g)(1); Pub. Resources Codes, § 21002.1, subd. (d).)

C. The Autry Museum's Application Does Not Meet Grant Requirements for Land Tenure.

It is our understanding that the Application Guide for the Nature Education Facilities Program dated March 1, 2010 (Guide) requires the Autry Museum to demonstrate that it has site control for over 30 years for a grant of the size requested. The Autry Museum's application does not meet the Land Tenure

Requirements set forth in the Guide. The Guide requires that for grants of over $1 million, as this would be, the applicant must satisfy land tenure requirements of "at least 30 years of land tenure." In this case, the Autry Museum's lease was executed January 23, 1987 so it expires in 2037. Thus, it would be at least two years short of a 30-year land tenure if it received a grant this year. In an attempt to cover this shortfall, the Autry obtained a letter from Jon Mukri, General Manager of the City's Department of Recreation and Parks, stating his opinion that the City of Los Angeles would be "favorably disposed" to extend the Autry's lease, though he acknowledged his statement would be subject to approval by the Board of Recreation and Parks Commissioners. (Mukri Letter, Exh. 4.) This statement of a favorable view by a City staff member who cannot approve the proposed lease extension does not adequately prove the Autry Museum's 30 year land tenure. The Guide requires that the Autry Museum provide "A letter from the landowner which confirms . . . . Commitment to continue, to renew the land tenure agreement . . . to satisfy the . . . 30 year requirement." (Guide, p. 32.) The City of Los Angeles is the landowner and there is no such commitment that was properly approved or granted from the City of Los Angeles through its Board of Recreation and Parks Commissioners.[2]

D. The Autry Museum is Applying for $6.5 Million for Redesigning and Expanding Exhibition Space to House the Collections from the Southwest Museum In Violation of the City's Northeast Community Plan – A Proposal Previously Rejected by the Los Angeles Board of Referred Powers.

There are multiple potential negative impacts that might result from adding 20,000 square feet of exhibition space for exhibition of the Southwest Museum Collections to the Autry Museum's Griffith Park building. These impacts were identified and explained in a letter to the City submitted by Terry Speth, Diana Barnwell, and Miki Jackson on June 29, 2009, a copy of which is attached. (Exhibit 2.) Among these impacts is that the movement of Southwest Museum collections to the newly expanded Autry would violate Policy 14-3.1 of the 1999

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2 This is not the first time the Autry Museum has failed to meet grant requirements. The Autry Museum's most recent state grant was not successfully carried out as the Autry Museum terminated its Round 3 grant agreement with the California Cultural & Historical Endowment (CCHE) , without having raised sufficient matching funds. (September 8, 2009 Letter from Autry National Center to CCHE, Exhibit 5.) The Autry Museum thus wasted CCHE's staff time and with no tangible outcome or benefit to the State.

Northeast Community Plan.

Policy 14-3.1 states "Support the Southwest Museum as a cultural resource, encourage expansion on and off site, and *preserve its present location in Mt. Washington.*" (Speth et al. June 29, 2009 letter to the City of Los Angeles, Exhibit 2, p. 9.)

Other experts in preservation have opined that the unnecessary removal of the exhibition space of the Southwest Museum from its historic place would impair the National Register status of the site. (Exhibit 6, Letters of Highland Park Heritage Trust, Frank Parello/Nicole Possert, Charles Fisher.)

These are just some of the most significant negative impacts brought to the attention of the Los Angeles Recreation and Parks Department in the context of a prior Autry Museum expansion project. You should be aware of the full context of information relevant to this current project that the Autry Museum's earlier proposed project to add 20,000 sq. ft of exhibition space through expansion was the subject of a highly controversial public review process, including an Environmental Impact Report number EIR-RP-013-07 prepared by the City of Los Angeles, that ultimately culminated in no support for approval of the expansion project. (Details and supporting documents of this controversy may be viewed at www.friendsofthesouthwestmuseum.com.) A hearing was held before the City's Board of Referred Powers in June 2009 to consider approval of the Autry's requested project and certification of the EIR.

In the face of widespread public opposition and hundreds of Southwest Museum supporters at the Board of Referred Powers meeting, the hearing was continued before any decision was reached. Instead of pursuing its controversial expansion application, the Autry Museum withdrew its application. It appears that the NOE and grant application the Autry Museum is submitting now to your Department is an effort to obtain grant funding before many members of the public or officials throughout the City are even aware of the Autry Museum's revived intention to again try to expand exhibition space in its facility at the expense of depriving the Southwest Museum of its historic role of exhibiting the Collection -- the precise goal of the former project rejected by the City's Board of Referred Powers without a condition to protect the Southwest Museum.

Conclusion.

Based on the evidence presented, we request that you deny the grant

application for the Autry Museum's project due to its deficiencies and inability to meet Department grant guidelines. If you further consider it, the Department must prepare and certify a legally adequate environmental review document, since the NOE attached to this grant application is null and void as having been improperly issued and because the prior City of Los Angeles' EIR was never certified by the Los Angeles City Council. The Department must also request that the City of Los Angeles approve a legitimate and binding Lease Amendment to the existing Lease to extend the terms for 30 year land tenure.

The Department should be no less careful than the City of Los Angeles' Board of Referred Powers who refused to certify the EIR for the prior expansion project or grant approvals without a condition obligating the Autry Museum to rehabilitate and continue to use the historic Southwest Museum. The Department has the discretion to deny the grant request outright, or to impose conditions on this strikingly similar, but new expansion proposal, inside Autry Museum.

Please put this firm on your mailing list for all decisions or notices related to the Autry Museum's proposal and its environmental review by State Parks and Recreation.

Should you have any questions or require further information, please do not hesitate to contact me at (310) 314-8040, ext. 2.

Thank you for your consideration.

Sincerely,

Douglas Carstens

Exhibits:

1. Excerpt of City of Los Angeles Lease to Autry Museum, p. 36.
2. June 29, 2009 Letter re Autry National Center Expansion for the Southwest Museum Collections to Los Angeles City Council, without exhibits
3. Notice of Exemption of City of Los Angeles filed June 25, 2010
4. City of Los Angeles letter of June 23, 2010 re Autry National Center- Letter Regarding Land Lease Extension.
5. Autry National Center September 8, 2009 Letter to CHHE.
6. Letters of Highland Park Heritage Trust, Frank Parello/Nicole Possert, Charles Fisher

cc: Sedrick Mitchell, State Parks
Hon. Jose Huizar, Los Angeles City Council member
Hon. Ed Reyes, Los Angeles City Council member
Hon. Kevin de Leon, Senator
Hon. Gil Cedillo, Assemblymember
Autry National Center

Exhibit 1

XX. CONSTRUCTION OF MUSEUM:

A. CITY and MUSEUM agree that the Western Heritage Museum shall be constructed in conformance with plans prepared by MUSEUM and approved by the BOARD. Such approval by the BOARD shall not be unreasonably withheld. Subject to all applicable laws, rules and regulations, MUSEUM shall be entitled to grade and contour the premises, to excavate and to take all other actions on the premises that may be necessary or desirable in order to construct the Western heritage museum and any subsequent improvements or additions thereto.

B. Following the original construction of the Western Heritage Museum, (i) any expansion or major permanent external modification to the existing museum structure with an estimated cost of five thousand dollars ($5,000.00) or more shall require the prior written consent of the BOARD and (ii) any expansion or major permanent internal modification to the existing museum structure with an estimated cost of Twenty-Five thousand dollars ($25,000.00) or more shall require the prior written consent of the BOARD. Said consents shall not be unreasonably withheld or delayed.

C. The BOARD's approval of plans for the Western Heritage Museum shall include the approval of plans for landscaping and other outdoor improvements related to the MUSEUM.

Exhibit 2

LETTER OF NORTHEAST COMMUNITY PLAN EXPERTS

REGARDING:

Autry National Center Improvements Project

EIR – RP –013-07 /Board of Referred Powers 2009-02

Terry Speth 4325 Victoria Park Drive Los Angeles, CA 90019
Diana Barnwell 630 West Avenue 46 Los Angeles, CA 90065
Miki Jackson 236 South Avenue 60 Los Angeles, CA 90042

Hon. City Council and
Related City Decision Makers
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

June 29, 2009

RE: Autry National Center Expansion for the Southwest Museum Collections
2009-02 Board of Referred Powers EIR-RP-013-07

Dear Council and City Decision Makers:

The undersigned members and former City Planning Department staff of the Northeast Community Plan Advisory Committee, submit the following comments regarding the City of Los Angeles's ("City") lack of compliance with the California Environmental Quality Act ("CEQA") in respect to consideration of the project proposed in the final environmental impact report ("FEIR") prepared by the Department of Recreation and Parks for the Autry National Center Griffith Park Improvements Project ("Project").

CREDENTIALS OF THE COMMENTERS

Terry Speth was a planner for the City of Los Angeles for over 25 years. The Northeast Community Plan revision process ran from January 1990 until the Plan's adoption by the City Council on June 15, 1999. The Community Plan Advisory Committee ("CPAC"), a 21-member group of persons appointed by the affected council offices, guided development of the Plan. From March 1996, Mr. Speth was involved in ALL of the community meetings, drafting, and revisions of the entire Plan that was ultimately adopted by the City Council. Of all the Planning Department staff assigned to the revision of the Northeast Community Plan, Mr. Speth as the project manager served the longest in drafting and interpreting the Plan. Mr. Speth is a recognized expert on the Northeast Community Plan and its application in a variety of factual circumstances.

Diana Barnwell and Miki Jackson both participated in CPAC for its entire existence from January 1990 until a few years after the plan's adoption – a span of 13 years. As appointees for their respective council districts, they participated in both the drafting of all portions of the Plan until it was adopted. Subsequently, they continued to serve with the several other CPAC members as the body primarily responsible for Plan monitoring and interpretation of the Plan by reviewing proposed development projects in the Plan area. This experience makes both Barnwell and Jackson City –appointed and City-recognized experts in the application of the Plan to various factual situations.

In addition, Diana Barnwell was a key community activist involved in retaining the Southwest Museum in its historic location when that Museum's directors twice tried to move the Museum's world-class collections to other locations in Southern California. In both of these hard fought battles, the Council and Mayor declared the centrality of the Southwest Museum to Los Angeles' identity. To this end, Ms. Barnwell, perhaps more than anyone knows the history of how the Northeast Community Plan was designed to include an express land use policy that the Southwest Museum's use as a museum be retained on Mount Washington.

I. INTRODUCTION.

Despite objections made during the Draft EIR's public comment process,[1] the FEIR fails to address a significant negative land use impact that will result if the City approves the Project as described in the FEIR. CEQA mandates that a Lead Agency shall analyze both the direct and indirect impacts that would occur as a result of the project being implemented as proposed. (Public Resources Code § 21065; CEQA Guidelines § 15378.) The Project as proposed would result in a violation of the City's General Plan policies (as expressed in the Northeast Community Plan) that obligates City decision makers to take no action that result in the removal of the Southwest Museum from "its present location i Washington." Approval of construction of replacement space in the Autry expansion Project will [illegible] Southwest Museum from its present location or enable such removal. Because the EIR denies there is any connection between the construction of replacement facilities in Griffith Park and the removal of the Southwest Museum from "its present location in Mt. Washington," the EIR contains an undisclosed significant adverse environmental

would
Mt.

[1] Comment letter of Diana Barnwell, Comments 23-6 to 23-13; Comment letter of Nicole Possert and Frank Parello, Comments 43-62 and 43-63.

impact. This impact can be mitigated but the Autry and City refuse to incorporate feasible and enforceable mitigation measures from a 2004 Rehabilitation Report for the Southwest Museum prepared by Autry's own experts.

Additionally, by violating the City's General Plan, the required findings for the requested Vesting Conditional Use Permit, and Parking Zoning Variance cannot be made by the City because the Project is not in conformity with the City's General Plan.

II. SUMMARY OF THE ANALYSIS.

The FEIR studiously avoids disclosing the principal purpose of this project and in so doing, violates the fundamental purpose of CEQA to disclose and mitigate with legally enforceable measures all potential significant negative impacts. The failure to provide an accurate Project Description cascades through the EIR tainting the Land Use, Cultural Resources, Alternatives, and Environmentally Superior Alternative analysis. The EIR is so deficient it cannot be used for the environmental clearance for the Project.

The Autry Board of Directors announced in a March 7, 2005 press release that the principal purpose of this Project was to absorb and merge the Southwest Museum into an expanded Autry building in Griffith Park. The March 7, 2005 press release was disseminated to the public before Autry hired the law firm of Latham & Watkins and the EIR consultant PCR Corporation to begin work to seek the entitlements to expand the Autry Museum building located in Los Angeles' historic Griffith Park.

Prior to morphing and massaging of the Project purpose in official City environmental documents, written by Autry's consultants and attorneys, Autry's declared purpose of this Project was to take the institutional administrative offices, the 250,000 piece artifact collection, the extensive Braun library collection, and the exhibition spaces of the Southwest Museum from its location within the boundaries of the Northeast Community Plan and construct a 129,000 square foot addition onto the former Gene Autry Western Heritage Building so that the entire Southwest Museum institution could be absorbed and merged into the single expanded Autry Museum Building. Over the past three years it has become increasingly clear that Autry intends to market the merged entity at the Griffith Park site location to the public under the exclusive brand name of the "Autry National Center" or just "the Autry."

Since the hiring of Latham & Watkins and PCR Corporation to prepare the draft EIR documents submitted to and adopted by the staff of the City's Recreation and Parks Department largely unchanged, the Project purpose has been recast as merely a set of "improvements" to accommodate the Autry National Center's collections – as if the physical merger of the institutions has already occurred and the Project is just a final niggling detail. To this end, the EIR evasively states that the Autry Board of Directors has no specific proposal for the future use of the nationally significant Southwest Museum or Casa de Adobe buildings and therefore it would be "speculative" to include in the EIR any discussion of potential environmental and land use impacts[2] that would follow once the Southwest Museum's museum use is removed its present location in Mount Washington.

First, this claim is directly contrary to the Merger Agreement between the Autry and Southwest Museums which specifically obligates the Autry Board of Directors to develop an Autry National Center Master Plan to be used for decision making about its two museum campuses. The Master Plan was to specifically guide Autry Board of Directors' decision making regarding the future of all of its facilities. For the Autry to now claim in EIR documents that it has "no specific proposal" for the future fate of the Southwest Museum's Arroyo Seco campus[3] appears to be in direct opposition to Autry's contractual and fiduciary duties by failing to prepare the required Master Plan before making the key decisions. It is puzzling that in testimony before City decision makers the Autry's attorneys and representatives claimed that such a Master Plan was completed. This Master Plan has never been released to the public for review. Thus, the claims in the EIR that no specific proposal exists are contradicted by the opposite claims made by Autry representatives in every other public venue EXCEPT the EIR.

Second, it must be conservatively assumed from the EIR's refusal to state the Autry Board's contemplated future use of the Arroyo Seco Campus, that the Project will enable the removal of the entire Southwest Museum's museum use from Mount Washington to Griffith Park. The Project proposal seeks 20,000 square feet of museum exhibit space for the Southwest Museum's collections. The historic Southwest Museum site on Mount Washington has 12,500 square feet of exhibition space. The new 129,000 square feet of the Project "improvements"

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[2] E.g., DEIR – Executive Summary at p. 20, DEIR – Cultural Resources at p. 164.

[3] Throughout the EIR the Autry and City refer to the Mount Washington site as the "Arroyo Seco campus." The site names may be used interchangeably in this letter.

would enable the complete removal of the museum use from Mount Washington because it would include more than enough floor space to remove all Southwest Museum operations from the Arroyo Seco campus location. For the last five years, Autry legal representatives have refused to discuss a project condition or project alternative that includes, as a condition of a City project approval, that the Griffith Park expansion be reduced in exhibition space and Autry rehabilitate and maintain the historic museum site use for primary ongoing exhibition of the Southwest's collection.

Based upon the foregoing, implementation of the Project as proposed will be inconsistent with the Northeast Community Plan policies that require that the Southwest Museum's museum use remain on Mount Washington. Additionally, if the City grants a discretionary permit allowing the construction of the Project so as to enable the removal of the Southwest Museum's museum land use from Mount Washington, the City decision makers will additionally violate the City's fundamental zoning law in the General Plan.

The EIR goes to extraordinary, indeed preposterous lengths, to deny that the Project in Griffith Park has any relationship to the Southwest Museum's Arroyo Seco campus. The reason for the forceful denials of any link between the Project and the Southwest Museum campus is palpably transparent. If the City and Autry conceded that there is a significant negative land use impact from implementation of the Project as proposed, either of the options contained in the Autry's 2004 Rehabilitation Report for the Southwest Museum would mitigate such a significant land use impact. CEQA would require the City to select the 2004 Rehabilitation Report plan if the EIR "finds" a potential significant land use impact, and as we understand the politics of this issue, Autry, particularly its most significant donor, Mrs. Autry, does not want a continuing obligation to preserve the Southwest Museum site on Mount Washington as a part of the Autry National Center. We are of the opinion that the elephant in the room is that the Autry and the City both KNOW there will be a potential negative impact if the Autry is allowed to remove the Southwest's collection and therefore the museum land use from Mount Washington.

In our expert opinion, the City cannot make the factual findings required for the Findings of Facts or a Statement of Overriding Considerations. The Autry National Center Board of Directors and its legal and EIR advisors have to know this. This has likely resulted in advisors to the Autry National Center Board of Directors to pursue a CEQA legal strategy to forcefully deny there is any land use impact of the Project even though it is obvious there is. Accordingly, Autry's legal advisors, Latham & Watkins, and Autry's EIR consultant, PCR Corporation,

have conducted an intellectually dishonest effort to draft false and misleading EIR documents and correspondence with the City claiming that there is no land use impact on the Northeast Community Plan.

Sadly, the Department of Recreation and Parks, Environmental Review Unit, has passively accepted this position expressed in the EIR and it is just one example of how the City, despite certifications to the contrary, has failed to exercise independent judgment in signing off on the current version of the EIR. This strategy of Latham & Watkins and PCR Corporation has been undertaken rather than properly informing their client that it is simply illegal to remove the Southwest Museum from Mount Washington when Autry's own expert study, confirmed by other museum operation experts, established as a fact that the existing Southwest Museum can feasibly be rehabilitated to meet museum standards and will earn revenues as a percentage of operating cost normal for the museum industry. By any normal metric, the Autry Board of Directors should be pursuing a sensitive rehabilitation of the Southwest Museum and reducing the size of its desires to appropriate the people's park land to private use.

For these reasons, the Board of Park and Recreation Commissioners, the Board of Referred Powers, the City Planning Commission, and the City Council have no factual or legal basis to adopt the Final EIR, certify that it currently complies with the requirements of CEQA, make the factual findings required for a Statement of Overriding Considerations, or make the required factual findings required for the Autry's requested land use entitlements, including the Vesting Conditional Use Permit and the multiple variances.

III. ANALYSIS.

CITY APPROVAL OF THE PROJECT WILL VIOLATE THE NORTHEAST COMMUNITY PLAN WHICH IS AN UNDISCLOSED ADVERSE LAND USE IMPACT OF THE PROJECT ON THE GENERAL PLAN OF THE CITY.

A. The Previous And Current Text of the Northeast Community Plan Establishes That Maintaining The Museum Use Of The Southwest Museum Is A Central General Plan Policy

We begin our analysis of the current Northeast Community Plan with its predecessor, adopted by the City Council on July 3, 1979. A copy of the 1979 Northeast Community Plan is attached hereto as **Exhibit 1**. We begin by noting

for the record that the City Planning Department, in selecting an image for the cover of the 1979 Northeast Community Plan that best represented the area, chose the image of the Southwest Museum perched on its hillside above the historic Arroyo Seco and the community of Highland Park. It is hard to imagine more powerful visual evidence of the centrality of the Southwest Museum to the identity and sense of place than this iconic image selected by the City for the front cover of the 1979 Northeast Community Plan.

There are only four general objectives of the 1979 Northeast Community Plan. However, this one is most telling about the community's sense of connection to the Arroyo Arts culture and history:

> "OBJECTIVES OF THE PLAN
> GENERAL
> - To create an environment with diversity, balanced growth, identity and historical continuity."

This objective epitomizes the vital impact of historic context in this Community Plan.

With regard to public facilities, the 1979 Northeast Community Plan set as an objective "to promote the preservation of views, historic sites, natural character and topography of the District for the enjoyment of both local residents and persons throughout the Los Angeles region." This objective was clearly tied to the cultural richness and context of the hilly terrain of the Plan area and the desire to preserve the many historic sites within the Plan boundaries.

The 1979 Plan specifically called out that the Plan "supports the continued development of historic, cultural, and natural monument sites" and stars on the associated Northeast Community Plan map showed at least 13 Cultural & Historical Sites, including the Southwest Museum and Casa de Adobe locations.

The 1979 Plan prophetically envisioned a specific plan to enhance and connect the numerous cultural heritage museums and sites in close proximity:

> "V. SPECIFIC PLAN-
> CULTURAL AND HISTORICAL
> LANDMARKS

> The City should, when authorized by the City Council, consider the establishment of a regional Cultural Park through municipal or Federal funding. This facility should include and connect Heritage Square, the Lummis Home, Casa de Adobe, Sycamore Grove Park, the Southwest Museum, and the Native Sons of the Golden West Museum."

This Specific Plan is the City's acknowledgement that the original uses of the Southwest Museum and the Casa de Adobe, now owned by the Autry, are connected to other significant historic and cultural museum sites in the immediate vicinity.

While the 1979 Plan was replaced by the 1999 Plan, the 1979 Northeast Community Plan provides an important context and demonstrates the centrality of the Southwest Museum as the most significant museum land use in the Northeast Community Plan area.

In 1990, the City began the Community Plan Revision. To this end, the CPAC was appointed. Ms. Barnwell and Ms. Jackson were appointed to CPAC and Terry Speth was the principal City Planner assigned to staff the revision process. This is evidenced by Mr. Speth's signature as City Planner on the April 27, 1999 staff report that recommended adoption of the Plan amendments. Attached as **Exhibit 2** is a copy of a portion of the staff report. The City staff report describes the CPAC role at pages 16-18 of **Exhibit 2.**

Page 1 of the 1999 Northeast Community Plan states that the area has long been recognized as the location of major recreational resources, medical facilities, centers of higher learning, and home to "the City's first museum, the Southwest Museum." Attached as **Exhibit 3** is a copy of relevant portions of the Northeast Community Plan.

As iterated in Chapter II of the Northeast Community Plan, the Plan is an integral part of the City's General Plan, the fundamental land use planning policy document of the City of Los Angeles. "The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, prospective investors, and business interests."

The 1999 Northeast Community Plan identified the following as one of five fundamental purposes of the Plan:

> "Regulating the development opportunities associated with the future rail transit system to maximize the economic potential while minimizing any adverse impacts."

The Northeast Community Plan was therefore drafted in anticipation of rapid transit to enhance and ensure the economic viability of the Southwest Museum. A provision of the Northeast Community Plan makes it unlawful for the City to pursue any policies to allow the Museum to move away from the Northeast. This is clearly consistent with maximizing the economic potential of the Southwest Museum adjacent to a major transit node and minimizing any economic losses from a possible departure from the community.

The 1999 Northeast Community Plan had a special section devoted to preservation of historic and cultural amenities. GOAL 14 was: "**A community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.**"

Supporting that GOAL was OBJECTIVE 14-3: "To enhance and capitalize on the contribution of existing cultural and historical resources in the community." This OBJECTIVE was implemented by the following policy:

> "POLICIES
> 14-3.1 Support the Southwest Museum as a cultural resource, encourage expansion on and off site, and **preserve its present location in Mt. Washington**.
> Program: The Plan's policies and programs, regarding transit stations and transit-oriented districts **improve the viability and accessibility of the museum and reinforce its significance as a focal point of the community**." (emphasis added).

This is it. This is the General Plan policy and program that Autry attorneys and EIR consultants do not wish to face. They have no credible response to the mandate that the City Council shall only take actions that "preserve its (the Museum's) present location in Mt. Washington." To support this important land use policy, the Northeast Community Plan emphasizes the transit station and transit-oriented district policies and programs as intended to "improve the viability (read economic viability) and accessibility (read more tourists, visitors, and income) of the museum and to reinforce its significance as a focal point of the

community." This program of the City, that acknowledges that the Southwest Museum is the focal point of the community, is the functional equivalent of the 1979 Plan that placed the image of the Museum on the front cover of the Plan demonstrating it was indeed the focal point of the community.

Before the Autry knew the significance of the wording of its March 7, 2005 press release, it boldly announced that the purpose of the Project was to move the entire Southwest Museum institution from its location. That proposed action, if endorsed and enabled by the City, would result in a violation of the Northeast Community Plan. It cannot be explained away. It cannot be sidestepped. To the extent the EIR refuses to concede it, it is a biased and non-objective environmental document that violates the mandates of CEQA.

B. There Is Substantial Evidence In The Record That The Project's Unstated And Real Purpose Is To Remove The Southwest Museum From Mt. Washington To Griffith Park.

1. Autry's 2005 Press Release Is The Best Evidence Of The Purpose Of The Project.

On March 7, 2005, the Autry National Center Board of Directors issued a press release announcing that it had commissioned "Overland Partners Architects to Design New Buildings and Galleries at Los Angeles Campus." A copy of the Autry's press release is attached as **Exhibit 4**. The subheading on the Autry's press release stated:

> "Design **will highlight collection of the Southwest Museum of the American Indian** and expand Center's Research Institute and Library" (emphasis added).

In the first paragraph of the press release, Autry publicly declared that the goal of the project was to "physically merge" the Autry and Southwest Museum institutions:

> "LOS ANGELES, California (March 7, 2005) – The Autry National Center has selected Overland Partners

> Architects,[4] an award-winning firm based in San Antonio, Texas, to develop a master plan and design new buildings and expanded galleries for the multicultural history center's campus in Los Angeles's Griffith Park. The project will **physically merge** the multiple institutions that have come together in recent years to form the Autry National Center. **A large portion of the Autry's expansion will be dedicated to the Southwest Museum of the American Indian**, quintupling the gallery space currently devoted to its world-class collection." (emphasis added).

A few paragraphs down in the press release are details that demonstrate the purpose of the Project is to expand the existing campus in Griffith Park to incorporate the existing Museum of the American West (the new name for the former Gene Autry Western Heritage Museum building) and new galleries and collection storage and staff offices of the Southwest Museum. The press release expressly acknowledges that the Project will involve "relocation" of the Southwest Museum to the expanded Griffith Park location:

> "Overland Partners has been charged with creating a master plan for the Center's 10-acre campus in Griffith Park that **incorporates new buildings with the Center's existing facilities**,[5] chiefly the Museum of the American West. Opened in 1988, the museum's existing 148,000-sq.-ft. structure along Interstate 5 expresses the California Mission style in a contemporary context.

---

[4] Two years into the design process, the Autry Board of Directors fired Overland Partners, presumably because the Board did not like the design created by Overland Partners or did not like the projected cost, or both. As a result, a personal friend of Autry CEO John Gray, Brenda Levin, was brought in to pick up the pieces and come up with a less expensive project proposal.

[5] As the project later evolved, the Autry Board of Directors abandoned all pretense of respecting the separate integrity and public identity of the Southwest Museum. Accordingly, what was originally represented to the press as adding "new buildings" to the campus came to be a single monolithic building for the "Autry National Center" and later, perhaps an adjacent building for the Institute for the Study of the American West which will merge together the libraries of the former separate institutions.

> Overland will work over the coming months **to design an expansion comprising approximately 20,000 sq.ft. of galleries to exhibit and interpret the collection of the Southwest Museum of the American Indian**, an arm of the Autry National Center that is **currently located about seven miles southeast of the Griffith Park campus in the Mt. Washington area** of Los Angeles. An additional 30,000 sq. ft. of underground storage at the Griffith Park campus **will securely house the remainder of the Southwest's collection**, most of which will be visible to museum visitors.
>
> The Southwest's cramped buildings in Mt. Washington, dating to 1914, have deteriorated to a point that threatens the museum's holdings. **Relocating to Griffith Park will result in more than five times the current gallery space to showcase a collection of Native American art and artifacts that is considered one of the largest and most significant in the world.**"

The Autry's press release makes crystal clear in its own words, unfiltered by the omission and doublespeak of Latham & Watkins and PCR Corporation, that the Autry's goal is to move the Southwest Museum institution and "one of the largest and most significant in the world" Native American artifact collections into the Autry's single building where its own lesser collection currently resides.

Thus, the purpose of the project proposed in the EIR is to expand the Autry's museum building by 129,000 square feet so that the three institutions of the Autry National Center that were originally represented in press releases as three separate publicly identified institutions could be all located in a single campus complex henceforth only marketed to the public as the "Autry National Center" or, just "the Autry." In this way, the Autry's project, if approved as proposed, will have the City Los Angeles and its elected City Council participating in the Autry's breach of its Merger Agreement conditions of receiving these assets and result in a misrepresentation to the public of the Southwest Museum's world-class collection to future generations as only Autry's collection. This severs the Southwest's collection from its proper historic context in the National Register Southwest Museum campus.

2. **The FEIR And All Correspondence With The City Is Directed At Obscuring The Negative Land Use Impact On The Northeast Community Plan.**

Once the Autry retained William Delvac and George Mihlsten of Latham & Watkins and PCR Corporation, work began in 2005-2007 to draft an EIR that minimizes references to the Southwest Museum and doggedly denies that the expansion project in Griffith Park has any factual or legal environmental relationship with the existing Southwest Museum location. The effort to misrepresent the fundamental purpose and nature of the project began with the abstract title selected: "Autry National Center Griffith Park **Improvements** Project." Although the project was announced in 2005 as a master plan for expansion of the Griffith Park buildings, it is now entitled with the same name that someone might assign to a modest upgrade of building fixtures and landscaping: "improvements."

In the Project Description prepared by Latham & Watkins attorneys and PCR Corporation EIR consultants, the Initial Study removes all reference to the Southwest Museum or the fact that the project involves movement of Los Angeles's first and most historic museum from Mt. Washington into Griffith Park:

> "To assist in implementing its mission to 'explore the experiences and perceptions of the diverse peoples of the American West,' the Autry National Center proposes the Autry National Center Improvements Project . . . at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,884 square-foot Museum; **expand the facility by approximately 129,000 square-feet** in two phases; and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. **These improvements would allow the Autry National Center to establish the center as the premier interpretive site for the exhibition of the American West**, to store its

> **collections in a single location** with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collection and staff areas); **to provide additional gallery and presentation areas** for the public; **to enhance its research and education programs**; and to **enhance the facility as a cultural resource**." (emphasis added).

The Project Description for the Initial Study morphs the three separate institutions of the Center into a single entity called the "Autry National Center." Therefore, instead of disclosing to the public that the expansion's purpose is substantially dedicated to constructing square footage to house the Southwest Museum's collection and programs, it is mischaracterized as allowing the Autry National Center to store ITS collections. Instead of disclosing to the public that the expansion's purpose is dedicated to providing new exhibition gallery space for the Southwest Museum to replace and render redundant the exhibition spaces in the National Register Southwest Museum building, it is only characterized as allowing the Autry National Center "to provide additional gallery and presentation areas." Instead of disclosing to the public that the expansion's purpose is to remove the third grade curriculum programs and the popular children's "Dig It" program from Mt. Washington to Griffith Park, it is only characterized as allowing the Autry National Center "to enhance its research and education programs."

The Autry Board of Directors has engaged in a multi-year public relations campaign to walk away from donor restrictions imposed upon it by the Merger Agreement with the former Board of the Southwest Museum. The Merger Agreement obligated the Autry Board to perpetually maintain the separate integrity and independent institutions of three public entities: *the Autry Museum of Western Heritage (later named the Museum of the American West), the Southwest Museum, and the Institute for the Study of the American West.* See Merger Agreement § 12(b) and § 13(f). These institutions were to have separate directors, separate curatorial staffs, and separate budgets which would reinforce their separate existing identities – especially that of the Southwest Museum. The Autry National Center was supposed to operate as an umbrella for these separate institutions, much like the Getty Trust or the Smithsonian Institution actually do independently market and operate their separate component museum institutions.

The records of this City document that this was how the Merger Agreement was to be implemented. In Council File 04-1071, Councilmembers LaBonge and

Villaraigosa called upon the management of the Autry to present plans for implementation of the merger with the Southwest Museum to the Arts, Parks, Health and Aging Committee of the Los Angeles City Council:

> "Motion - The Autry National Center, headquartered in Griffith Park, was created as a result of the recent merger of the Southwest Museum of the American Indian and the Museum of the American West (formerly the Autry Museum of Western Heritage). The Center is creating a broad foundation of knowledge about the significance of the history of the western United States and the profound role of America's indigenous peoples. The Center is providing new learning opportunities for scholars, educators, students, and the general public, thus giving the Autry a distinctive national profile. **The Autry National Center is organized around three public entities--the Southwest Museum, Museum of the American West, and the Institute for the Study of the American West.** It draws on the resources of each to preserve and expand the Center's unparalleled collections and advance public knowledge about the history of the peoples and cultures of the American West. Through public programs, publications, and outreach efforts, the Center is engaging increased numbers of people, including tens of thousands of City school children, as well as other audiences at the local, national, and international levels. **The Southwest Museum will continue to operate at its Mount Washington campus where long-term exhibitions, research services, and a variety of public programs will be available for scholars, school groups, and the general public. The Museum of the American West and the Institute for the Study of the American West will continue to operate at the Center's Griffith Park campus, along with the Center's administrative offices. While core programmatic activities of the two museums and the Institute take place at their respective facilities, each entity will maintain a public life at both campuses.** The creation of the Autry National Center provides exciting new opportunities for the City and its residents. As such it is important to

> obtain information from the directors of the Southwest Museum, Museum of the American West, Institute for the Study of the American West as to their current operations under the merger and their plans for the future. THEREFORE MOVE that representatives of the Autry National Center be requested to make a presentation to the Arts, Parks, Health and Aging Committee relative to the recent merger of the Southwest Museum and Museum of the American West and creation of the Autry National Center, their current operations, and their plans for the future." (emphasis added).

The specifics regarding the planned Autry National Center contained in this motion, beyond the knowledge of the various Council offices, were provided to the Council office staff by the Autry National Center management. This Motion and hearing occurred before the City Council in spring 2004, approximately one year before the Autry Board of Directors announced its new plan to "physically merge" all the institutions together under a single named building: Autry National Center. That announcement came with the Autry's press release set forth above.

C. The City Is Required By CEQA To Analyze All Direct And Indirect Impacts Of The Project Proposed In The EIR.

As stated at the outset of this letter, CEQA requires the City to objectively and fairly analyze the direct and indirect impacts of the Project. Throughout the EIR, other potential significant impacts are analyzed and the Autry and City have not tried to deny possible impacts. For instance, the EIR does not say: "The intersection of Crystal Springs Drive and Los Feliz Blvd are not part of the Project," and then deny that it must analyze traffic impacts. Or, the EIR does not say: "The Zoo Magnet School and the Golf Course are not part of the Project," and then try to avoid analyzing the potential construction air quality and noise impacts on those off-site areas. Only the campus of the Southwest Museum in the Arroyo Seco is reserved for this differential treatment.

Such language appeared in the draft EIR and it appears today in the proposed findings of fact in support of the Project approvals before the City:

> "The Arroyo Campus is not part of the project"
> Executive Summary, DEIR, p. 5.

The reason for this statement is clear. The Autry and its advisors are trying to avoid analyzing the Project in the context of the Northeast Community Plan. By constantly stating that the Arroyo Campus is "not part of the project" there is an arguable reason to avoid analyzing the Northeast Community Plan in the Land Use section of the EIR. On pages 180-81, of the DEIR, there is a claim that ONLY the Hollywood Community Plan "implements the land use standards of the City." Conspicuously absent from the analysis is ANY reference to the Northeast Community Plan. It is clear why: The Autry and its consultants cannot explain away a General Plan policy directed to maintenance of the Southwest Museum on Mount Washington. It is the elephant in the room and City's EIR is fatally flawed by its stubborn refusal to acknowledge that the PURPOSE of the Project is to move the Southwest Museum from the Northeast Community Plan area on Mount Washington to public land in Griffith Park.

D. The City's General Plan Will Be Violated By Actions That Factually And Legally Will Flow From Approval Of The Project As Proposed.

The approval of the Project by the City would directly or indirectly clear the way for the Autry to construct exhibition, storage, library, and administrative offices in Griffith Park and then, later, declare it is selling or giving away the Southwest Museum Arroyo Campus. Highlighting and underlying this likely scenario is the equally stubborn refusal to indicate that the Autry has any future plans for the Southwest Museum's Arroyo campus:

> "The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at Griffith Park Campus.
>
> As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any

> analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resources Code and the CEQA Guidelines, these resources would not be impacted by the project." DEIR, p. 164.

These two paragraphs of the DEIR contain numerous misrepresentations of fact. None of them were corrected in the Additions and Corrections to the Draft EIR after receipt of scathing comment letters from the public. First, the movement of the Southwest Museum's museum land use from Mount Washington to Griffith Park is a part of the contemplated actions related to the Project. Such actions cannot be broken down into discrete little actions: this Project entails not just building new space, but most significantly, moving the Southwest Museum into it. The representation that the Autry's Board is determined to move the collection out of the Southwest Museum building no matter what is not supported with any objective evidence. Where will the Board move the Southwest's collections if the expansion in Griffith Park is not approved? To a Public Storage building? To Mrs. Autry's garage? The mere suggestion is factually unsupported in the record.

It is true that there was an Autry report issued in September 2004, but it is factually untrue that it was a "reuse" report for the Southwest Museum. It is entitled "Rehabilitation Report" and its purpose was to determine if the Southwest Museum could be returned to service as a full museum. That is not "reuse" and the EIR contains this false representation. The Rehabilitation Report is barely mentioned because it is 227 pages of objective evidence in this record that to avoid a significant land use impact on the Northeast Community Plan, the City could use its discretion to reduce the exhibition spaces authorized for construction in Griffith Park and require the Autry to carry out Option A or B of the Rehabilitation Report. This report, prepared by about 15 subject matter experts concluded the Southwest Museum building was sound for rehabilitation to meet museum standards and could generate at least 38% of its operating costs which is acknowledged to be within the norm of the museum industry. Thus, the Draft EIR contains substantial misrepresentations of fact about the Autry's 2004 Rehabilitation Plan and significantly, the EIR fails to examine the feasibility of implementing Option A or Option B of the Rehabilitation Plan to mitigate the land use impact. Additionally, we are sure other experts are weighing in on how separation of the Southwest's collection from its historic building will also impair the cultural resource of the Southwest Museum building integrity and cultural context.

Finally, there is one more significant misrepresentation in the Draft EIR: the claim that Autry has no specific plan for the future of the Southwest Museum. Here in the EIR, the City's official document for this expansion project, there is a denial of any future plan and therefore an unsubstantiated claim of no requirement to analyze potential future impacts. Even if this were true, there are a limited number of options that the Autry has explored and the refusal to disclose to the public and the decision maker what these scenarios might be an discuss the environmental implications is an abuse of discretion and failure to proceed in accordance with CEQA.

More significantly, Autry has desperately tried to assure the public that it HAS A CONCRETE AND BELEIVABLE PLAN for the Southwest Museum outside the EIR. To this end, it has articulated a future vision at the website www.futureswm.org. When that failed to satisfy the public, Autry then brought out the Mayor of Los Angeles and Councilmember Jose Huizar to endorse the Autry's plan to convert the Southwest Museum land use from museum to an education and cultural center. The Mayor and Mr. Huizar even announced the formation of a group called "The Southwest Society" to raise funds for this future Autry plan. After 21 months of existence, this group has raised no funds. See the website www.southwestsociety.org. Attached at **Exhibit 5** are copies of all of these materials that Autry is using apart from the EIR to represent that it has a plan while in the City's official document, claiming that there is no plan.

The City of Los Angeles cannot credibly join in this fraud by adopting the EIR that denies there is a project planned for the Southwest Museum when, outside the EIR, the City's own Mayor and City Councilmember are publicly claiming and endorsing the Autry's plan as an acceptable plan.

CONCLUSION

For the reasons set forth above, the EIR fails to comply with CEQA laws and regulations. The Southwest Museum's loss of its museum land use, in violation of the City's General Plan, is at risk with the City's project approval without an enforceable mitigation. Such a mitigation measure exists in the form of the options set forth in the Rehabilitation Report. The failure to properly describe the Project has resulted in a faulty analysis of the following: Project Description, Land Use, Cultural Resources, Alternatives and Environmentally Superior Project Selection. There is no power to approve the Project using the current deficient EIR.

Terry M. Speth

Diana Barnwell

Miki Jackson

Exhibit 3

COUNTY CLERK'S USE

FILED

JUN 25 2010

REGISTRAR-RECORDER/COUNTY CLERK

I. JIMENEZ

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Article III, Section 3, City CEQA Guidelines)

CITY CLERK'S USE

DOCUMENT FILED
City Clerk's Office
File No. ENV-2010-1997-EIR
Certified by
DATE: JUN 25 2010

Submission of this form is optional. This form shall be filed with the County Clerk, 12400 East Imperial Highway, Norwalk, California 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitation on Court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitation being extended to 180

LEAD CITY AGENCY AND ADDRESS: Department of Recreation and Parks, 221 N. Figueroa Street, Suite 100, Los Angeles, CA 90012	COUNCIL DISTRICT: 4
PROJECT TITLE: AUTRY NATIONAL CENTER (Griffith Park) - Facility Remodeling of Exhibit Space for Interpreting Native American Environmental Stewardship	LOG REFERENCE: Proposition 84 Grant
PROJECT LOCATION: 4700 Western Heritage Way, Los Angeles, CA 90027	

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

The proposed project will to create two exhibit galleries and an outdoor teaching garden devoted to the indigenous peoples of California, their relationship to the natural environment, and key stewardship practices they have employed in sustaining their traditions and lifeways. The project will include infrastructure improvements to two existing museum spaces that will house the California Indian exhibits, as well as the conversion of an existing exterior interpretive space into the Native California teaching garden. The project will also include the renovation of existing restrooms common to each of these interpretive areas. All remodeling work will be accomplished within the museum's existing footprint and no exterior walls of the museum building will be modified. The patrons of the Autry National Center museum and Griffith Park will be the beneficiaries of the project.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

Autry National Center 4700 Western Heritage Way, Los Angeles, CA 90027

CONTACT PERSON:	AREA CODE	TELEPHONE NUMBER:	EXT.
PAUL DAVIS	213	202-2667	

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ DECLARED EMERGENCY	Art. II, Sec. 2a(1)	ART. 18, Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2(a)(2)(3)	ART. 18, Sec. 15269(b)(c)
☐ MINISTERIAL PROJECT	Art. II, Sec. 2b	ART. 18, Sec. 15268
☒ CATEGORICAL EXEMPTION	Art. II, Sec. 2(c) See Below	ART. 19, Sec. 15300 -15332
☐ GENERAL EXEMPTION	Art. II, Sec. 2(d)	ART. 18, Sec. 15262
☐ STATUTORY EXEMPTION	Art. II, Sec. 2(i)	ART. 18, Sec. 15282

	Category	(City CEQA Guidelines)	
1	1, 13	Art. III, Sec(s).	1(a)(1)(13)
		Art. III, Sec(s).	
		Art. III, Sec(s).	
		Art. III, Sec(s).	

☐ OTHER (See Public Resources Code Sect. 21080(b) and set forth in state & city guidelines provisions)

JUSTIFICATION FOR PROJECT EXEMPTION:

The project involves interior and exterior alterations to established and discrete areas of an existing facility which are fully developed within the larger environment of parks or recreation centers, where such modifications are essentially a rearrangement (rather than an additive function) such as might occur at a museum, and will not increase the size or expand the use of the facility

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE:	TITLE:	DATE:
PAUL DAVIS Paul J. Davis	ENVIRONMENTAL SPECIALIST	June 18, 2010

FEE $75.00	RECEIPT NO.	REC'D. BY:	DATE:

10 1038665

THIS NOTICE WAS POSTED JUN 25 2010 ON JUL 27 2010 UNTIL

REGISTRAR-RECORDER/COUNTY CLERK

Exhibit 4

BOARD OF RECREATION AND
PARK COMMISSIONERS

BARRY A. SANDERS
President

LUIS A. SANCHEZ
Vice President

W. JEROME STANLEY
JILL T. WERNER
JONNATHAN WILLIAMS

JON KIRK MUKRI
General Manager

CITY OF LOS ANGELES

CALIFORNIA
ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
221 N. Figueroa Street, Suite 100
LOS ANGELES, CA 90012

(213) 202-2681
FAX (213) 202-2612

MICHAEL A. SHULL
Superintendent
Planning and Construction

June 23, 2010

Mr. John L. Gray, President & CEO
Autry National Center of the American West
4700 Western Heritage Way
Los Angeles, CA 90027

Dear Mr. Gray:

AUTRY NATIONAL CENTER - LETTER REGARDING LAND LEASE EXTENSION

The City of Los Angeles Department of Recreation and Parks supports the Autry National Center's (Autry) grant application to the State Department of Parks and Recreation, Office of Grants and Local Services' Nature Education Facilities grant program established by the passage of Proposition 84. We understand that if the application is successful, funding from this grant will enable the Autry to expand and install two new exhibitions within our existing building as well as to renovate our outdoor Trails West educational space.

We also understand that the Application Guidelines, which you have provided to us, require the Autry, due its land lease arrangement with the City of Los Angeles, Department of Recreation and Parks to have a lease for a period of 30 years after the grant appropriation date of July 1, 2009. The Autry's lease was executed 23 January 1987 for a fifty year period ending on 23 January 1937. Because the Autry's land lease expires two years prior to the Grant Application's requirement that the museum have a 30 year land tenure agreement, the museum requires that the Department of Recreation and Parks provide you with this letter for the purposes of completing your Application request:

> Subject to the Autry's compliance with the terms and conditions of the Lease, the City of Los Angeles acting through the Department of Recreation and Parks, currently would be favorably disposed to extending the term of the lease. Any lease extension application would, of course, need to comply with applicable law regarding leases on City lands at the time at which extension is sought and subject to final approval by the Board of Recreation and Parks Commissioners and the Los Angeles City Council.

We trust this letter will fulfill the grant application requirements but please do not hesitate to contact Cid Macaraeg at 212.202.2608, should you require further assistance in this matter.

Sincerely,

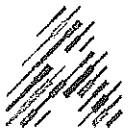
JON KIRK MUKRI
General Manager

MICHAEL A. SHULL
Superintendent

JKK/MAS/CD:ct

cc: Reading File

Exhibit 5



Autry National Center

September 8, 2009

Ms. Mimi Morris
Executive Officer
California Cultural & Historical Endowment
P.O. Box 942837
Sacramento, CA 94237-0001

Dear Ms. Morris:

It is with sadness and regret that I inform you and the board of the California Cultural & Historical Endowment that the Autry National Center of the American West must terminate its Round 3 grant agreement. As was stated in our most recent quarterly progress report, the current economic climate necessitates that the Autry indefinitely postpone the tunnel waterproofing project at the Southwest Museum of the American Indian for which Round 3 funds were awarded. No state funds have been expended on this project, nor has the Autry submitted any requests for reimbursement.

All matching funds for the tunnel waterproofing project were raised by the Autry through unrestricted operating support and assigned a special account designated solely for this purpose. However, due to the global recession, and subsequent drop in contributed revenues experienced by the Autry over the past twelve months, it has become necessary to reassign CCHE matching funds from their restricted use for tunnel waterproofing to support of the Autry's exhibitions, core programs, collections care, and general operations.

The Autry is taking a careful and cautious approach not only to the remainder of this fiscal year (ending December 2009), but to FY2010 and FY2011 as well. There is just no way for us to predict at this time when matching funds might be available for restoration work at the historic Southwest Museum site. For the moment and for the foreseeable future, the Autry must postpone making further capital investments there.

On the bright side, we recently completed our Round 1 project, involving major waterproofing work on the Southwest Museum's Caracol Tower. This critical project could not have been accomplished without a major grant from CCHE. For this, we are enormously grateful to CCHE for its leadership and support. We are also very grateful to the CCHE board for its understanding and patience throughout the Round 3 grant making and contracting process, as well as for its larger commitment to preserving the histories and legacies of California's diverse peoples.

Please feel free to contact me, or David Burton, the Autry's director of government affairs, should anything else be required for the proper termination of our Round 3 agreement. My best wishes to you and the CCHE board.

Sincerely,

John L. Gray
President & CEO

4700 Western Heritage Way, Los Angeles, California 90027-1462 · T 323.667.2000 · F 323.660.5721 · www.autrynationalcenter.org

Exhibit 6

Highland Park Heritage Trust

P.O. Box 50894
Los Angeles, CA 90050-0894
(323) 256-4326 www.hpht.org
June 29, 2009

President:
Carmela Gomes

Vice President:
Justine Leong

Treasurer:
Charly Kemp

Secretary:
Tina Gulotta

Board of Directors:
Susan Adams
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Robert Spira
Anne Marie Wosniak

David M. Attaway
Environmental Supervisor
Department of Recreation and Parks
1200 West 7th Street, 7th Floor
Los Angeles, CA 90017

Re.: Autry Case No. 2009-02

Dear Mr. Attaway,

The Highland Park Heritage Trust (HPHT) is highly concerned about the impact of the Griffith Park Campus Project to the Southwest Museum and its Collections. The Southwest Museum is the most important local icon and cultural destination for the Northeast Los Angeles area. It is part of our community's identity and an important piece of our history. Autry's plans for the Museum will remove its cultural heritage and significance. As a local preservation group, we are asking for a **shared vision** by the Autry and the HPHT. The Southwest Museum needs to be functional, viable, sustained, supported and preserved. The Building needs to be rehabilitated in a phased manner to make it a viable and exciting destination for everyone. The Museum's objects should be preserved, conserved and maintained. An Exhibit Designer could be hired by the Autry to provide a themed display that is both engaging and interactive. There are many options to make the Southwest Museum a successful place as previously delineated and enumerated in Brenda Levin's Feasibility Study.

The Southwest Museum honors the Native American tribes who were decimated. It embodies the legacy and vision of local figure Charles Fletcher Lummis. Its primary purpose is to pay respect to the indigenous cultures of the Southwest. The Southwest Museum tells the story of the Native American through the tribal artifacts and art collected and specifically gathered by Lummis to display at this location for generations to come.

Highland Park Heritage Trust

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Los Angeles, CA 90050-0894
(323) 256-4326 www.hpht.org
June 29, 2009

Even the Arroyo Seco Museum Science Magnet School was named for its fortuitous location next to the first Museum of Los Angeles.

The HPHT Board Members do not agree with PCR's findings in the FEIR, because, from a preservation and cultural resources stand-point, the project does not reduce the impact to a less-than-significant level. According to 15064.5 of the CEQA Guidelines, a Project could have a significant effect on the environment if it "may cause a substantial adverse change in the significance of an historical resource." The significant adverse effects are as follows:

1) Change in use of the Museum
2) Movement of the Collections.

Under CEQA, a project that follows The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures (The Standards) is considered to have mitigated impacts to a historic resource to a less-than-significant level (CEQA Guidelines 15064.5).

> Standard #1: *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

The Southwest Museum needs to remain in its current use to comply with the Secretary of the Interior's Standards Guidelines for Rehabilitation. Section 15065 of the CEQA Guidelines mandates a finding of significance if a project would eliminate important examples of major periods of California history or prehistory. The Project at the Griffith Park campus would detract, from the importance of the Southwest Museum by mimicking a "Southwest Gallery" at its new location. What reason will people have to attend the Southwest Museum if all the "good bits" are featured at another venue?

The Autry Trustees are adversely affecting this important local Landmark by rejecting "a museum-only use for the Southwest building." On Page I-24, under the Executive Summary, it states that "the movement of the Collection is not a project under CEQA." The act of relocating extant collections that reside at an original location is subject to CEQA because the Project will impact the Southwest Museum, specifically the "Southwest Collections." In reference to page 2 of Appendix 6: Technical Memorandum regarding the Southwest Museum and Collections,

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it can be argued that the collections are historical resources. The Memorandum contradicts itself when it states on page 4: "Presently, there are three areas within the larger museum complex where there exists a direct relationship between the distinctive collections and building use...Hence, there is a direct relationship between the Poole basketry collections which it was intended to house." Then on page 6, it states "the proposed relocation of portions of the Southwest collections will not materially impair any historic resources within the Southwest Museum."

Regardless of whether the collections are listed as resources or not, they are **eligible** historical resources, and shall be treated as such. Pursuant to CEQA Section 21084.1, a project impacts the resource if it "causes a substantial adverse change in the significance of an historical resource or materially alters or impairs in an adverse manner those characteristics that convey its historical significance and/or account for its inclusion on a historic resource list." A walk down the "subway" tunnel is very different without the original diaramas lit up in their display cases, providing a wonderful miniaturized view of Native American life. Would the Poole wing be the same without the beautiful baskets that are displayed? Removal of the collections would greatly impact the Museum for they are an essential part of the experience. A majority of the pre-pueblo collections have resided at the Museum since 1914. They are contributors to the resource, if not resources themselves, which makes the entire collections eligible and subject to CEQA. They are an integral part of the Museum and shall be respected as such.

Keep the Southwest Museum operating as a Museum. Make the Museum a living, emblematic icon that brings visitors from all over the city and the country to see the **Southwest Collections at the Southwest Museum** – the First Museum of Los Angeles and the crown jewel of Mt. Washington. Turn the lights back on the Caracol Tower as a symbol of pride to the community and a beacon to travelers driving down the Arroyo Seco Parkway. Bring the Southwest Museum back to its original glory! Have the vision of Lummis become a reality for now and for future generations.

Sincerely,

Justine M. Leong, Vice President
Highland Park Heritage Trust

cc: Barbara Greaves, City Clerk
Carmela Gomes, President

June 30, 2009

Hon. Janice Hahn, Chair and Committee Members
Board of Referred Powers
c/o Barbara Greaves
Room 395, City Hall
200 N. Spring Street
Los Angeles, CA 90012

RE: Autry Case No. 2009-02

Dear Board of Referred Powers,

Please accept this as comment for consideration by this Ad Hoc Council Committee acting on behalf of the Recreation and Park Commission and accept this into the public record for the Proposed Project identified in the staff report (No. 09-106), dated April 28, 2009.

We oppose the proposed project which is four times bigger than the Griffith Observatory and would cover four acres of land, zoned open space. We question and disagree with the city giving parkland for private buildings and allowing this on city land for minimal to no compensation when the Autry now owns 12 acres of land in the City in which to make improvements. The Griffith Park land is not suitable for additional development and the public benefit of this project does not outweigh the loss of more parkland, increased traffic and other impacts to Park.

Therefore, we request that this Board deny the staff recommendations in light of the significant community opposition and the fact that comments to date have never been sufficiently addressed through the environmental process, starting at the Initial Scoping stage and at each process stage since.
Issues:

1) We believe the FEIR and the responses to comment are inadequate and biased. Issues we raised on our Comment to the Draft EIR (dated October 1, 2007) were not adequately addressed and are still outstanding. The FEIR failed to address the specifics of our comments giving a cursory review that was biased towards the project and not based upon factual evidence to the contrary.

2) The FEIR was prepared by agents of the Autry and not by an objective third party who would prepare facts and documenting evidence for the decision makers' review. Therefore the FEIR is biased. Even though this practice is somehow allowed in the City of Los Angeles, the City should not allow developers and their representatives (Autry's agents) to write the document. Many jurisdictions have determined that this is not the

best practice to secure objective environmental review and results in a document that is biased and inadequate.

3) The FEIR is non-responsive to evidence and facts of our comments on the record. The document responds with general broad brush strokes that avoids the specifics of the issues and does not provide factual counterpoints.

4) As stated in the City's General Plan, "The City's 35 community plans collectively comprise the Land Use element of the General Plan". Therefore any and all Community Plan's stated policies and objectives should be reviewed as to the proposed project's potential for negative impact. Related elements of the General Plan including the Northeast Community Plan that were not supportive of the project were dismissed and the FEIR is therefore inadequate.

5) The FEIR Project Description misses the 800 pound gorilla in the room... Autry's own press release from 2005 states that "the project will physically merge the multiple institutions that have come together in recent years to form the Autry National Center. A large portion of the Autry's expansion will be dedicated to the Southwest Museum..." The whole purpose of the project is to physically accommodate the removal of the Southwest Museum from its original home. Therefore, if objectively written, the entire environmental process should have reviewed potential impacts, analysis and alternatives in the proper manner, which would have included the Southwest Museum and Casa de Adobe.

Also, the project description narrows the proposed project to such as point that the only project alternative that can possible satisfy the project's objectives is the proposed project. When, in fact the Southwest Museum site, if they moved everything there would technically achieve the same results was not considered. Closing the building in Griffith Park and consolidating the facility at the museum site in Mount Washington would place the project on the private property instead of on city-owned parkland and would achieve the projects objectives -- but this alternative wasn't considered or analyzed. It would appear that the EIR should have considered consolidation of the museum someplace else which most logical would be on a property Autry owns yet the environmental review did not consider this.

6) Cultural Resource Impact

Contrary to the FEIR document a proposed project doesn't have to result in destruction of a resource to have a substantial adverse impact. The guidelines refer to "materially detrimental or other actions" that cause the loss of the reasons for the property being listed on the National Register. As for the consultant's citing of the former Saint Viviana, it should be noted that no one has come forth to challenge the property's listing in the Register since a substantial portion of its character defining features were removed. Therefore, using this example to justify in the FEIR for this project states that the removal of artifacts would create no impact is not relevant. Furthermore, in case of the

Southwest Museum the National Register description that the listing is more than the buildings physical structure. In the 1997 National Register nomination it clearly states:

> "The Museum meets the National Register Criterion A in the areas of significance for Education and Archeology as a contributor of consequence to the broad pattern and trend of acquisition of knowledge relating to Southwestern United States and Native American cultures, and its conveyance through their research, exhibit and publication programs in the United States. The distinguished work of various professionals associated with the Southwest Museum is important to the development in the academic fields of archeology and ethnology and study of American and Southwestern United States cultures, and museums in the United States with education programs related specifically to the Southwestern and Native American material."

Building this proposed project facilitates the removal of the artifacts from the Southwest Museum and Casa de Adobe. There's nothing else under consideration that would have the same result.

FEIR specifically states that there were no potential impacts to the Southwest Museum even though it states that removal of artifacts would have an impact on the building "integrity" in terms of its loss of aspects related to "feeling" and "association".

Furthermore, the recently adopted National Register amendment put forward by the Autry also discusses the interrelationship between the artifacts and the Poole Wing building design: "The varied basketry designs reflect the artifacts that the Poole Wing was constructed to house." Also "Mrs. Poole was influential in the wing's design, sharing her vision for the basketry-inspired exterior elements as well as for its interior color scheme." Correspondence from Mrs. Poole is very clear that the baskets were integral to the building. Autry is ignoring Mrs. Poole donor restriction concerning ever removing the collection from the wing it was built to house. (See attachment)

Therefore the Southwest Museum Collection is an integral part of the integrity of the National Register significance of the Southwest Museum. Thus the building will no longer be the Southwest Museum but the structure that formally housed the Southwest Museum in that Autry is abundantly clear that the Southwest Museum will be located in Griffith Park.

7) The FEIR didn't evaluate the appropriate project size – i.e. the size of proposed project that would also include the existing building. Nothing in response to comments provides factual evidence to prove that the existing building was originally processed correctly and has the legal ability to exist on parkland.

The question of the existing building having the appropriate entitlements has not been adequately addressed. The Autry would like to rectify this by requesting extending the proposed conditional use permit to the existing building. If that is the case the existing FEIR did not address the full project and the City needs to prepare a new EIR which covers entire construction of 290,000+ sq feet versus just the proposed 129,000 sq ft.

addition. This position is based on the fact that the existing building was built when the property was zoned R1 zone and in accordance with the Los Angeles Municipal Code required a Conditional Use for a private non-profit museum to be constructed in the first place. The rebuttal of this by Autry's lawyers is based on weak evidence relating to the position of DRP staff. It was not an opinion of the City Attorney and there is no evidence of concurrence from the City Attorney in the staff's report. Therefore, this is insufficient evidence that the existing structure is legally allowed and constructed.

Note: a letter in the Planning entitlement file relates to initiation of OS zone and that a CUP not be a requirement for buildings under their jurisdiction including museums. The outcome of this request was that the requirement that DPR buildings obtain a CUP was extended to the new OS Zone. Furthermore, the letter from DRP discussed their position on this matter refers to facilities *owned and operated/managed* by the City. The current environmental report is very clear in stating that the City does not own or operate the Autry building. Therefore, in addition to the fact that DPR request to be excluded from obtaining a CUP under the new zone was turned down, the applicability to a private held building is suspect.

Finally, the fact that the Autry is now proposing to include in the entitlements for this proposed project a request to extend the Conditional Use provision to include the existing building (basically a retroactive action to grandfather in this entitlement) is proof that Autry admits that the existing building never had a CUP and its previous entitlements are suspect. Therefore, the environmental review process would now need to analyze the development in totality and not just the expansion. Since that review has not occurred the FEIR is fatally flawed and should not be certified.

In light of the issues stated above and because the approval of this lease amendment will facilitate the loss of our communities most iconic resource we ask you to deny the proposed lease amendment.

Thank you for your attention to these comments.

Sincerely,

Frank Parrello
1552 Oak Grove Drive
Los Angeles, CA 90041

Nicole Possert
124 Roselawn Pl
Los Angeles, CA 90042

Charles J. Fisher, Historian
140 S. Avenue 57
Highland Park, CA 90042
Phone: 323/256-3593 Fax: 323/255-0041
Email: arroyoseco@hotmail.com

June 30, 2009

City of Los Angeles Board of Referred Powers
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Attn: Board Members

RE: Autry Museum Expansion Final EIR-RP-013-07.

Dear Board Members,

This letter is in response to my review of the above environmental document regarding architectural and cultural resources, specifically as they are dealt with in section III of the document.

I am a professional historian with over 25 years experience specializing in the history of real estate in Southern California. I have written and or researched and advocated 110 Historic Cultural Monuments for the City of Los Angeles and have prepared assessments on various historic properties in the Southern California area.

I have also been a board member and past president of the Highland Park Heritage Trust, as well as a former co-chair of the Los Angeles Conservancy Cultural Resources Committee and a past president of the Heritage Coalition of Southern California. I was also a contributor to the 1992 National Register nomination for the Southwest Museum and wrote the Los Angeles Historic Cultural Monument nomination for the Casa de Adobe in 1990.

There are a number of issues with the EIR documents that ask more questions than they answer. This is especially in the areas of cumulative

impacts and alternatives. In this letter, I will address two of these impacts as well as the lack of a viable alternative that needs to be brought into the process, that of a split project.

Although the original concept for the Southwest Museum can be traced back to an article by founder Charles Fletcher Lummis in 1895, the founding of the Southwest Museum can be traced back to 1903, when a group of Los Angeles citizens formed the Southwest Society at Lummis' home. The society was set up under the auspices of the Archeological Society of America and it's stated goal was to create a Southwest Museum for the study and display of our Native American and Hispanic heritage. Lummis, who was widely known for his continual work to promote the qualities of Native Americans and to properly document their history, was the spirit behind the creation of the institution.

A number of sites were considered and rejected by the society, including four potential hilltops that were offered by railroad magnet, Henry Huntington. This offer is noted in a 1905 Los Angeles Times article (Addendum "A").

The current site was selected by 1906 and an early version of Sumner Hunt's design was published at that time (Addendum "B"). The site was procured through Henry O'Melvany, who fronted $50,000.00 for its purchase, donating $10,000.00 and being reimbursed for the remaining $40,000.00. The construction of the building was largely paid for through a bequest of Mrs. Carrie M. Jones in her 1909 will. The result was the Acropolis on the Hill as noted in a 1912 article in the Times that speaks about the goals and the future of the new museum that was then about to break ground (Addendum "C")

The building was specifically built to house several substantial Native American collections that were initially donated to the museum, as well as a place for research and interpretation of the history. The site was very carefully chosen as noted in the 1993 National Register nomination (Addendum "D", which states in Section 8, "The Museum is perched on a bluff overlooking the Arroyo, a former campsite of the local Native Americans. Together the museum architectural style and complete collection serve as a unique monument to the intense concern of Lummis in preserving Los Angeles' local heritage and his association with Hunt in

finding an architectural form which was both appropriate and representative of the areas uniqueness."

This comment about the importance of the collection with the building directly contradicts the contention made in the PCR Services Corporation report (Volume III, Appendix 6 of Final EIR-Addendum "E") that the collection is not a part of the original nomination.

Furthermore, it is noted in the 2007 amendment to the original nomination, at the time it was actually placed on the National Register, that the Poole Wing was specifically built in 1941 as a repository for the extensive basket collection that was donated to the Museum by Colonel John Hudson Poole and his second wife, who also financed it's construction (Addendum "F"). Again, this information is in direct conflict with the assertion that the museum was not specifically designed for a particular collection.

I would like to refer to comments made by Ruthanne Lehrer as the Advocacy chair for the Los Angeles Conservancy (Addendum "G") that the Museum Building and the collection are inseparable as the Central Library and its collection are inseparable, as both structures were specifically designed to house their respective collections.

The fact is that it was the vision of Charles Lummis and others that the hilltop site and design of the building was specifically intended to be the permanent home for the various collections.

The Southwest Museum is the historic site of the first major museum of Native American history and the people that made it. It was the vision of Charles Fletcher Lummis, who was emphatic that it be built in its present location as early as 1906. It remains as Lummis' most visible legacy to the present day. Unfortunately, the Southwest museum has had a poor history of adequately advertising it's virtues and its valuable collection of Native American cultural and historical artifacts have remained unknown to a vast proportion of the American public.

In 2003, the merger of the Southwest Museum, the Autry created the Autry National Center and promised to keep the two museums as separate entities in a letter to their membership (Addendum "H"). A Los Angeles City Council Resolution at the same time assured the City's support for the historic use of the Southwest museum (Addendum "I").

The subsequent study by Brenda Levin shows that the existing Southwest Museum structure can be brought up to today's standards for the collection.

However, it appears that it was the Autry's intent from early on to move most of the collection to the Griffith Park site and keep only a token part of it in the historic venue.

The Autry EIR discusses doing the entire expansion project at the Mt. Washington site as an alternative to the expansion at the Griffith Park location, even stating that these changes could be done in accordance with the Secretary of the Interior's Standards for additions and changes to an historic site. Yet the expansion of the Southwest Museum location is discounted by the Autry because "it would not allow the Autry National Center to enhance its relationship to the Griffith Park setting".

This analysis appears shortsighted in light that the Autry EIR fails to explore the viability or the practicality of doing smaller expansion projects at both sites, which could be coordinated to work together for a more full and enjoyable museum experience for the visitor as well as a more complete use of research facilities through the use of both locations.

The argument that this alternative would "limit the ability to attain the Program Objective to stimulate a convergence dialogue among researchers, curators and the public" fails to make sense in light of the existing institutions to be found in the United States. Many universities maintain campuses in various locations and many businesses carry on in locations scattered throughout the globe. Modern media creates a virtual office environment that can bring the various parties together in an instant. Furthermore, museums have started doing this very thing.

One needs only to look across town to the Getty, which successfully maintains the museum in Brentwood and the original Getty Villa in Malibu, which specializes in the Greco-Roman collection. This option is very viable, yet the EIR fails to even look at it.

Furthermore, the proximity of the Southwest Museum and the Autry's Griffith Park location is such that the two sites could become a very viable mix, with the Autry building focusing on the development of the American West as well as the movie industries take on it, while the Southwest

Museum could continue to specialize in the history and culture of our earliest Americans. Our Spanish-Mexican heritage is one that is be the full link between the two periods that have been outlined here. A full use of the Casa de Adobe as it is intended helps to bring this part of our history as Americans, while both sites can help to enhance and tell that history.

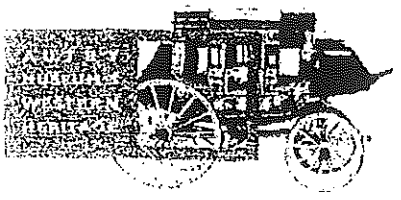
It has always been our position that the collection is large enough to share at the two sites and that we are only concerned that the principal use of the historic Southwest Museum remains as a repository for the exhibition and study of our Native American history.

In conclusion, in order for the Autry National Center establish itself as the premier institution for the study of the American West, it must work to preserve the legacy of that American West. The Southwest Museum is an integral part of that history and by maintaining and enhancing the historic use of that structure, the Autry will help to ensure that the people of America will have the most enjoyable an educational museum experience possible.

Sincerely yours,

Charles J. Fisher,
Historian

SOUTHWEST
MUSEUM



January 14, 2003

Charles J. Fisher & Anne Marie Woznink
140 S Avenue 57
Los Angeles, CA 90042-4702

Dear Charles And Ann:

We are thrilled to announce that the Southwest Museum of the American Indian and the Autry Museum have agreed to merge under the umbrella of the Autry National Center of the American West. The merger has been enthusiastically endorsed by all of our trustees and is being recognized locally and nationally as a truly historic opportunity, both to ensure the care and conservation of the Southwest's remarkable collection and to provide for greater public access through expanded and innovative programming.

The new Center will consist of the Southwest Museum, the Autry Museum, and the Institute for the Study of the American West. Each will be led by its own director who will manage the curatorial and collection activities and budgets of their respective entities. The Center will manage essential common functions such as accounting, development, membership, marketing, maintenance, security, and retail.

The merger will be finalized upon completion of a six-month planning process that will include the development of both a long-term master plan and integration strategies. The master plan will address the potential renovation of the historic Mt. Washington facilities and the redesign of some of the Autry's exhibition space. During this period, the museums will remain open to the public and members will receive free reciprocal admission and store discounts to both.

The Southwest and Autry have long been devoted to preserving and interpreting the complex history of the American West. The partnering of these institutions will deeply strengthen the work of both and strategically advance our shared vision and goals. Together, the Southwest and the Autry will elevate public knowledge in a way neither could do alone.

We look forward to keeping you informed of our progress and also to your participation in the process. **We would like to invite you to an informal discussion and coffee at the Autry Museum (4700 Western Heritage Way) on Saturday, February 8 at 11 a.m.** Please call 323/667-2000 ext. 326 to RSVP. We also encourage you to share your thoughts with us by visiting the Autry website at www.autry-museum.org and clicking on "contact us".

Thank you for your ongoing support.

With best regards.

Duane King
Executive Director
Southwest Museum

John L. Gray
Executive Director
Autry Museum

EXHIBIT 9

LAW OFFICE OF DANIEL WRIGHT
467 CRANE BLVD.
LOS ANGELES, CA 90065-5018
PHONE: (213) 925-2592 FAX: (323) 223-4797
FIBERFLASH@GMAIL.COM

May 24, 2011

HAND DELIVERY

Hon. Eric Garcetti and
Los Angeles City Council
200 N. Spring Street, Rm. 340
Los Angeles, CA 90012

Re: Request for Investigation of the Deletion of Emails From Recipient List of the Recreation and Parks Department's Meeting Agenda Alert System

Dear President Garcetti and Councilmembers:

Last Friday, May 20, 2011, the Recreation and Parks Department, pursuant to a Special Meeting notice, conducted a "stealth public meeting" to consider and approve a proposed replacement of Southwest Museum exhibition space in Griffith Park. For many reasons, the Board's action was illegal and in order to give this action proper public review, the City Council is urged to add to its meeting agenda next week an item to hear whether or not it should assume jurisdiction over the Commission's decision under Charter Section 245.

This action is destined to go down in the City's history as one of the examples of why voters are so disgusted with gamesmanship at City Hall where only friends and family get "Gold Card" treatment. Myself and a number of the members of the Friends of the Southwest Museum are subscribers to the email distribution list of the Recreation and Parks Commission's meeting agendas. Over the past three years we have received in our inbox the Commission's meeting agendas which is much easier than constantly having to check the Departmental website for its frequent and unlawful use of Special Meeting notices, or traveling to City Hall East to check the meeting agenda posted on a bulletin board.

The action taken by the Commission last Friday occurred without our knowledge until the meeting was nearly over. Just four Autry employees or supporters testified at the hearing. We got a phone call that the item had been placed on a Special Meeting notice while it was happening.

We have checked our email inboxes. Many of us stopped receiving email notice of the Recreation and Parks Commission last month, just before the Commission issued its agenda that included approval of the Autry Project. The City Clerk's website states that any member of the public may subscribe a City Council or Commission meeting agenda email list. There is no notice on the City Clerk's website that once subscribed, that a person may be unsubscribed unless they do it themselves on the City Clerk's webpage.

We have learned that other persons on the meeting agenda email list of the Recreation and Parks Commission received an email notice very close to the time of the meeting, but those of us who have previously attended public meetings to object to the Autry's controversial actions related to the Southwest Museum DID NOT RECEIVE ANY EMAIL ALERT EVEN THOUGH WE WERE SUBSCRIBED TO THE LIST.

Someone in the Recreation and Parks Department ordered or authorized the deletion of our emails from the meeting agenda list for the malicious purpose of denying us the opportunity to rally the thousands of supporters of the Southwest Museum to object. The timing is too suspect for it to be a "coincidence" that just before the offending agenda is issued, the Department, without any authorization from the recipients, removed email addresses from the list.

Such action is patently transparent: Because the Autry could not obtain its controversial entitlements at a noticed public hearing in 2009, the forces at City Hall have manipulated the process for their "Gold Card" friends on the Autry Board of Directors. The action has no integrity and that is why City Council must intervene to correct this act of thuggery.

For these reasons, we call upon the City Council to initiate an investigation of how and under whose authority members of the public were selectively removed from the email notification system of Recreation and Parks Commission meetings.

Please contact me with any questions or concerns.

Sincerely,

Daniel Wright, Friends of the Southwest Museum Steering Committee

EXHIBIT 10

REPORT OF GENERAL MANAGER NO. 11-129

DATE May 20, 2011 C.D. 4

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: GRIFFITH PARK - AUTRY NATIONAL CENTER - RENOVATION OF EXISTING EXHIBIT SPACE AT THE MUSEUM OF THE AMERICAN WEST

R. Adams		K. Regan	
H. Fujita		*M. Shull	cmf
V. Israel		N. Williams	

General Manager

Approved _____ Disapproved _____ Withdrawn _____

RECOMMENDATIONS:

That the Board grant approval of the proposed renovations of existing exhibit in the galleria, and outdoor area and restrooms at the Autry National Center's Museum of the American West, as described in the Summary of this Report and depicted in Exhibit A.

SUMMARY:

The Museum of the American West (Museum) is located at 4700 Western Heritage Way, within Griffith Park, and in the Hollywood community of the City. The Museum is operated by the Autry National Center (Autry) on land leased by the Autry from the City of Los Angeles Department of Recreation and Parks (RAP).

On January 23, 1987, the City approved a fifty (50) year ground lease agreement (Lease) with the Gene Autry Western Heritage Museum (now known as the Autry National Center), a California non-profit organization, authorizing their occupancy of approximately 12.75 acres of land located in the northeast portion of Griffith Park for the construction and operation of the Museum. The approximately 143,000 square foot Museum was constructed and opened to the public in 1988. The mission statement of the Autry and the Museum is "The Autry brings together the stories of all peoples of the American West, connecting the past with the present to inspire our shared future."

Pursuant to the terms and conditions of the Lease, Autry is required to receive the approval of the Board of Recreation and Park Commissioners (Board) prior to the construction of modifications to the Museum structure if the estimated costs of those modifications is in excess of either $25,000, for internal modifications, or $5,000, for external modifications.

The Lease also specifies that the Autry is required to provide the City with a surety bond, or approved substitute, that shall not be for less than 100% of the construction price of any internal or external improvements. Furthermore, Autry is required to submit to the Board as-built drawings of any improvements, with the exception of those improvements related to the Museum security system.

Proposition 84 Nature Education Facilities Grant Program

In March 2010, the State of California released a Request for Proposals (RFP) for the Proposition 84 Nature Education Facilities (NEF) Grant Program. The Proposition 84 NEF Grant Program will award a total of $93 million in competitive grant funding for nature education and interpretation exhibits, research facilities, and equipment to non-profit organizations and public institutions including natural history museums, aquariums, research facilities and botanical gardens. The goal of the Proposition 84 NEF Grant Program is to support institutions that enable focused learning about the natural environment and increase public understanding and recognition of the need to sustain the environment for future generations.

In response to the RFP, Autry submitted a grant application for a renovation project at the Museum (Project) that proposed to construct two exhibit galleries, an outdoor teaching garden, and associated site improvements within the existing footprint of the Museum facility. On April 12, 2011, the State announced the award of 44 grants, totaling $93 million, from the Proposition 84 NEF Grant Program. The grant application submitted by the Autry for the Project was among those successfully awarded funding. The Project received a grant award of $6,593,463 from the Proposition 84 NEF Grant Program.

Museum of the American West Renovation Project

The Project proposes a major re-visioning and redesign of approximately 18,000 square feet of the Museum's existing exhibition galleries and other public spaces. The Project will include the renovation and reconstruction of two exhibit galleries, the installation of long-term exhibits, the conversion of an existing outdoor area into an outdoor teaching garden, and associated improvements including the renovation of existing restrooms. Autry will employ sustainable design practices in the construction of the Project both to neutralize environmental impact and to encourage visitors in the use of sustainable practices.

The two exhibit galleries and the outdoor teaching garden will be devoted to the native people of California, their relationship to the natural environment, and the key resource stewardship practices they have employed in sustaining their traditions and customary manner of living. Through the exhibit galleries and the outdoor teaching garden, visitors to the Autry will learn about historical and contemporary ecological issues that impact and, in some cases, may threaten the way Californians live. The exhibit galleries and the outdoor teaching garden will impart how native communities

developed systems and techniques dedicated to maintaining the plant and animal species upon which their people depended.

One of the renovated exhibit galleries will house a long-term exhibition called "First Californians." "First Californians" will look at native communities and cultures through a thematic and bio-regional perspective and will show how nature is weaved into the customs and ceremonial traditions of native Californians. Three themes - "Singing to Our Ancestors," "Dancing the World into Being," and "Gathering for Tomorrow" - will lead Museum visitors through traditions and practices that are common to native Californians and are further defined by specific environments within the state.

The "First Californians" exhibition will feature distinctive immersive environments that are specific to each of the exhibit's three themes. The "Singing to Our Ancestors" theme will feature a fabricated river willow ramada and will highlight bird songs and salt songs of interior California tribes, which are tied to the State's southern deserts and habitats where natural-occurring water and food sources are scarce. The "Dancing the World into Being" theme will feature an authentic hand-split plank house set in the forested mountains of California's northwest coast where native tribes engage in life renewal rituals but where logging and fishing industries, as well as dammed rivers, create challenges. The "Gathering for Tomorrow" theme will feature an oak tree canopy and acorn-grinding scene set in the temperate coastlands, valleys, foothills, and woodlands of the southern part of the State where ecosystems dependent on oak trees are important to the different native cultures of those areas.

The other renovated exhibit gallery will house a long-term exhibition called "Dreamers, Doctors, Basketweavers." This gallery focuses on the foothills and coastal woodlands of the central part of the State and looks at Pomo Indian culture through the lives of two significant 20th-century Pomo women, Mabel McKay and Essie Parish. These women were both "doctors" and key community leaders who worked in traditional methods and helped to sustain the customs and traditions of the Pomo Indians. The exhibit is designed to demonstrate how contemporary Californians can benefit from an understanding of the practices, attitudes and ethics of these women.

The outdoor teaching garden will provide an opportunity for additional environmental education and will include plants native to California's coniferous forests, mountain meadows, valley grasslands, woodlands, alluvial fans, and marshes. The outdoor teaching garden will showcase the various bio-regions and flora that will be depicted in the "First Californians" exhibition. A water feature will replicate the journey of a river from its mountain source to a pool that depicts riparian ecosystems in lower woodlands and coastal marshes. The water feature will serve as a medium for demonstrating how human activity at the upper reaches of a river can impact downstream ecosystems. Exhibit signage, interactive displays, and educator-led talks in the woodlands area will teach how native communities set controlled fires as a strategy for facilitating plant diversity and acorn cultivation. The outdoor teaching garden will also demonstrate the connection between the cultural objects

displayed in the exhibit galleries and the living plants used to make those objects. A section of the garden devoted to medicinal plants will foreshadow the stories of Mabel McKay and Essie Parish in the "Dreamers, Doctors, Basketweavers" exhibit.

The "First Californians" and the "Dreamers, Doctors, Basketweavers" exhibition galleries will both feature an interplay of artifacts, labels, in-gallery media, sound, and computer kiosks. 500 objects, representing over 50 Native cultures, will be on display in these two exhibits. Almost all of these objects were made from natural materials endemic to the habitats in which California natives lived. Examples include baskets made from sedge root and quail feathers (Pomo Indians), dance regalia of ringtail fur (Hupa Indians) or eagle feathers (Luiseño Indians), and a fishing canoe of redwood (Yurok Indians).

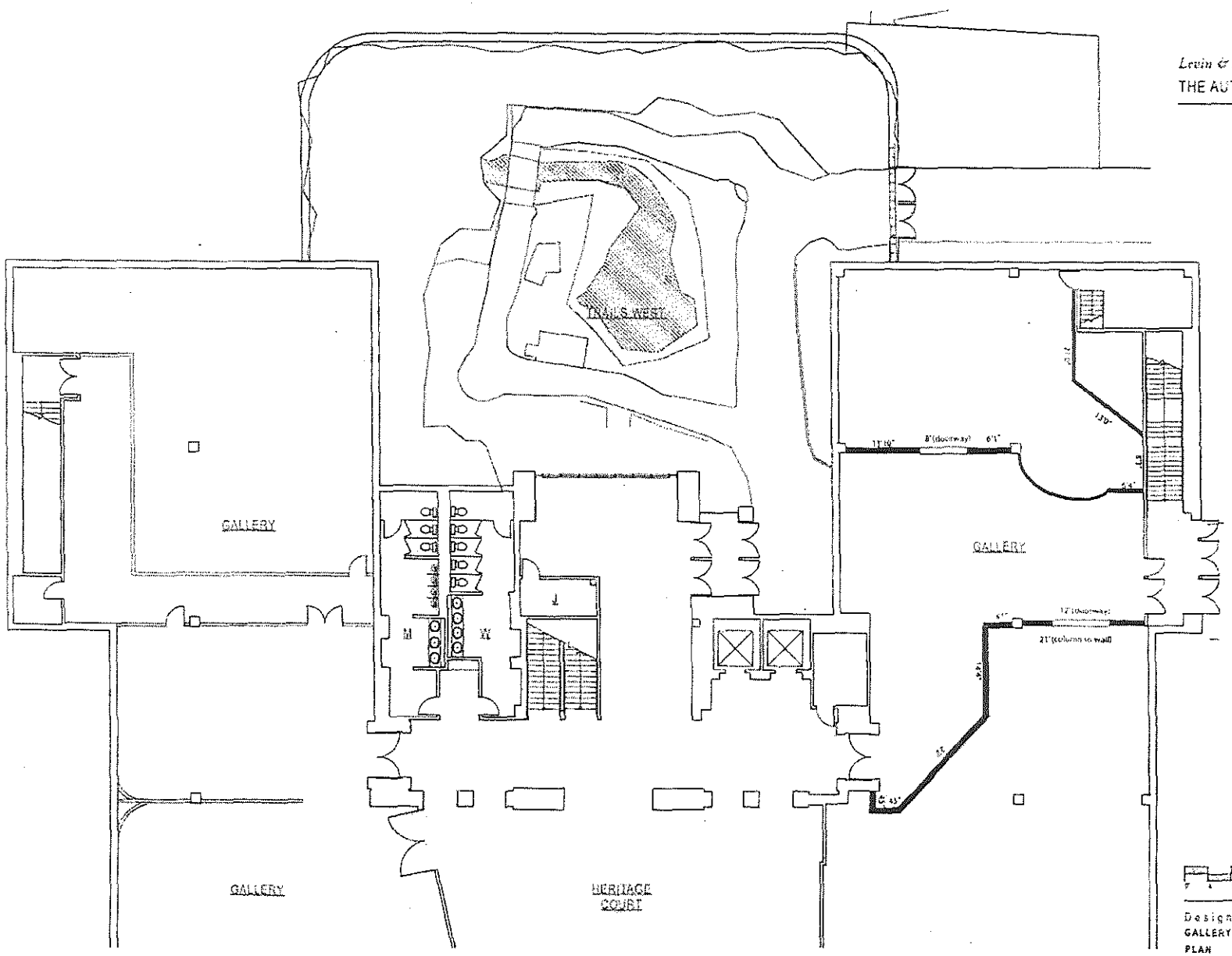
The conceptual plan for the Project is attached hereto as Exhibit A.

Staff has evaluated the subject project for environmental effects and determined that the project is exempt from the provisions of California Environmental Quality Act (CEQA) pursuant to Article III, Section 1, Class 1(1) and Class 1(13) of the City CEQA Guidelines. A Notice of Exemption for this project was filed with the Los Angeles City and County Clerks on June 25, 2010. No additional CEQA documentation is required for Board approval.

FISCAL IMPACT STATEMENT:

The approval of this project should not have any fiscal impact on the Department, as the costs of this project is anticipated to be funded by funding sources other than the Department's General fund.

This report was prepared by Darryl Ford, Management Analyst II, Planning, Construction, and Maintenance Division.



Levin & Associates Architects

THE AUTRY

EXISTING CONDITIONS

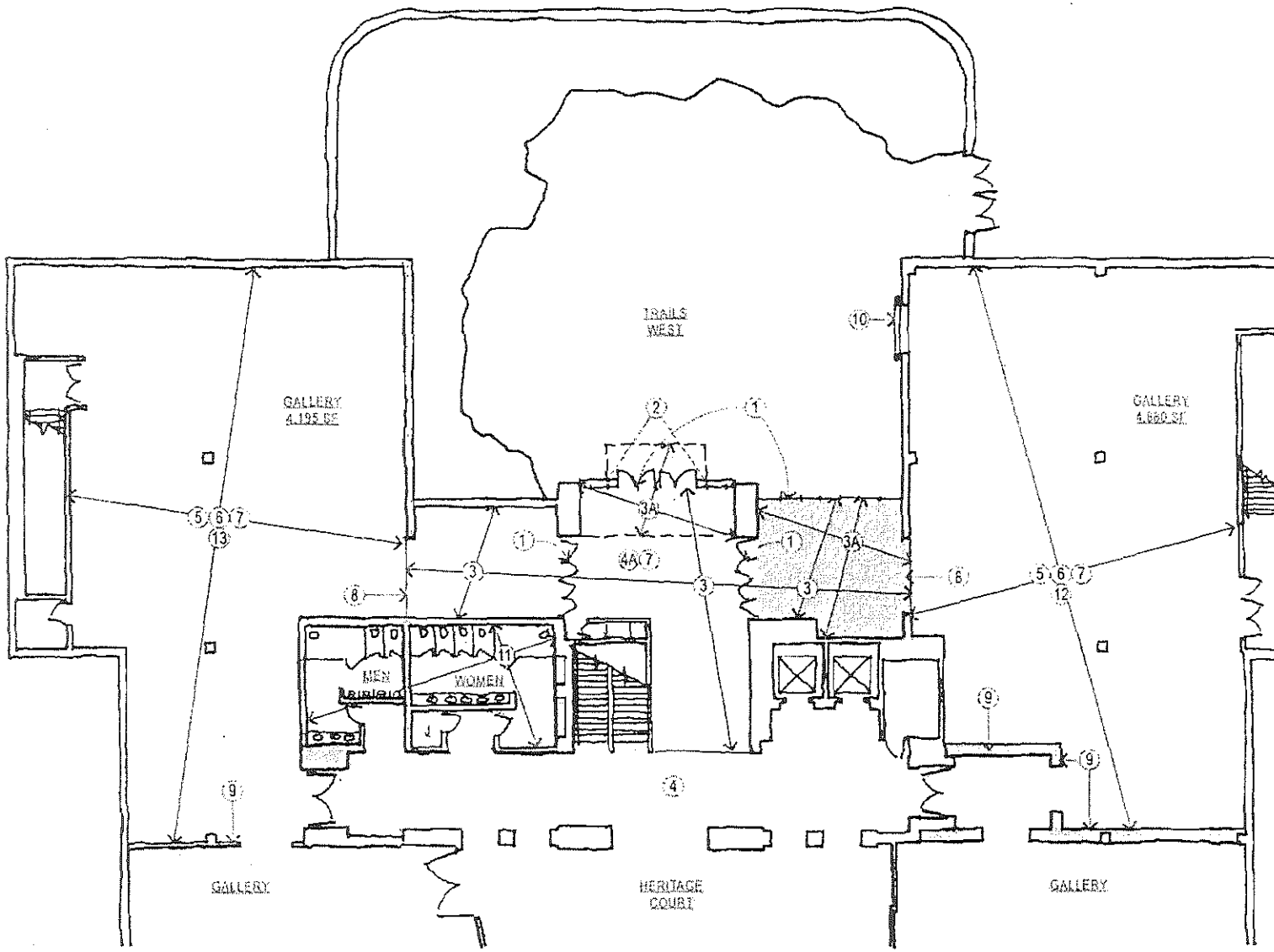
Design Criteria Sheet

GALLERY | TRAILS WEST GRANT

PLAN

May 15, 2010

GTEC1



Levin & Associates Architects

THE AUTRY

KEYNOTES

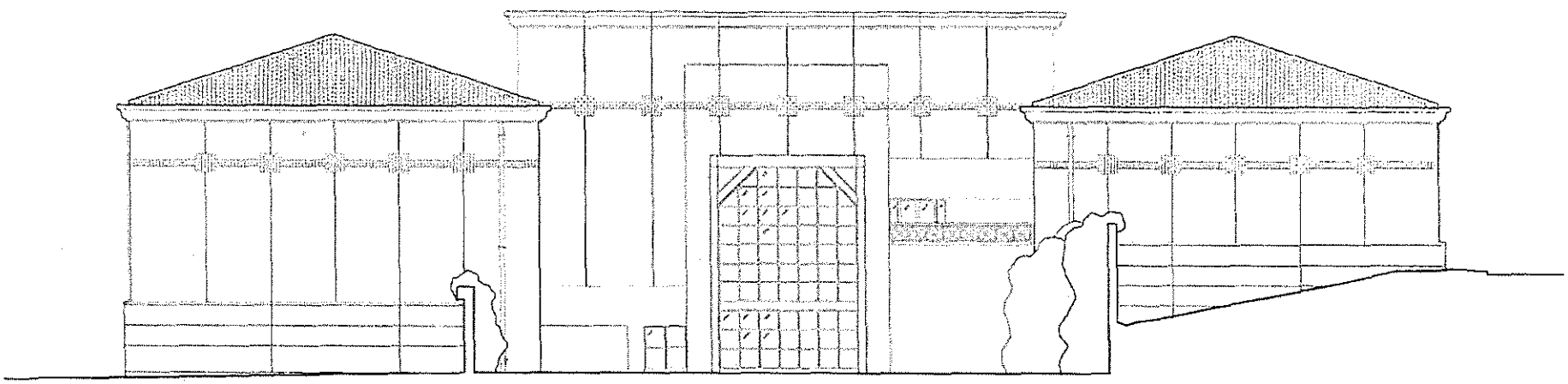
1. NEW STORE FRONT DUAL GLAZING W/ NEW DOORS
2. NEW DECORATIVE CUT METAL PANELS AT PERIMETER OF EXISTING WINDOW AREA SEE PROPOSED NORTH EXTERIOR ELEVATION -
3. NEW STONE FLOOR
3A. NEW ROOF ABOVE
4. EXISTING FLOOR TO REMAIN
4A. NEW DRYWALL CEILING ABOVE W/ NEW LIGHTS & NEW LINEAR DIFFUSERS
5. EXISTING CEILING STRUCTURE PAINTED BLACK
6. NEW DUCT WORK OR EXISTING MODIFIED AS REQUIRED PAINTED BLACK
7. NEW LIGHTING EXHIBIT & GENERAL
8. NEW OPENING IN EXISTING WALL (6'-0" X 12'-0")
9. NEW DRYWALL WALL WITH CASED OPENING
10. NEW BAY WINDOW (±8'-0" X 12'-0")
11. NEW FIXTURES & FINISHES THROUGHOUT.
12. NEW CARPET & LINOLEUM FLOOR
13. NEW WOOD FLOOR

NEW ENCLOSED AREA: 395 SF

SCHEME B

Design Criteria Sheet
GALLERY / TRAILS WEST GRANT
PROPOSED FLOOR PLAN
May 13, 2010

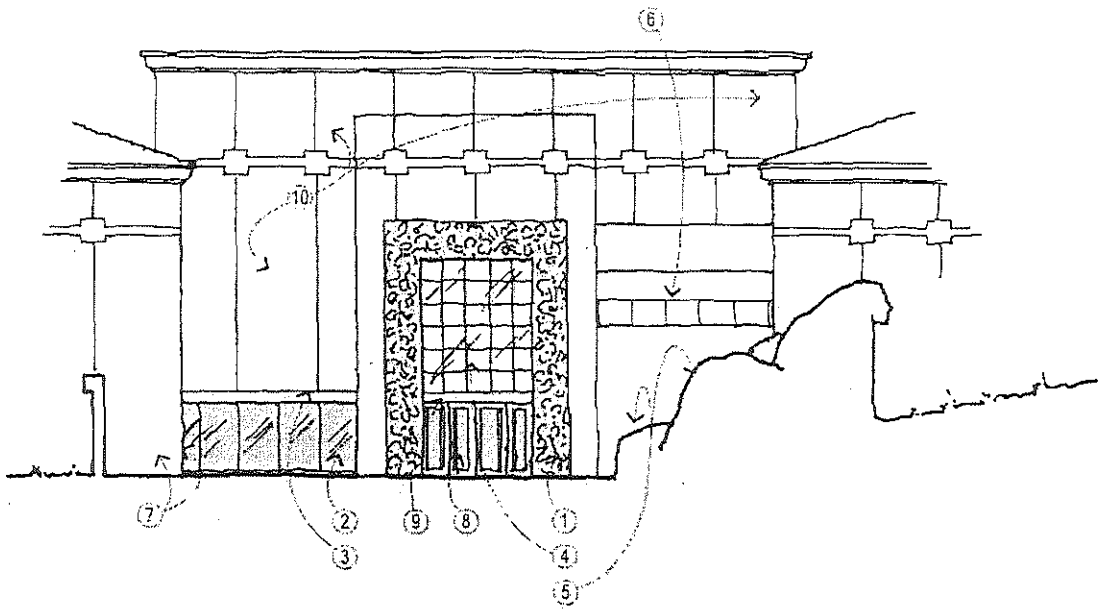
GTB02



EXISTING CONDITIONS

Design Criteria Sheet
GALLERY / TRAILS WEST GRANT
NORTH ELEVATION
May 13, 2010

GTEC2



KEYNOTES

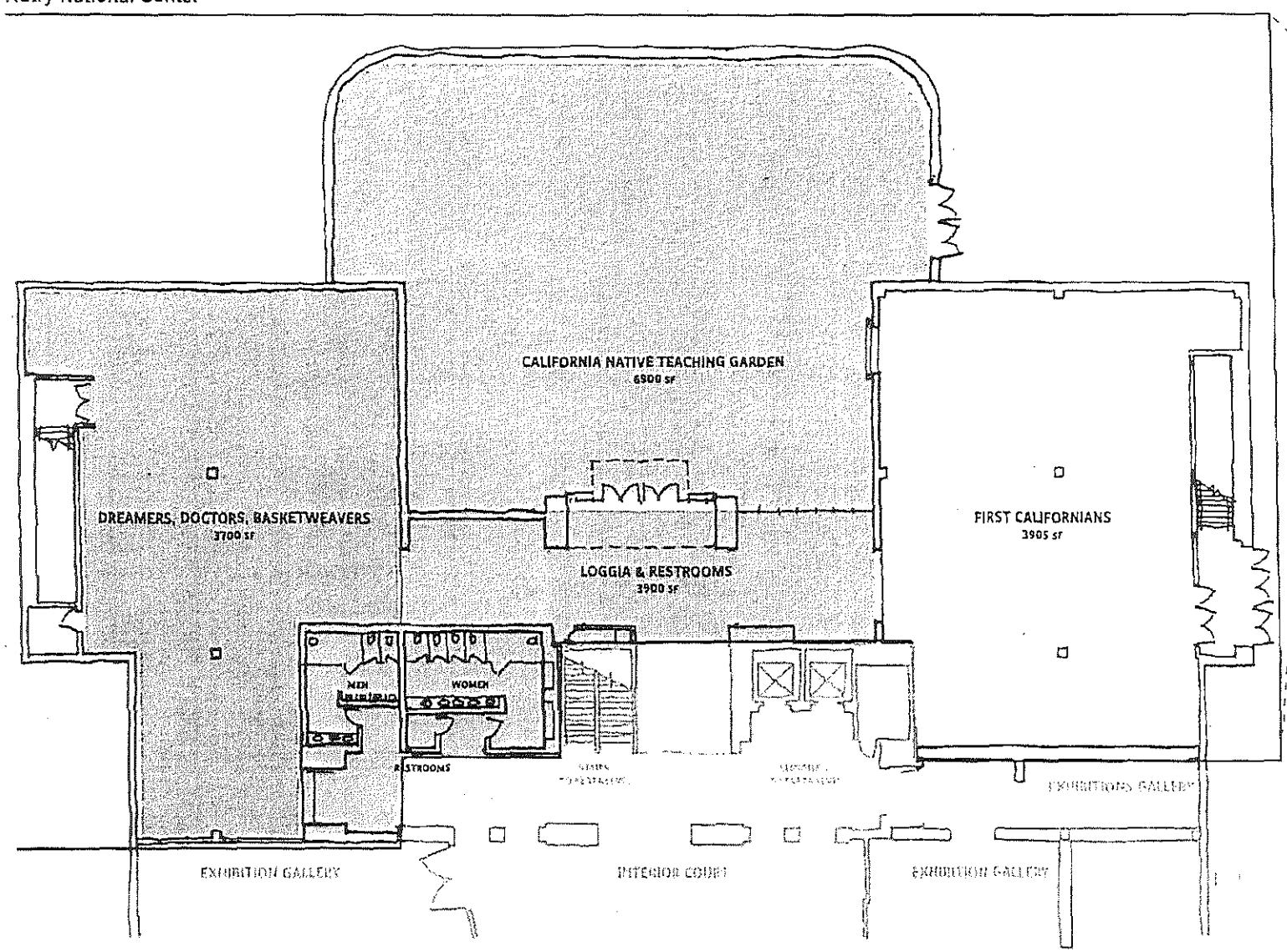
1. NEW DECORATIVE CUT METAL PANELS OVER EXISTING WINDOW, 2 SIDES
2. NEW STORE FRONT
3. NEW ROOF
4. EXISTING WINDOW & STRUCTURE
5. EXISTING FAUX ROCKS TO REMAIN
6. EXISTING BALCONY TO REMAIN
7. REPAIR EXISTING WALL AT LOCATIONS OF REMOVAL OF FAUX ROCKS
8. NEW STOREFRONT DOORS, DUAL GLAZING
9. NEW OVERHANG AT EXISTING BEAM WITH ROOF AT INTERIOR
10. NEW PAINT

SCHEME B

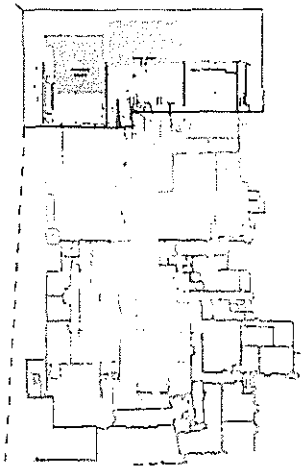
Design Criteria Sheet
GALLERY : TRAILS WEST GRANT
NORTH EXTERIOR ELEVATION
May 16, 2016

GTB03

Concept Level Site Plan
Autry National Center



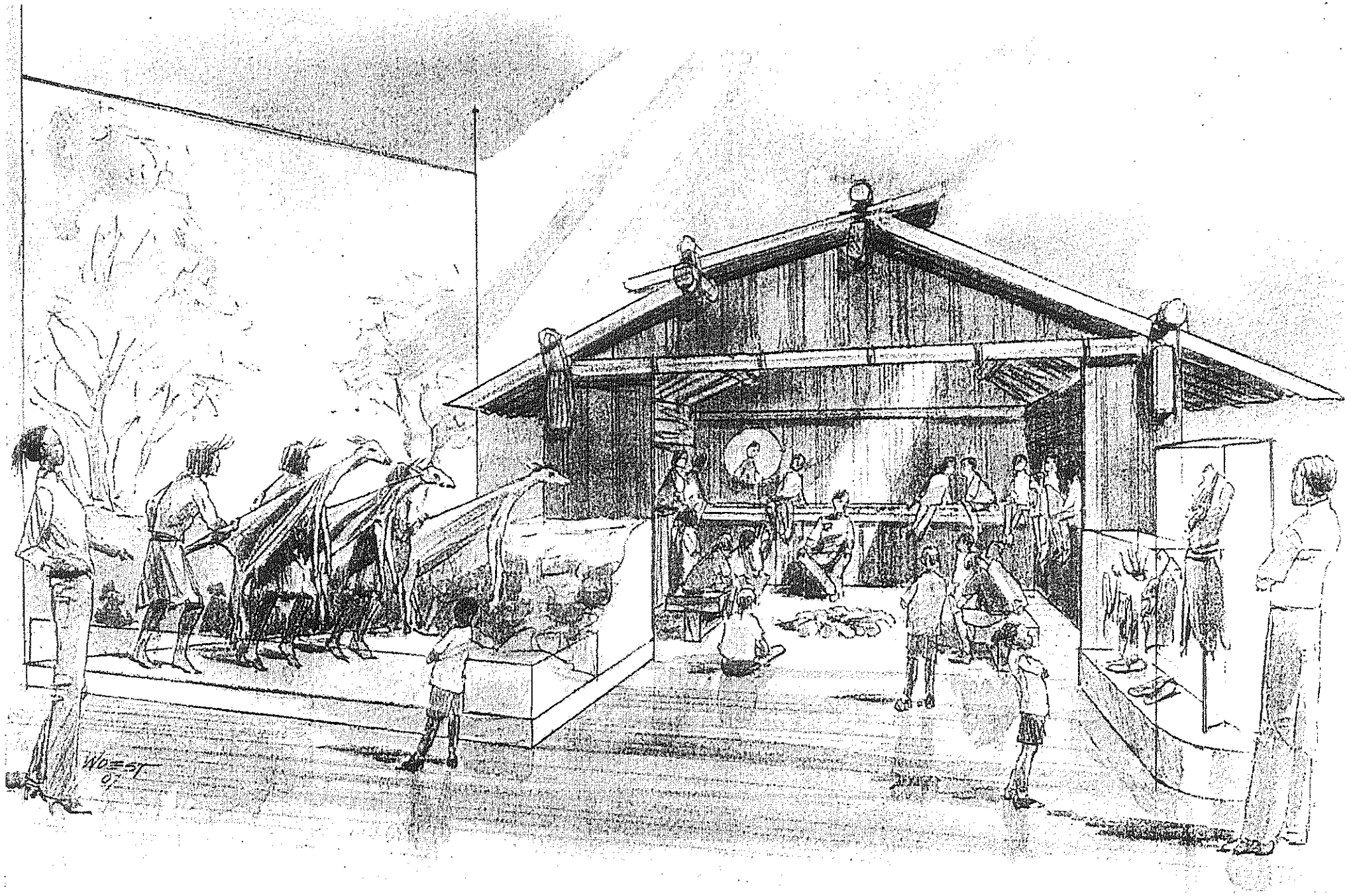
Nature Education Project Area
18,405 total square footage of public spaces



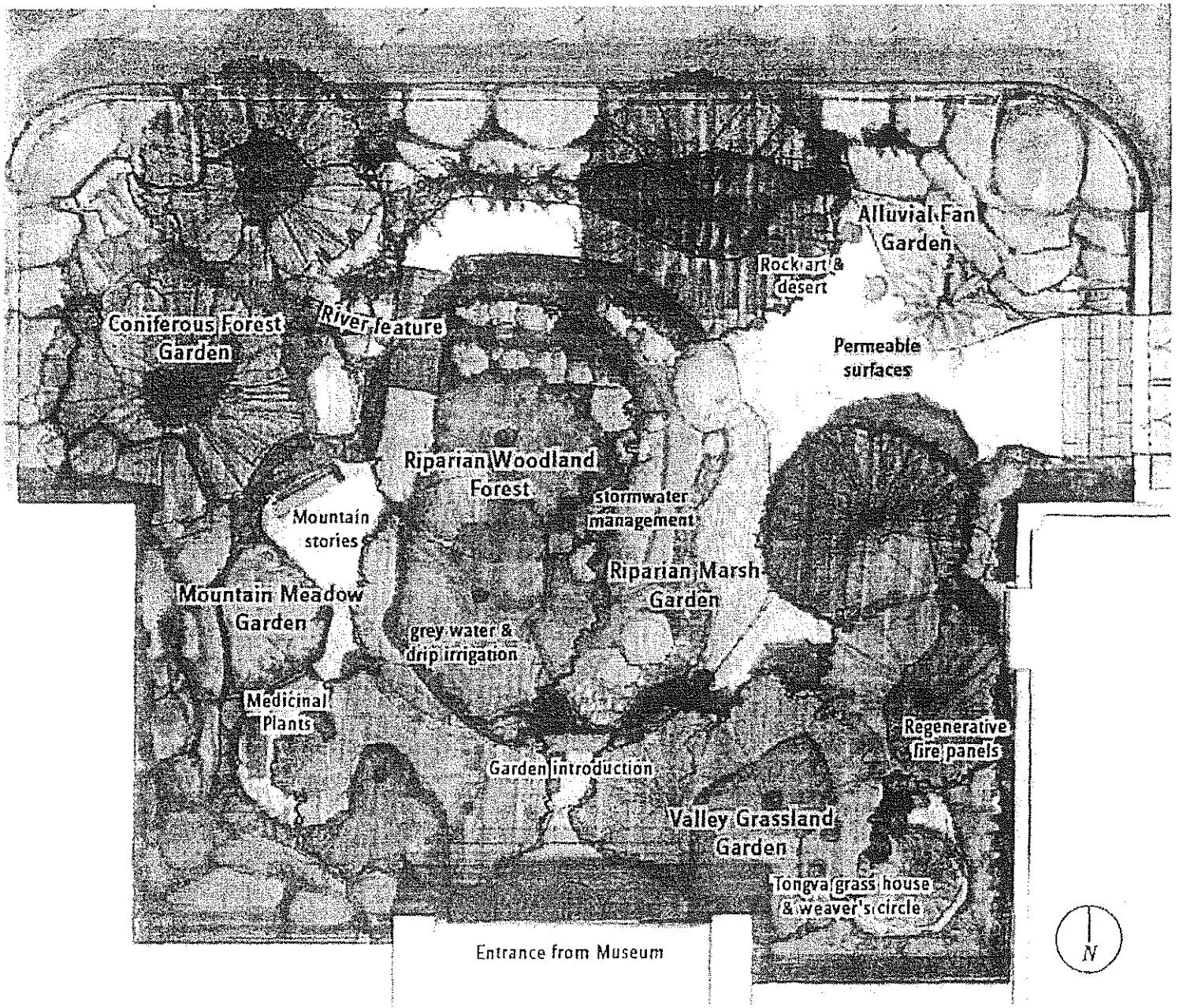
AUTRY SITE PLAN
48,230 total square footage of public spaces

Levin & Associates Architects
THE AUTRY

Design Criteria Sheet
GALLERY / TRAILS WEST GRANT
PROPOSED FLOOR PLAN
May 19, 2010



Site Plan for California Native Teaching Garden



LEGEND

Bio-Regions & Plant Communities

Interpretive Centers

Sustainable Practices

EXHIBIT 11

ConsultEcon, Inc./Office of Thomas J. Martin
Economic Research and Management Consultants
Tourism and Public Attractions, Urban Development, Real Estate

24 Thorndike Street
Cambridge, Massachusetts 02141

Telephone: (617) 576-5800
FAX: (617) 547-0102
email: otjm@consultecon.com
website: www.consultecon.com

MEMORANDUM REPORT

To: Friends of the Southwest Museum

From: ConsultEcon, Inc.

Re: Review of Southwest Museum Rehabilitation Evaluations

Date: March 11, 2005

This memo is presented in the following sections:

1. Executive Summary
2. Items reviewed as a part of this evaluation
3. Review and background to current situation
4. General Review of Southwest Museum Rehabilitation Report
5. Specific Review of the Financial Analysis
6. General Conclusions

1. EXECUTIVE SUMMARY

- ConsultEcon, Inc. (CEI) was retained by The Friends of the Southwest Museum to review the report prepared by a group of consultants for the Autry National Center on the rehabilitation of the Southwest Museum.
- ConsultEcon is a firm that specializes in economic and management consulting for museums.
- As noted in Section 2 of this memorandum, CEI reviewed the basic Rehabilitation Report as well as other materials regarding the history and planning for the Southwest Museum, as presented in the body of this memorandum report.
- CEI's review included a visit to both the Southwest Museum and the Museum of the American West.
- CEI's review also included a summary review of approach, methodology and conclusions from the Rehabilitation Report.
- The general findings from this review are as follows:

The Rehabilitation Report prepared by the consultant team is focused primarily on technical rehabilitation issues related to the Southwest Museum. The alternative use scenarios appear to have been developed as if the Southwest Museum were a stand-alone facility and not integrated into the Autry Center per the 2003 Agreement and Plan of Merger. This results in a higher staff profile and operating costs for the Museum as outlined in the financial analysis section of the Rehabilitation Report. The operating attendance and revenue assumptions shown in the financial analysis section of the Rehabilitation Report are extremely conservative. The net result is that the alternatives shown in the report appear to be performing poorly. Even with these considerations, the Rehabilitation Report concludes that the financial performance of the Southwest Museum as projected in the alternatives falls within the typical range of earned revenue for Museums. The authors of the report basically indicate that reuse is feasible if funds can be raised to cover capital and operating support, which is true for virtually all museums. The statement that the project is not "economically feasible" is a conclusion that is only made in the Autry Center's cover letter to the Rehabilitation Report, but not directly supported by the work in the Rehabilitation Report.

2. ITEMS REVIEWED AS A PART OF THIS EVALUATION

In preparing this evaluation we reviewed the following documents:

- *Southwest Museum Rehabilitation Study, Phase I Planning;* Levin Associates, et al, n.d. – architectural drawings in report are dated January 2004.
- *Southwest Museum Annual Reports, 1991-2001,* except for FY'00
- *Strategic Long Range Planning Alternatives for the Southwest Museum (Draft)*, Harrison Price Company, April 1992
- Official Museum Directories, 1996-2005
- Agreement and Plan of Merger, March 4, 2003
- Lexis-Nexis press search
- Guidestar 990/Financial Evaluations
- Belin Report (draft) n.d.
- ConsultEcon, Inc. project reference files

This was supplemented by a visit to both the Museum of the West and the Southwest Museum.

3. REVIEW AND BACKGROUND OF CURRENT SITUATION

ConsultEcon's review of background materials and a visit to the Southwest Museum indicate that the Museum has been in relative decline for the better part of the last two decades. A review of annual reports, IRS form 990's, and prior consultant reports such as the Harrison Price study of 1992 reveal an organization that has been dealing with a host of issues and various attempts to bring itself into a profile as a contemporary museum for a long period of time. Certainly as early as the Harrison Price study, the issues of obsolescence and declining attendance, or more accurately, decline in market share were evident, given increases in resident and visitor populations in the Los Angeles Market during the 20th Century. The Price study identified the key issues of lack of market performance, physical plant obsolescence, difficult site constraints and inability to showcase (because of limited gallery space) what is thought to be one of the best collections of Native American art and artifacts in North America if not the world. On the other hand the current site and historic campus offer an incomparable location in terms of drama, beauty, and centrality to a large market, including accessibility to both the Los Angeles CBD and Pasadena.

Data in **Table 1** show a review of roughly the last decade of Southwest Museum annual reports, and the ups and downs of its operations. A review of 990's shows that until the last few years, the Museum was more or less holding its own on an operating budget basis. For the period between 1993 and 2000, on average, the Museum earned 46 percent of its income through retail sales, events and membership fees, and about 19 percent through investment earnings, with the remainder from donations, grants and gifts. It was only in the last few years before the merger that the financial bottom seems to have fallen out, with only 26 percent earned income.

Table 1
Review of Southwest Museum Annual Reports

Year	Annual Attendance (School Groups)	Membership	Museum Store Gross Sales	Operating Deficit*
1991-92[1]	71,762 (19,430)	3,156	$502,973	
1992-93[2]	74,860 (36,000)	2,200	$423,587	-$343,809[3]
1993-94[4]	58,998 (NS)	2,560	$391,284	-$363,196[5]
1994-95[5]	55,709 (43,000)[6]	NS	$382,787	-$143,098[5]
1995-96[7]	NS (45,000)	2,385	$351,882	+$41,000[5]
1996-97[8]	63,211 (45,000)	2,213	$323,850	Positive
1997-98[9]	NS (45,000)	2,312	$331,773	Positive
1998-99[10]	NS (45,000)	2,525	$979,965[11]	+$31,985
1999-00	NR	NR	NR	NR
2000-01[12]	NS (35,000)	1,406	$341,539	Negative

Source: Southwest Museum annual reports and ConsultEcon, Inc.
NR = No Report reviewed
NS – Not Shown in annual report.

* As reported in Annual Report / Not from Audited reports.

---

[1] Best year in sales for store/economic recession in Southern California/long-range planning suggests relocating to new site/$117,2000 admissions revenue.
[2] Museum issues RFP for new location/8,500 attend 1992 Intertribal Marketplace/HAGPRA Inventory.
[3] Reported in 95-96 annual report
[4] Lost PR Director/bad economic conditions – all L.A. Museums dropped / earthquake/ demand for school tours greater than capacity to host them/Grant for offsite textile facility/net proceeds from Annual Gala $78,000/Accepted bid from City of LA to help the Museum stay in present location/also possibility of new Museum satellites in Santa Barbara, Palm Desert.
[5] Greatly reduced development staff/ no membership campaign/ off-site conservation facility / notes that while Museum has good endowment with cash reserves, financial problems are on the horizon.
[6] Report "program participation" for school groups unclear if this is the same as "attendance"
[7] Reopened entrance tunnel/ strengthened Board/operating surplus/ significant gifts received/ discussion of second site for exhibits, better accessibility.
[8] Planning for second exhibition facility at May Co. building on Wilshire / Board strengthened / LACMA move on second site.
[9] Stop reporting attendance in annual report.
[10] 200,000 visit LACMA gallery in first five months of 1999, thanks to spillover from Van Gogh show / also good retail sales. Galleries are free / Museum operates in black for fourth year in a row / annual Gala grossed over $100,000.
[11] Two store sites: Mt. Washington and LACMA. Gift shop sales at LACMA exceeded $500,000. Museum Store sales also include consignment income.
[12] Note – first year in six that Museum operated in red/master plan for current site is started / raised $3 million in capital campaign – best ever / lease with LACMA ends.

Articles that appeared in 2002 in the *New York Times* and the *Los Angeles Times* highlighted this:

> "The long-troubled Southwest Museum, the country's largest and most important collection of Indian artifacts outside government hands, is suddenly facing new uncertainties that could accelerate a steady, if little understood, deterioration of its finances.
>
> A close look at the Museum's public financial records and internal documents provided by people who contend that the museum has been mismanaged for years shows that its finances and even its collection appear to be in perilous condition.
>
> The problems include financial losses, a shrinking endowment, plummeting attendance and inadequate, potentially dangerous, storage facilities for a highly regarded collection of 350,000 Indian artifacts, most of which sit in obscurity. The collection is largely stored in rooms with outdated electrical wiring, no sprinkler system, no environmental controls, and little protection from earthquakes, a consultant's report says.....
>
> .....Mr. King insisted that a burst of fund-raising over the last year had helped counter some of the Southwest's problems, and he said some of the financial data were misleading. But the museum's records show signs of trouble.
>
> For instance, internal documents appear to contradict the museum's public reports of annual attendance. The Southwest has long said it has 75,000 visitors a year at its small, out-of-the-way location in the Mount Washington neighborhood.
>
> But internal records show that attendance has been plummeting, to 13,800 in the year that ended June 30, 2000, from 22,000 in the year that ended June 30, 1996. Mr. King said the figures had been rising more recently. He acknowledged that the museum receives fewer than the 45,000 visits by children on school tours reported each year.
>
> In the fiscal year that ended June 30, 2000, the museum reported a loss of $1.4 million, after a $456,000 loss the previous year. For the fiscal year that ended June 30, 2001, the museum reported a surplus of $727,000.
>
> Mr. King said the museum's net assets were a better reflection of its health. But even that has declined, to $6.9 million last June 30 from $8.1 million on June 30, 1998.
>
> The endowment has withered to $3.4 million this year from $6.4 million in 1994, according to internal reports. Year by year, the museum has been using money from the endowment for operations, its tax returns and other documents indicate..." -- *New York Times, May 26, 2002*

"....The Southwest Museum, founded in 1907, has for the last decade suffered through a series of leadership crises. In 1993, former Director Patrick Houlihan was convicted of removing about 20 valuable baskets, tapestries and paintings from the museum's renowned Native American collection and secretly selling or trading them.

The Southwest's current need for financial help was made clear by a report commissioned a year ago. The confidential report, a draft of which was obtained by The Times, was undertaken by Daniel Belin, an attorney and nonprofit management consultant. It found that the museum's trustees were contributing too little money, paying too little attention to finances and consequently squandering their credibility among other potential donors.

The report also sounded out alliance possibilities with representatives of several other cultural organizations – including the Autry, the casino-rich Pechanga Indian Tribe in Riverside County, the Heard Museum in Phoenix and the Smithsonian Institution's National Museum of the American Indian in Washington. Except for the Autry and the Pechangas, most expressed doubts about the cost and logistics of preserving the collection, its current site and the institution's independence.

The Southwest board "had become more a collector's club than a museum board," said a source familiar with the museum's internal operations who requested anonymity. In the last two years, more than a dozen board members have left the Southwest Museum.

The Southwest Museum's King acknowledged that his board's fund-raising had lagged in recent years, but he said giving accelerated dramatically in late 2001 when, faced with financial calamity, board members gave or raised $1.1 million as part of a campaign to meet a $250,000 matching grant from the Ahmanson Foundation....." – *The Los Angeles Times, December 11, 2002.*

After the initial agreement with the Los Angeles County Museum of Art (LACMA)[1] and its termination in December 2000, the last annual report reviewed in preparing this report indicated that the museum was still in active discussions with other organizations with which they could collaborate on a new museum.[2] Indeed, the Price report had recommended in 1992, either an

[1] In spring of 1998, the Museum leased 8,200 square feet in the LACMA May building for a three-year term. The Southwest Museum hosted at least one traveling exhibit (with a $10 adult fee), as well as Museum-sponsored shows that appear to have been free. In December 2000, the Southwest Museum indicated they would be vacating this space and concentrating on a 5,000-square-foot expansion at the Mt. Washington site. Press reports indicated that the Sierra Club opposed this expansion.

[2] After on-again/off-again discussions over three years with the Autry National Center and the Pechanga Board of the Luiseno Indians, the merger agreement was made with Autry.

upgrade of the current Museum's campus, or a relocation of the Museum to a location such as the Autry/Zoo site, Exposition Park or the Wilshire Boulevard museum complex area. At some point the Museum entered into an agreement with the Autry National Center of the American West, and on March 4, 2003 an Agreement and Plan of Merger was executed between the Autry and the Southwest Museum. The effect of this agreement was to merge the Southwest Museum with a new entity -- The Autry National Center. Some of the key parts of this merger document for the purposes of this review are as follows:

"10. Covenants Pending the Merger Effective Date

....10(c) Transition. Southwest and Autry shall collectively take steps to integrate fundraising, marketing, grant applications, organization, and to facilitate the Center's expansion and appropriate utilization of the Southwest and Autry site.....

12. Structure and Governance of the Center

12(a) As provided for in this Agreement, the Center shall be formally created on the Effective Date upon the amendment of the articles of incorporation of the Autry, the amendment and restatement of the bylaws of the Autry, the appointment of the individuals listed on Exhibit D as the directs of the Center for the terms listed thereon, and the Merger.

12(b) Divisions. The Center shall include three independently operated, curatorially or scholarly driven entities: *The Autry Museum of Western Heritage, The Southwest Museum,* and *The Institute for the Study of the American West.* Each will be led by its own director, who will manage a distinct curatorial and research staff in order to maintain the identity and integrity of each entity as a part of the Center. Each entity, in coordination with the others and the Center, and within the overarching mission and capacity of the Center, will develop, submit for approval by the Center and manage its own budget, as well as its own exhibitions, programs, and collection initiatives and responsibilities.....

13. Post-Merger Obligations. Each of the parties hereto covenants that:....

13(f) Southwest Museum Operations. Subject to the provisions of Section 12(b) above, under the leadership of its own director and curators, the identity and integrity of Southwest Museum will be maintained as part of the Center and the Southwest staff will establish their museum's interpretive agenda creating permanent and temporary exhibitions for presentation in its galleries, as well as working with the Center's education staff to develop ancillary programs and outreach to students and families. It is anticipated that the collections will be

used as the basis for pioneering research that results in important and substantial exhibitions, publications, and public programs....

13(h) Fundraising. The Center shall launch an endowment and capital campaign in 2004 with a goal of raising at least $100,000,000, subject to the studies to be undertaken pursuant to the Master Plan referred to in Section 13(i) below.

13(i) Master Plan. The Center shall undertake a thorough analysis and collaborative planning process regarding the combination of the Autry and Southwest to be completed no later than September 30, 2003 (the "Master Plan") which shall include, among other items: (i) facility reports which will analyze structure of facilities of Southwest and Autry existing as of the date hereof; and (ii) plans relating to capital and endowment campaigns.

13(j) Location.

(i) The parties shall use all efforts to build a new facility adjacent to the existing Autry National Center to expand exhibition space and audience for programs relating to the Southwest.

(ii) It is the intention of the parties that, until and unless the Master Plan dictates otherwise, the Southwest Site shall be the location for all aspects of The Southwest Museum, including but not limited to, exhibition and education programs, storage of Southwest's collection and the Braun Library.

(iii) If the Master Plan determines that structural modifications or construction is necessary or appropriate at the Southwest Site, all reasonable efforts shall be taken to keep the Southwest Site open, and to protect the public's safety and visitors' comfort during such time.

(iv) Regardless of the outcome of the Master Plan, the parties shall use all reasonable efforts to pay full respect to the historical significance of all structures at the Southwest Site, and consult with community groups and local and state governments, with the hope to restore the site to its original glory, recognizing its value to the greater Los Angeles community....."

The Los Angeles Times reported the story in its March 14, 2003 edition as follows:

"... The deal also charts plans to add 20,000 square feet of exhibition space and 20,000 square feet of viewable storage space at the Autry site in Griffith Park to make room for parts of Southwest's vast collection of art and artifacts.....

.....In disclosing their decision Thursday, Autry leaders stopped short of making guarantees about the fate of the Southwest's longtime home on Mount

> Washington. But the facility will remain open for the foreseeable future, and in meetings and correspondence with neighborhood activists, they have pledged their best efforts not only to preserve the historic buildings there but keep them open to the public, ideally as a venue for temporary exhibitions.
>
> To cover costs of the merger, Autry officials say they plan to raise $100 million over the next five years, including $38 million to boost the center's endowment and an estimated $15 million to restore and renovate the Southwest buildings....." – *The Los Angeles Times, March 14, 2003*

As a result of this agreement, the Autry National Center undertook studies of the Southwest Museum to determine both its physical state as well as its potential economic future at its current site. These studies were prepared by a consulting team that included various experts in historic rehabilitation, planning, engineering, architecture and financial analysis. The results of the Rehabilitation technical studies indicated that:

> **"CONCLUSION**
>
> The Southwest Museum has great value as an institution, a historically significant building and an emblematic artifact of the formation of Los Angeles in the early twentieth century. The current condition of the museum and its infrastructure, however, does not meet current museum standards. This signifies that the building is not suitable for safely maintaining and displaying the formidable artifact collection. Potential damage from fire, climatic fluctuations, pests and other sources is a present danger. Moreover, the use of unsuitable spaces for densely packed storage leaves the great majority of pieces unavailable for public viewing, and turns unique gallery space such as Torrance Tower into warehouses. The current exhibition spaces are underutilized and poorly lit; the artifacts are not shown in their best light.
>
> In addition, the historic building is in need of some urgent maintenance/ preservation procedures in order to prevent deterioration.
>
> The collection will undergo a general conservation effort and much of it will be moved to a new, state of the art, open storage facility at the Autry National Center Griffith Park Campus within the next few years. This report has analyzed what would be required to prepare the Southwest for continued museum use, with its envelope and infrastructure meeting museum standards.
>
> It has been shown by the respective consultants who collaborated on this report that the Southwest Museum building can achieve these standards (Option A) and further, with some additional investment it can provide greatly enhanced service to the community, attract more visitors, and earn more income (Option B).

> However, the cost for these changes is considerable; both in terms of capital outlay and increased operating expenses. It must be kept in mind that, as a rule, museums do not earn enough to pay their bills; the average income accounting for 30 to 50% of operating expenses. The additional funds are generally made up by gifts and grants. While the financial performance of the Southwest Museum, today, and as projected for Options A and B of this study, falls within the range of earned revenue to operating expenses, the crucial question is whether fundraising and government grants can make up the remainder of operating expenses. Further, is it possible to raise the capital required for the building and infrastructure upgrades?
>
> This study provides the information needed to guide a rehabilitation of the Southwest Museum."[3]

Noteworthy in these findings is that the consultants indicate the Southwest Museum could operate within industry norms regarding earned income for a museum of this type.

Each of the technical studies in this report, with the exception of the Financial Analysis, also carried their own conclusions.

The cover letter from the President and CEO of the Autry National Center, however, indicated that the study had shown that it was not *economically feasible* for the museum to be operated "exclusively as a museum," but that it was the intent of the Autry National Center to work with the community on a plan for the Southwest Museum and that the buildings had been placed on the National Register of Historic Places.

4. GENERAL REVIEW OF SOUTHWEST MUSEUM REHABILITATION REPORT

The overall report appears to be a good evaluation of the physical issues involved with rehabilitation of the Southwest Museum campus. In the analysis, the existing Museum and two options for expansion are analyzed. There are, however, some shortcomings in the report that bear noting and that may impact on the financial analysis. These include:

- There is no way to check or replicate the "numbers" work shown in the report.
- No detailed cost estimate or supporting calculations (shown in the report). The cost estimation references a "detailed Feasibility Cost Study Plan," from which work is extracted.

[3] Source: *Southwest Museum Rehabilitation Study.*

- There are three different physical sizes given for each of the existing Museum and Options A and B in the report. Both calculation tables on p. 178 and 179 of the cost estimate show the gross area as 38,203 square feet for both Option A and Option B, but there is no way to check if this is just a "typo."
- The summary of the square footage of the alternative projects is not internally consistent. Data in Table V-5 (p.19) where gross square footage and exhibit square footage are given on the pro forma summary table do not correspond to the summary given on p. 188-189.
- The cost table on p. 17 shows building costs per sq. ft. that don't coincide with the building totals shown in Table V-5 (for Option A, 38,204 square feet vs. 42,453 and for Option B, 42,627 square feet vs. 52,092).
- A note on the architectural plans- no scale given in the drawings.
- For the Financial Analysis, it is unclear how factors are related to each other. For instance, is "Facilities and Operations" expenses based on square footage? Or staff? Or…?
- ConsultEcon would not characterize the Options shown as "plans." The "plans" that are presented are very general, and not supported by a "program statement," that is, what is the space plan that is being served in the "plan"? Where there is a discussion in the financial report of the components of each plan option, it is unclear if this represents the consultant's suggested plans or the Autry's proposed plans.
- Given the Merger Plan, there should be an overall Autry National Center program statement to inform the program for the Southwest Museum. For instance, it is clear that the current facilities are inadequate to show the collection, and the site has limitations. Options A and B therefore, from a physical program perspective, seem indistinguishable and not useful for a comparative evaluation.
- Alternatives as presented seem to be "level of rehabilitation" alternatives, not alternatives related to mission. For instance, to make the Museum more feasible, we would see significantly more "galleries" and less back-of-the-house and "community" space in Option B.
- The basic differences between Option A (the rehabilitation option) and Option B (the rehabilitation and expansion option) appear to be in the cost estimate ($283.48 per square foot in "A" vs. $329.46 per square foot in "B" on p. 17), and the provision for an outdoor "plaza" in Option B, which artificially boosts the square foot size of Option B.

5. SPECIFIC REVIEW OF THE FINANCIAL ANALYSIS

The following reviews the economic section of the Rehabilitation Study that was prepared by Economics Research Associates (ERA).

- The ERA study is a fairly cursory review of the two options with programs apparently prepared by the planners. The current "baseline" operating costs are utilized for Option A, the rehabilitation alternative, while a new set of operating cost numbers are used for

Option B, which is rehabilitation and "expansion" option. Given the lack of real alternatives in Options A and B (i.e., with the exception of the "plaza" the space utilization for both options is very similar), the ERA report takes on an "academic" exercise quality.

- It is counter-intuitive to staff up the Museum as in Option B if you can't deliver the product (i.e., galleries). No rational museum operator would do this.
- The assumptions used in the operating (financial) evaluation are generally not stated or supported in any detail, or backed up by programmatic descriptions.
- The evaluation in the market and comparables section is done in a cursory way. The comparables section of the report (pp199-200) relies on information primarily collected from the Official Museum Directory (which is often of dubious reliability or currency). (Note: compare this with the 1992 Price Study to see the level of detail that is preferable in this type of comparable review). The selection of museums to be compared seem somewhat arbitrary. It might have been better to select a few museums that have a program similarity to the Southwest Museum such as the Heard Museum in Phoenix(which currently runs two sites in the Phoenix metro area), the Eiteljorg Museum in Indianapolis, the Gilcrease Museum in Tulsa, and the Burke Museum in Seattle. There is no date on the study so it is hard to know how current the data are that are used as a baseline. It is also not clear whether the data used in the evaluation are on a fiscal year or calendar year basis.

  The report notes that current data used were from the Southwest Museum and that operating standards set (p. # 17) by the Autry National Center were also used. It is unclear whether this "Autry National Center standard" includes items such as wage rates for categories of employees, admission fees, membership categories, revenue and operations costs splits between the three Autry National Center components, etc. Also, there is limited indication of any synergy with Autry.
- The operating expenses for Option B seem well out of proportion to the description of the program. The size of the project increases to 52,092 sq. ft. (most of it in the new outdoor "plaza"), or an increase of 24 percent, while the operating budget goes from $1,921,000 to $3,488,000, or an increase of 82 percent. The great majority of the increase is related to an increase of staff, particularly in the curatorial, visitor support and security areas. Because no staffing plans are given with appropriate wage and benefit information it is difficult to understand why staffing costs have escalated so dramatically (except based on the overall number of staff, going from 23 in Option A to 41 in Option B). Also in the Agreement and Plan of Merger, many of the positions such as marketing, membership, development that were added in Option B (except curatorial) were to be in the overall centers management structure presumably so that there would be efficiencies in these categories. It is also unclear why the security staff more than doubles in Option B. Therefore, to allocate them fully to the Southwest Museum seems to place an unwarranted burden on the evaluation of financial feasibility. A saving in staff costs is what museum consolidation is generally about. In other words, the pro forma in both Options A and B treats the Southwest Museum as a stand-alone museum, not as a part of the larger Autry entity.

- There is no sensitivity testing of assumptions. The market support shown for Option B, for instance, by slightly changing the penetration rates in Table V-1 (p.213), could result in attendance closer to 90,000-100,000 annual visitors. Evidence from comparables suggests that a well planned museum that addresses the shortcomings of the current Museum could do as well as the other Native American museums, which achieve attendance higher than this in much smaller markets.
- It is difficult to evaluate the financial opportunity of the Southwest Museum without reference to the Master Plan for the total Autry National Center operations. The Agreement and Plan of Merger indicates that this plan was to be completed no later than Sept 30, 2003. If this plan were completed, the assumptions made in that plan would be relevant to the discussion regarding the Southwest Museum.
- Not sure where ERA's industry benchmarks come from, shown on p.19. They actually don't help a conclusion that the Museum is not workable, because the options shown would seem to fall within a reasonable range of the midpoint of the benchmarks.

Conclusions on Review of Economic Feasibility Study

The ERA attendance estimates for the renewed museum seem extremely conservative, particularly given the potential for school group attendance. A more realistic attendance estimate for a renewed Museum might be 95,000 annual visitors.[4] In summary, a reasonable alternative analysis would be (generally using ERA's economic factors) an Option C, as follows (shown against ERA's Option B pro forma, condensed):

This new Option C assumes more gallery space, a higher attendance, consistent with the collection and assuming the redevelopment of the Museum; higher per capita admissions consistent with the current $7.50 adult ticket price; higher revenue from other sources such as rentals, etc. and a lower operating cost than assumed by ERA. This lower operating cost is based on fewer employees at the Museum than shown in Option B, as well as lower advertising and curatorial costs than shown in the ERA report.

[4] Rounded up, based on a market penetration rate of .55 for resident market and .11 for tourist market, per baseline resident and tourist figures in Table V-1 on p. 213 of the Rehabilitation Report.

	Report Option B	ConsultEcon Option C
Attendance	*64,000*	*95,000*
Operating Revenues:		
Admissions [1/]	$348,140	$573,800
Per Capita Admissions [2/]	$5.44	$6.04
Gift Shop	$644,725	$956,650
Per Capita Gift Shop (Gross)	$10.07	$10.07
Other	$318,400	$617,500
Per Capita Other	$4.98	$6.50
Total Earned Revenue:	$1,311,000	$2,147,950
Operating Expenses:		
Operating Expenses	$3,813,000	$3,173,020
Per Square Foot Operating Expenses	$73.20	$60.91
Net Operating Income:	($2,502,000)	($1,025,070)
Percent Earned Income:	34.4%	67.7%

1/ Includes admissions, school, membership income.
2/ $5.44 per capita on $6.75 adult ticket price in ERA report results in $6.04 at $7.50 adult ticket price.

6. GENERAL CONCLUSIONS

The statement that the project is not "economically feasible" is an assertion that is made in the Autry National Center's cover letter to the report, but is not necessarily supported by ERA's work, and even less so with a revised analysis such as ConsultEcon's Option C. The test of economic feasibility in the museum world is much more subjective than it is in the business world, where a clear return on investment (ROI) is warranted. Indeed, the "non-profit" status of museums is the tax code's way of rewarding the public interest nature of museums. *The test of "economic feasibility" is at the discretion of the Museum board.* (Note: the Autry seems to run at about 25 percent earned income.) The Rehabilitation Report itself recognizes this in its Conclusion (p.20), and the current ERA numbers, even as conservative as they are, still fall within this 30 to 50 percent of earned income level. The author of the Rehabilitation Report

conclusion seems to stretch to come to the conclusion that it *might not* work! The only question seems to be whether fundraising can make up any difference in operating costs, which of course is the job for 99 percent of museums and their boards. This is where the Autry National Center could (or should) make a big difference with its large endowment and fundraising capability. It may also be why the report's cover letter did not cite specific evidence from the Rehabilitation Report to support the conclusion that the Museum is not feasible.

Other aspects of "economic feasibility" relate to the: a) location; b) accessibility, parking; c) market size; and d) project critical mass. Our review suggests the following about these factors:

- **Location** – Being so close to downtown Los Angeles and Pasadena should translate better into a solid market for the casual visitor, even though, as noted by many commentators, it appears at first look as if the location is not an optimal site in the sense of being clustered with other "attractions". Because of the re-emergence of downtown LA, the Southwest Museum is actually one of the closest museums to the downtown market, and has increased ease and accessibility via Metro Gold Line. The same is true of the Pasadena visitor market, which in essence this location is part of as well due to its proximity, cultural link to the Arroyo Seco and now linked with Metro. Within a 10 minute link via Metro, a visitor can get from either downtown LA or downtown Pasadena to the Southwest Museum. That's an economic resource unavailable to almost every museum/destination in Los Angeles.

- **Accessibility and Parking** – The location is part of the larger Arroyo Seco National Scenic Byway and is served by the LA Metro, with a "Southwest Museum" station. Accessibility to the site is excellent. Parking may be constricted on busy days, but the plan report suggests that a rework of the current parking lot alone could increase capacity by 60 percent (p.109), which would be over 100 spaces. Not including employee parking, this could support up to 125,000 annual attendees (design day of 500 attendees/85% auto = 425 attendees/2.0 per car/40% on-site at peak = 85 spaces). Since many of these visitors would be school children, the parking infrastructure could support even higher overall attendance. In addition, there is the possibility to create two levels of parking, which would further increase capacity.

- **Market Size** – The market resident and visitor size is one of the largest in the U.S. As noted in the rehabilitation study, this market is 9,196,905 residents (0-25 miles, 2006) and 24.6 million overnight visitors in 2002. This could easily support higher attendance levels than projected in the Rehabilitation Report, with an appropriate Museum renovation and operating plan.

- **Project Critical Mass** – In order for the Museum to operate as a museum, there would need to be a more creative physical plan than that presented in the Rehabilitation Plan. This could capitalize on the merger with Autry, which the current plans do not.

CONCLUSION

The Rehabilitation Report prepared by the consultant team is focused primarily on technical rehabilitation issues related to the Southwest Museum. The alternative use scenarios appear to have been developed as if the Southwest Museum were a stand-alone facility and not integrated into the Autry Center per the 2003 Agreement and Plan of Merger. This results in a higher staff profile and operating costs for the Museum as outlined in the financial analysis section of the Rehabilitation Report. The operating attendance and revenue assumptions shown in the financial analysis section of the Rehabilitation Report are extremely conservative. The net result is that the alternatives shown in the report appear to be performing poorly. Even with these considerations, the Rehabilitation Report concludes that the financial performance of the Southwest Museum as projected in the alternatives falls within the typical range of earned revenue for Museums. The authors of the report basically indicate that reuse is feasible if funds can be raised to cover capital and operating support, which is true for virtually all museums. The statement that the project is not "economically feasible" is an assertion that is only made in the Autry Center's cover letter to the Rehabilitation Report, but not supported by the work in the Rehabilitation Report.

ConsultEcon, Inc./Office of Thomas J. Martin
Economic Research and Management Consultants
Tourism and Public Attractions, Urban Development, Real Estate

24 Thorndike Street
Cambridge, Massachusetts 02141

Telephone: (617) 576-5800
FAX: (617) 547-0102
email: otjm@consultecon.com
website: www.consultecon.com

QUALIFICATIONS/BACKGROUND OF THE FIRM

ConsultEcon, Inc. provides services to clients in the areas of project and plan concept development, evaluation and implementation in the fields of museums, visitor attractions and tourism development. The firm was founded in 1991 by Mr. Thomas J. Martin, who has consulted with the museum industry for over 30 years. Prior to forming ConsultEcon, Mr. Martin worked for Economic Research Associates for 19 years and was an owner/partner.

ConsultEcon has worked extensively throughout the U.S. and internationally in California the firm has completed work for the California Science Center and the Monterey Bay Aquarium. The firm has been the recipient of a number of awards, particularly for work in heritage tourism development. In 1995, ConsultEcon received the National Endowment for the Arts Presidential Design Award for its work on the Augusta (Georgia) Canal National Heritage Area Master Plan.

ConsultEcon has conducted over 500 studies including business plans, market and financial feasibility studies, operations analyses and economic impact studies for existing and proposed museums and visitor attractions. Currently, the firm is working with the Museum of the Cherokee Indian in North Carolina for their new Education Center. ConsultEcon builds on the long experience of the principals, with special expertise and experience in museums, visitor centers, and other not-for-profit attractions, to prepare tourism development strategies for various cities, counties and regions.

The firm's work in museum development and expansion typically focuses on issues related to business planning, visitation projections, facility pricing and marketing, operations, economic feasibility and project economic impacts. The work sets the framework for other professionals in terms of overall visitation levels, seasonality of visitation, cost/return trade-offs, and related issues critical to successful planning.

ConsultEcon maintains detailed industry data and over 2,000 museum project reference files that provide a vast body of information from which to draw comparable experiences, operating factors and to identify the approaches that are most effective to successful project development and management. Members of the firm are active in many professional organizations within the museum industry.

EXHIBIT 12

BUILDING PERMIT APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT - BUILDING DIVISION

36—

Commercial ~~SINGLE FAMILY DWELLING~~

MECHANICAL/ ELECTRICAL/ PLUMBING

Activity No. BS 1102565

Office

ADDRESS	FLOOR	UNIT #	CONSTRUCTION VALUATION	DATE
210. S. Victory Blvd.			$ 2,000	3/22/11

THIS IS A PERMIT APPLICATION ONLY. WORK IS NOT AUTHORIZED UNTIL FEES HAVE BEEN PAID AND A BUILDING PERMIT HAS BEEN ISSUED.

OWNER	APPLICANT/ CONTACT	CONTRACTOR
Autry Heritage Museum	Tony Tubbs	Anthony's plumbing
ADDRESS: 4700 Western Heritage Way	ADDRESS: 1016. N. Hollywood Way.	ADDRESS: /
CITY/ STATE/ ZIP: Los Angeles, Ca	CITY/ STATE/ ZIP: Burbank Ca.	CITY/ STATE/ ZIP:
PHONE: (323)667-2000x285. CELL PHONE:	PHONE: (818)7204366. CELL PHONE:	PHONE: (818)7204366 CELL PHONE:
E-MAIL: DANNY FOIRREST.	E-MAIL: LICENSE: 722316	E-MAIL: LICENSE: 722316.

5-31-12 C-36, C-20

DESCRIPTION	SQUARE FOOTAGE
Replaced OS&Y Valve on Fire Backflow Prevention Device. 8.0" #1 Valve.	

✓	PROJECT TYPE	✓	STRUCTURE TYPE
	New		2nd Dwelling Unit
	Addition & Remodel		Accessory Structure- SFD
	Addition Only		Condominium
	Remodel Only		Single-Family Residence
	Site Improvement		
	Seismic Retrofit		
	Fire Damage Repair		
	Demolition		

✓	MECHANICAL		✓	ELECTRICAL		✓	PLUMBING	
	New HVAC System	# Systems		Service	# Services		Water Service	# Services
	Replacement HVAC	# Units		New Dwelling	# Dwellings		New Dwelling Units	# Units
	Duct Extension Only	Room Area SF		Addition & Remodel	Area SF		Bathroom	# Bathrooms
	Gas System	# Outlets		Outlets & Fixtures	# Outlets		Powder Room	# Powder Rooms
	Furnace/ Heater	# Units		Branch Circuits	# Circuits		Laundry	# Laundries
	A/C	# Units		Motors/ Heaters	# Motors/Htrs		Kitchen	# Kitchens
	Boiler	# Units		Transformers	# Trans		Water Distribution and Repipe	
	Condenser	# Units		Panel/ Panelboards	# Panels		Sewer	
	Hood	# Units		Temp Power			Gas System	# Outlets
	Air Inlet/Outlet/Rtrn	# Air		Electrical Equipment	# Equipment		Plumbing	# Fixtures
	Other Mech Equip	# Equip		Specify			Water Heater and/ or Vent	
	Specify		✓	PHOTOVOLTAIC	# Arrays		Water Closet	Urinal
				Building No of Stories			Bathtub	Lavatory
				Flat Roof ☐ YES ☐ NO			Shower Stall	Shower Pan
				Disconnect ☐ YES ☐ NO			Bar Sink	Slop Sink
				Battery Backup ☐ YES ☐ NO			Garbage Disposal	Dishwasher
							Laundry	Kitchen Sink
							Sump/ Sewage Sys	Ind Waste Sys
						✓	Water Backflow Dev	Hose Bibb
							Water Pressure Reg	Treatment Dev
							Drinking Ftn	Standpipe
							Floor Drain or Sink	Indirect Waste
							Rain Water Drain	Lawn Sprinklers

PUBLIC WORKS DEPT./SEWER	FIRE DEPARTMENT
INTERCEPTOR REQUIRED ☐ YES ☐ NO	PLAN CHECK ☐ YES ☐ NO
BY DATE	PLAN CHECK FEE
SIGNATURE	NAME
BACKFLOW PREVENTION ☐ YES ☐ NO	SIGNATURE
BY DATE	DATE
SIGNATURE	

I DECLARE THAT THE FOLLOWING STATEMENTS ARE TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF
I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND THAT INFORMATION STATED HEREON IS TRUE. I AGREE TO COMPLY WITH ALL ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION
I UNDERSTAND AND AGREE THAT SHOULD I FAIL TO COMPLY WITH THE ABOVE, ALL PERMITS SHALL BE DEEMED REVOKED.

Signed 3/22/11 DATE — Signature of Applicant

07/10

Anthony Leonard Tubbs Sr.

Community Development Department
BUILDING DIVISION
275 East Olive Ave.
Burbank, Calif. 91510

Permit No : **BS1102565**
Permit Status : Permit Final
Plan Check Status :

03/25/2011

Plumbing Permit

Job Address: **210 S VICTORY BLVD**

PRE :
Entered By : aceniceros

Project No	060130834	Applied	: 03/22/2011
Activity Type	Plumbing	Issued	: 03/22/2011
Project Name	Building	Completed	: 03/25/2011
Parcel Number		To Expire	: 09/21/2011
Project Description	Building		
Base Address	210 S VICTORY BLVD		
Valuation	$2,000 00		
Job Description	Relaced OS & Y valve on fire backflow prevention device		
Contractor	Anthony's Plumbing Lic. 722316 (818)720-4366 1016 N Hollywood Way Burbank CA 9		

Fees

Fee Description	Account	Units	Fee/Units	Amount	Paid
Issuing Fee				$24.50	$24.50
State Green Building Fee				$1.00	$1.00
Plumbing Fixtures, Water Heater, Backflow-Residential (Each)		1	$10 50	$10.50	$10.50

Plan Check		Development Fee		Permit		Total	
Fees.	$0.00	Fees:	$0.00	Fees:	$36.00	Fees:	$36.00
						Adjustments:	$0.00
Payments:	$0 00	Payments.	$0.00	Payments:	$36.00	Payments:	$36.00
						Extend Credit	$0 00
Balance Due:	$0.00	Balance Due.	$0.00	Balance Due:	$0.00	Balance Due.	$0.00

Date	Transaction Type	Method	Amount
03/22/2011	Payment of Balance Due	creditcard	$36.00

Conditions

DIG ALERT: The permit applicant is responsible for verifying that all utilities have been disconnected prior to starting demolition Call Underground Service Alert of Southern California (DigAlert) at: 800-227-2600.

WATER CONSERVATION- The following maximum plumbing fixture flow rates apply to this project: Lavatory Faucets 1.5 gallons per minute (gpm), Kitchen Faucets 1.8 gpm; Nonresidential Faucets 0 4 gpm; Metering Faucets 0.2 gallon per cycle; Water Closets - Average 1.28 gallons per flush (gpf), Urinals 0 5 gpf; Showerheads 2.0 gpm.

PLANS ON SITE: The approved set of plans, specifications and job card must be at job site during construction and available to the building inspector It is unlawful to alter or change the approved plans, or deviate there from, without approval of the Building Division The stamping of the plans and specifications shall not be held to permit or to be an approval of the violation of any provision of the City Ordinance or State law. The approval does not waive any required approvals from other Divisions, Departments, and Agencies having jurisdiction. CPC Appendix Chapter 1 Sec. 106.3.1

PLAN APPROVAL: Plans have been reviewed for code compliance with the pertinent building codes of the City of Burbank, and the Building Official issues the building permit solely on that finding. Neither the Building Official not the City of Burbank has made a determination whether the plans comply with other State or Federal laws or private contractual and/or property rights CPC Appendix Chapter 1 Sec. 105.3.1

Community Development Department
BUILDING DIVISION
275 East Olive Ave.
Burbank, Calif. 91510

Permit No : **BS1102565**
Permit Status Permit Issued
Plan Check Status .

03/22/2011

Plumbing Permit

Job Address **210 S VICTORY BLVD**

PRE
Entered By acenıceros

Project No	060130834	Applied	03/22/2011
Activity Type	Plumbing	Issued	03/22/2011
Project Name	Building	Completed	
Parcel Number		To Expire	. 09/18/2011
Project Description	Building		
Base Address	210 S VICTORY BLVD		
Valuation	$2,000 00		
Job Description	Relaced OS & Y valve on fire backflow prevention device		
Contractor	Anthony's Plumbing Lic 722316 (818)720-4366 1016 N Hollywood Way Burbank CA 9		

Fees

Fee Description	Account	Units	Fee/Units	Amount	Paid
Issuing Fee				$24 50	$24 50
State Green Building Fee				$1 00	$1 00
Plumbing Fixtures, Water Heater, Backflow-Residential (Each)		1	$10.50	$10 50	$10 50

Plan Check		Development Fee		Permit		Total	
Fees	$0 00	Fees	$0 00	Fees	$36 00	Fees	$36 00
						Adjustments	$0 00
Payments	$0 00	Payments	$0 00	Payments	$36 00	Payments	$36 00
						Extend Credit	$0 00
Balance Due	$0.00	Balance Due	$0 00	Balance Due.	$0 00	Balance Due	$0 00

Date	Transaction Type	Method	Amount
03/22/2011	Payment of Balance Due	creditcard	$36 00

Conditions

DIG ALERT The permit applicant is responsible for verifying that all utilities have been disconnected prior to starting demolition Call Underground Service Alert of Southern California (DigAlert) at 800-227-2600

WATER CONSERVATION- The following maximum plumbing fixture flow rates apply to this project Lavatory Faucets 1 5 gallons per minute (gpm), Kitchen Faucets 1 8 gpm, Nonresidential Faucets 0 4 gpm, Metering Faucets 0 2 gallon per cycle, Water Closets - Average 1 28 gallons per flush (gpf); Urinals 0 5 gpf, Showerheads 2 0 gpm

PLANS ON SITE The approved set of plans, specifications and job card must be at job site during construction and available to the building inspector It is unlawful to alter or change the approved plans, or deviate there from, without approval of the Building Division The stamping of the plans and specifications shall not be held to permit or to be an approval of the violation of any provision of the City Ordinance or State law. The approval does not waive any required approvals from other Divisions, Departments, and Agencies having jurisdiction CPC Appendix Chapter 1 Sec 106 3 1

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Permit Status . Permit Issued
Plan Check Status ·

03/22/2011

Plumbing Permit

Job Address· **210 S VICTORY BLVD**

PRE
Entered By · acenıceros

CONSTRUCTION HOURS The project shall comply with the following construction hour restrictions 1) All projects Monday-Friday 7am-7pm, Saturday 8am-5pm, Sunday and Holidays Not Allowed
Exception Single-family residential construction when work is performed solely by the owner and family members Monday-Friday 7am-7pm, Saturday, Sunday and Holidays 8am-5pm
BMC 9-1-1A-105 8

An owner or owner#s agent shall install a carbon monoxide detector when a permit is obtained for alterations, repairs, or additions exceeding $1,000 to a dwelling unit that has an attached garage or fuel-burning appliances. For new construction, the alarms shall receive primary power from building wiring and shall have battery back-up Multiple alarms shall be interconnected In existing dwellings, the alarm may be may be solely battery operated when repairs do not result in removal of wall and ceiling finishes, or there is no access by means of attic, basement, or crawl space

INSPECTION REQUEST To request an inspection call 818-238-5220 between 8am-5pm Monday-Friday. The permit number must be provided when requesting an inspection

MECHANICAL/ PLUMBING PLANS· You may be required to provide additional electrical drawings, diagrams, and/or calculations, as requested by the Building Inspector UPC Appendix Chapter 1 Sec 103 2 3, 103 5 5

DETERMINATION OF PROPERTY LINES It is the responsibility of the applicant to verify the location of all property lines. You may be required to provide a boundary survey or other certification by a California licensed surveyor, in addition to any required building setback certification, as requested by the Building Inspector BMC 9-1-1A-109 3 1 1

INSPECTION REQUIREMENTS Approval of the plans or issuance of any permit does not preclude any additional submittals required by the Building Inspector CPC Appendix Chapter 1 Sec 103 5

CITY OF BURBANK – BUILDING DIVISION – COMMUNITY DEVELOPMENT DEPARTMENT

IMPORTANT DECLARATION

(Please Read Before Signing)

I hereby acknowledge that I have read this application and that the information stated hereon is true. I agree to comply with all ordinances and State laws regulating building, plumbing, electrical, mechanical, sign and grading construction and installation.

I hereby certify that I am a properly registered and /or licensed as required by the City of Burbank and/or the State of California, or that I am the legal owner of the above described property, and I certify that in the performance of the work for which this permit is issued, I shall not employ any person who does not posses these contractors licenses required by law. I further certify that I shall not employ any person to perform any work hereunder so as to become subject to the California Workers' Compensation Laws, or that if I employ and person to perform work hereunder, I will maintain a current policy of Workers' Compensation Insurance pursuant to the laws of the State of California during the life of this permit. No work will commence hereunder by any other person, partnership, association, or corporation that employs others until they first file their own copy of a current Certificate of Workers' Compensation Insurance with the City of Burbank. I understand and agree that should I fail to comply with the above, this permit shall be deemed revoked.

Application is hereby made to the Building Official for a permit subject to the conditions and reasons set forth on this application. Each person upon whose behalf this application is made and each person at whose request and for whose benefit work is performed under or pursuant to any permit issued as a result of this application agrees to, and shall, indemnify and hold harmless the City of Burbank, its officers, agents and employees.

I agree not to occupy or allow occupancy of any buildings authorized by this permit until final building inspection approval has been received. I certify that I have read this application and state that the above information is correct. I agree to comply with all City, and State laws relating to the building construction, and hereby authorize representatives of the City to enter upon the above-mentioned property for inspection purposes.

Signature of Permittee _____ Application Approved by _____

NOTE:

When property validated, this form constitutes a building permit. This permit expires and becomes null and void should work not be commenced within 180 days from validation date or should authorized construction be suspended or abandoned or not receive an inspection for a period of 180 days after work is commenced. A request for an extension of time must be made in writing to the Building Official within the first 180 days of the Permit Issue date.

FOR INSPECTION CALL (818) 238-5220 7:00 AM TO 5:00 PM

Fax in your inspection requests to (818) 238-5242 or request online at www.burbankca.org/building

CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the

LICENSED CONTRACTOR'S DECLARATION

I hereby affirm, under penalty of perjury, that I am the contractor named on the reverse side of this permit and I am licensed under provisions of Chapter 9, commencing with Section 7000, of Division 3 of the Business and Professions Code, and my license is in full force and effect

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ CERTIFICATE OF SELF-INSURANCE - I have and will maintain a certificate of consent to self-insure or a certificate of Worker's Compensation , as provided for by Sec 3700 of the Labor Code, for the performance of the work for which this permit is issued

☐ WORKER'S COMPENSATION DECLARATION - I have and will maintain workers' compensation insurance, as required by Sec 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ Certified copy is filed with the Building Division

☐ Certified copy is hereby furnished· Carrier _____ Policy No _____

☐ CERTIFICATE OF EXEMPTION FROM WORKER'S COMPENSATION INSURANCE - I certify that in the performance of the work I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California, and agree that if I should become subject to the provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions or this permit shall be deemed revoked

Print Anthony L. TURBS Signature _____ Date 3/22/11

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

JOB ADDRESS _____

PERMIT# _____

DATE ISSUED _____

Performance of the work for which this permit is issued (Section 3097, California Civil Code)

Lender's Name _____

Lender's Address _____

OWNER – BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reasons:

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale.

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.

☐ I am exempt under Sec _____, Business & Professions Code for this reason: _____

Owner _____ Date _____

Underwriters Laboratory or approved third party certification for all electrical equipment installed or relocated in the City of Burbank is required.

A SEPARATE EXCAVATION PERMIT FROM THE PUBLIC WORKS DEPT. IS REQUIRED FOR ALL WORK IN THE RIGHT-OF-WAY.

Notify USA DIGALERT at 1-800-422-4133 at least 2 days before you dig.

2008

Autry Final EIR

Please add to

Council Files:

11-0928 CEQA Appeal

11-0884 Section 245 Appeal

BOARD OF RECREATION AND PARK COMMISSIONERS

DANIEL GRUNFELD
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MAYOR

DEPARTMENT OF
RECREATION AND PARKS
1200 WEST 7TH STREET
SUITE 700
LOS ANGELES, CA 90017
(213) 928-9191
FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

August 8, 2008

NOTICE OF COMPLETION AND AVAILABILITY FINAL ENVIRONMENTAL IMPACT REPORT NO. RP-013-07 STATE CLEARINGHOUSE NO. 2007051084

PROJECT NAME:	The Autry National Center's Griffith Park Campus Improvements Project
PROJECT ADDRESS:	4700 Western Heritage Way Los Angeles, California 90027
COMMUNITY PLAN AREA:	Hollywood Community Plan
COUNCIL DISTRICT:	4
EIR FILE NUMBER:	RP-013-07

The Final Environmental Impact Report (EIR) on the above-indicated case has been completed and is enclosed for your information since you are on record as having requested a copy and/or having submitted comments on the Draft EIR, which was circulated earlier. The EIR consists of the enclosed Final EIR, together with the Draft EIR.

PROJECT DESCRIPTION:

A Final EIR has been prepared to address the environmental impacts of Autry National Center's Griffith Park Campus Improvements Project. The Autry National Center proposes to renovate and modernize portions of its 11.93 acre Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The proposed project would be implemented in two phases, the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 gross square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 gross square foot Institute Building that would contain a reading room, collection storage rooms, and staff work areas; and construction of a semi-subterranean parking facility beneath the Institute Building.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS:

Short-term significant and unavoidable construction impacts have been identified with regard to regional air quality emissions. In addition, short-term significant and unavoidable cumulative construction impacts associated with air quality, noise and traffic/circulation could also occur in the event that several related projects in the vicinity also be constructed at the same time of the

III. Responses to Written Comments

III. Comment Letters and Responses to Written comments

III. RESPONSES TO WRITTEN COMMENTS

CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." In accordance with these requirements, this Section of the Final EIR provides responses to each of the written comments received regarding the Draft EIR. Table 1, which starts on page III-22 provides a summary of the issues raised in response to the Draft EIR. Following Table 1 are topical responses that have been prepared in order to address certain questions and summarize certain analyses regarding topics raised during the public comment. These Topical Responses include the following:

Topical Response A: Public Review and Notice Under CEQA

Topical Response B: Lease and Use of Park Land

Topical Response C: Alternatives

Topical Response D: Autry National Center Merger

Topical Response E: Significance of the Southwest Museum

Topical Response F: Southwest Museum Collection

Topical Response G: Griffith Park Master Plan

TOPICAL RESPONSE A
PUBLIC REVIEW AND NOTICE UNDER CEQA

The Guidelines for California Environmental Quality Act (State CEQA Guidelines) provide specific requirements with regard to the review and distribution of documents prepared as part of the EIR process. An overview of these requirements and a discussion of how the Department of Recreation and Parks, in its role as Lead Agency for the proposed project, has gone well above these requirements are provided below.

As one of the initial steps in the EIR process, a Notice of Preparation (NOP) for a Draft EIR is required by CEQA Guidelines Section 15082(a) to be sent to the Office of Planning and Research, each responsible and trustee agency, and every federal agency involved in approving or funding the project. Under CEQA, the NOP starts a 30-day period during which agencies and individuals can provide input regarding the scope and content of the EIR for a given project. In addition, CEQA Guidelines Section 15082(c)(1) requires that at least one scoping meeting shall be conducted for projects of statewide, regional, or areawide significance pursuant to Section 15206.

Upon completion of the Draft EIR, a Notice of Completion must be filed with the Office of Planning and Research in accordance with CEQA Guidelines Section 15085. CEQA Guidelines Section 15086 also requires that the lead agency consult with and request comments on the Draft EIR from: responsible agencies, trustee agencies and any other agency that has jurisdiction by law; any city or county that borders on a city or county within which the project is located; transportation agencies for projects that are of statewide, regional or areawide significance; and the State Air Resources Board and Water Resources Department under certain circumstances. In addition, CEQA Guidelines Section 15086 also states that the lead agency may consult with any person with expertise regarding any environmental impact involved, any member of the public who has filed a written request for notice; and any person identified by the applicant whom the applicant believes will be concerned about the project. CEQA Guidelines Section 15087 also states that a Notice of Availability of the Draft EIR shall be mailed to organizations and individuals that have requested such notice in writing and that notice shall also be given by at least one of the following: (1) publication at least one time in the newspaper of general circulation in the area; (2) posting of notice by the public agency on and off the site in the area where the project is to be located; or (3), direct mailing to owners and occupants contiguous to the parcel on which the project is located. In addition, the Notice of Availability shall also be posted at the County Clerk. Furthermore, CEQA Guidelines Section 15087 states that to make copies of the EIRs available to the public, lead agencies should furnish copies of draft EIRs to public library systems serving the area and that copies of the EIR should be made

available in the offices of the lead agency. With regard to public review of the Draft EIR, CEQA Guidelines Section 15105(a) states that "when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse."

In distributing the NOP, the lead agency was only required to issue NOP letters to those residents and businesses within 500 feet of the project site. However, the lead agency exceeded the requirements of CEQA Guidelines Section 15082(a) by issuing over 3,000 NOP letters to numerous agencies and organizations as well as all residents and businesses within a 500 foot radius of Griffith Park in its entirety in order to ensure that all potentially interested individuals were informed about the proposed project. These agencies and organizations included Council Offices and numerous Neighborhood Councils. In addition, numerous Griffith Park stakeholders from a mailing list previously created by the Department of Recreation and Parks were also included in the distribution for the NOP. Similarly, the lead agency went above and beyond the requirements of CEQA Guidelines Section 15082(c)(1) by holding two scoping meetings during the NOP comment period (on May 29 and June 11, 2007) in order to solicit public comments regarding issues to be addressed in the Draft EIR even though no scoping meeting was required since the project does not meet the definition of a regionally significant project as defined by CEQA Guidelines Section 15206. The NOP comment period commenced on May 14, 2007 and ended on June 13, 2007 and thus was circulated for the 30-day period required by CEQA. The NOP was also filed with the Office of Planning and Research on May 14, 2007.

Once the Draft EIR was completed, a Notice of Completion was filed with the Office of Planning and Research in accordance with CEQA Guidelines Section 15085 and copies of the Draft EIR were provided for distribution by the State Clearinghouse. As specified in CEQA Guidelines Section 15086, a Notice of Completion and Availability requesting comments on the Draft EIR was prepared and mailed to responsible agencies, to those individuals previously requesting notice and to all organizations and individuals identified by the Applicant as being concerned about the project. The Notice of Completion and Availability was also sent to those agencies and individuals that commented on the NOP. A CD copy of the Draft EIR was also mailed to numerous agencies as well as several organizations. In compliance with CEQA Guidelines Section 15087, a notice was also printed in the Los Angeles Times and posted at the County Clerk. Additionally, copies of the Draft EIR were placed at three libraries and at the office of the Department of Recreation and Parks. In order to provide even greater access to the Draft EIR than that required under CEQA, the Draft EIR was also available for review on the internet at the Department of Recreation and Parks' website, the location of which was provided on both the requests for comments and Notice of Completion and Availability that were distributed. The Notice of Completion and Availability also included information regarding a public meeting also not required under CEQA, which is discussed below.

Concerning public review of the Draft EIR, a public review period of 47 days, beginning on August 16 and ending on October 1, was initially provided in accordance with CEQA Guidelines Section 15105(a). However, in response to several requests for an extension made to the Department of Recreation and Parks, this review period was extended through October 18 to provide more time for responsible and trustee agencies as well as the public to comment on the Draft EIR. Thus, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). Additionally, as was indicated within the Notice of Completion and Availability, a public meeting was held during the Draft EIR comment period on September 18 in order to further solicit comments on the Draft EIR. This public meeting was also not required under CEQA. All comments provided at the public meeting have been responded to and are included as Letter No. 54 in the Final EIR.

Based on the above, the lead agency has exceeded the requirements of CEQA with regard to distribution of documents, public review timeframes for documents and meeting requirements in order to ensure that all interested agencies, organizations, and individuals were informed of and had the opportunity to comment on the proposed project.

PRELIMINARY SCREENCHECK DRAFT – Not for Public Review

III. RESPONSES TO WRITTEN COMMENTS

CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments." In accordance with these requirements, this Section of the Final EIR provides responses to each of the written comments received regarding the Draft EIR during the comment period. A total of 55 comment letters were received, including 5 letters from state agencies, 1 letter from a regional agency, 5 letters from city agencies, 1 letter from other cities, and 43 letters from homeowner associations, other individuals, and organizations. In addition, a traffic study review was also received as well as three letters discussing the findings therein. Each comment letter was broken down and then a response for each comment was provided in order to ensure that all issues raised within each letter were addressed. Table III-1, which starts on page III-22 provides a summary of the issues raised in response to the Draft EIR. Before Table III-1 are topical responses that have been prepared in order to address certain questions and summarize certain analyses regarding topics raised during the public comment. These Topical Responses include the following:

Topical Response A: Public Review and Notice Under CEQA

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Topical Response C: Alternatives

Topical Response D: Autry National Center Merger

Topical Response E: Significance of the Southwest Museum

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Based on the above, the lead agency has exceeded the requirements of CEQA with regard to distribution of documents, public review timeframes for documents and meeting requirements in order to ensure that all interested agencies, organizations, and individuals were informed of and had the opportunity to comment on the proposed project.

TOPICAL RESPONSE B
LEASE AND USE OF PARK LAND

Questions have been raised regarding the ground lease between the City of Los Angeles and the Autry (the "Ground Lease Agreement"), as well as the relationship of the Griffith Park Campus and Griffith Park (the "Park") itself.

The Griffith Park Campus operates under a Ground Lease Agreement dated January 1987 between the City of Los Angeles (the "City") and the Gene Autry Western Heritage Museum (the "Autry"). The Ground Lease Agreement was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities. It provides the legal framework by which both the City and the Autry are bound.

The leased area was not part of the original Park donation, but was instead annexed to the Park in connection with the development of I-5. The City endeavored to improve the poor condition of the land by creating a concept of having different species of pine trees planted as a kind of botanical experiment. But its location, bordered by the Zoo parking lot, I-5 and the golf course fence, left it in an awkward place for public use. As a result, the botanical experiment had fallen into a state of disrepair, garbage had become a problem and the landscaping bore no relationship to the Park at large.

In 1986, the City approved construction of the Gene Autry Western Heritage Museum in a portion of the Park that is currently bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east, as well as a Mitigated Negative Declaration (MND) for the project. As part of the approval, the Department of Recreation and Parks was directed to negotiate a long-term lease agreement with the Autry. The MND was prepared pursuant to the CEQA Guidelines, and the project has had appropriate CEQA review and site approval. The Ground Lease Agreement was finalized in January 1987.

Contrary to several comments related to the content of the Ground Lease Agreement, nothing therein provides that the land and buildings must be restored to undeveloped status upon the expiration of the lease term. In addition, virtually all of the material obligations in the Ground Lease Agreement are assigned to the Autry except the maintenance and repair of sewage lines and storm drains that are used by the Los Angeles Zoo. The Autry's obligations, among other things, including constructing the facility, maintaining security of the site and facilities, parking, and utilities. In the terminology of real estate law, the ground lease is a triple net lease. As a result, the City does not incur any material costs, operational requirements or governance burdens. The City, acting through the Department of Recreation and Parks, retains various

approval and consent rights as stated in the Ground Lease Agreement, such as the review/approval right over any material change in the improvements on the site. Since the inception of the Ground Lease Agreement, neither the City nor the Autry has alleged any defaults or asserted any lease claims against each other. *See also* Ground Lease Agreement, Appendix 11.

TOPICAL RESPONSE C
ALTERNATIVES

1. OVERVIEW OF THE ALTERNATIVES ANALYSIS

The selection of Alternatives to the Griffith Park Campus Improvements Project was based on guidance presented in CEQA Guidelines Section 15126.6. As indicated in CEQA Guidelines Section 15126.6(a), and as described on page 263 of the Draft EIR "an EIR shall describe a range of reasonable alternatives to the project . . . an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation." As set forth in the Draft EIR, the selection of alternatives was based on proposed project variations that have the potential to reduce the proposed project's significant impact associated with air quality emissions during construction of the proposed project (the only identified significant impact). In addition, the selection of alternatives was also based on the ability of an alternative to attain most of the basic objectives of the project. Such objectives are provided in Section II, Project Description, of the Draft EIR. The alternatives analysis is not required to evaluate a project or set of proposed project objectives not analyzed in the Draft EIR.

According to CEQA Guidelines Section 21061.1, alternatives must only be potentially feasible, or "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." Feasibility under CEQA encompasses desirability to the extent that desirability is based on a balancing of these factors. An alternative may not be determined to be infeasible solely because the property owner does not wish to proceed with the alternative (*Uphold Our Heritage v. Town of Woodside*, 147 Cal.App.4th 587, 599 (2007)). However, in rejecting an alternative, it is sufficient to show that the alternative is infeasible because it would defeat project objectives, or would not promote the underlying goals of the project (*see City of Del Mar v. City of San Diego*, 133 Cal.App.3d 410, 417 (1982); *Sierra Club v. County of Napa*, 121 Cal.App.4th 1490, 1506-9 (2004); *Sequoyah Hills Homeowners Association v. City of Oakland*, 23 Cal.App.4th 704, 714-17 (1993)).

Based on the CEQA Guidelines, five alternatives were included in the Alternatives analysis, including the No Project Alternative as required by CEQA Guidelines Section 15126.6(3). Alternative A (No Project) assumed the project would not be approved and no new development would occur. Alternative B (Reduced Program) analyzed a reduced program in which less expansion would occur in terms of parking, education/research functions, and storage/collections management. Alternative C (Above Ground Parking) considered

building an above-ground, rather than a two-level semi-subterranean, parking structure, whereas Alternative D (Off-Site Parking) reviewed the idea of moving a portion of parking to an off-site location. Finally, Alternative E (Arroyo Campus Expansion) explored the option of placing additional facilities at the Arroyo Campus.

The range of alternatives addressed numerous mechanisms for potentially reducing the proposed project's significant impact and incorporated information mentioned by the public during the EIR scoping process. Alternative A (No Project) avoided the impact by avoiding construction at the project site. Alternative B (Reduced Program) provided for a lesser development program, thereby reducing construction impacts. Alternatives C (Above Ground Parking) and D (Off-Site Parking) avoided the impact by reducing the amount of excavation on the project site. Finally, Alternative E (Arroyo Campus Expansion) avoided the impact at the project site by adding new facilities at an alternative site. The range of alternatives selected met the CEQA requirements for the selection of alternatives.

A Draft EIR's alternatives discussion satisfies CEQA if it allows decision-makers and the public to evaluate the comparative merits of the proposed project to the alternatives on an impact-by-impact basis in the relevant environmental categories (*Mira Mar Mobile Community v. City of Oceanside*, 199 Cal.App.4th 477, 491 (2004)). According to CEQA Guidelines Section 15126.6(d), a Draft EIR must "include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project." A matrix may be included, "displaying the major characteristics and significant environmental effects of each alternative." Significant effects may be discussed in less detail than the proposed project. The Draft EIR included two matrices displaying the characteristics and significant environmental effects of each of the alternatives. (See Tables 32 and 33 on pages 265 and 269 of the Draft EIR, respectively.) Moreover, the alternatives were discussed on an environmental topic-by-topic basis, and were also analyzed and compared to the proposed project, compliant with the CEQA Guidelines. The analysis of each alternative concluded with an evaluation of how well the particular alternative satisfied the Project Objectives. Based on the foregoing reasons, the Draft EIR alternatives discussion satisfied CEQA requirements.

Moreover, numerous additional alternatives were rejected as they did not satisfy the CEQA definition of feasible alternatives. These rejected alternatives were addressed on pages 264 through 267 of the Draft EIR, and include the redesign of the project site, the use of off-site storage facilities, decentralization of facilities, off-site locations for the proposed project, and an altered mix of site uses.

2. CONSIDERATIONS REGARDING THE ARROYO CAMPUS SITE

a. Overview

Public comments during the EIR scoping phase included numerous remarks regarding the use of the Arroyo Campus site for the provision of new museum facilities. These comments were addressed in various portions of Draft EIR, Section V, Alternatives: (1) decentralized campus alternative; (2) movement of the Autry National Center or the proposed project to the Arroyo Campus; and (3) the analysis of Alternative E (Arroyo Campus Expansion).

b. Rejection of a Decentralized Campus Alternative

Several public comments suggested that the proposed project should be developed as a decentralized campus. Such alternatives were considered but rejected in the Draft EIR. According to the Project Objectives as set forth in Section II of the Draft EIR, the underlying purpose of the proposed project includes engaging all peoples in the inclusive stories of the American West; expanding and modernizing the Griffith Park Campus; and creating an accessible, enlightening, inspiring, innovative and scholarly Campus to provide a deeper understanding of the art, history, and cultures of the American West. The Mission Objectives include enhancing Griffith Park as a cultural resource for the community; Program Objectives look to stimulate dialogue, create a research environment, and increase the display of exhibitions (Mission Objectives, Program Objectives, and Design Objectives together constitute the "Project Objectives").

"There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason," (*Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal.3d 553, 565 (1990)). Among the factors that can be used to eliminate alternatives from consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6(c)).

The Project Objective is to co-locate main exhibition, research and collection storage in one facility. This requires main galleries, institute facilities and collections to be in one site, creating synergies for visitors and researchers. Creating a decentralized campus with all three functions duplicated at both sites was rejected as creating inefficient duplication of space, staff and overall cost. While it is the Autry's intention to have a visitor experience at the Southwest Museum, including galleries dedicated to displaying the Southwest Collection, it will not be a museum only experience.

Further, utilizing media to technologically connect the two sites would also fall short of the Project Objectives. Although media could possibly be used to link the campuses in terms of research or interactive displays, it would not make up for the lack of additional exhibition space. A proper visitor experience requires enough space to create an intertwined, encompassing, and educational exhibition that reflects different forms of media, art, and history. Linking the two campuses with technology would severely undercut this visitor experience because it would limit the ability to view and engage in discussion about certain pieces.

The notion that a decentralized campus alternative would be feasible is not supported by Steven Koblik, president of the Huntington Library, Art Collections, and Botanical Gardens. In a letter to the Department of Recreation and Parks, which is included in Appendix 8 of the Final EIR, Mr. Koblik states that a centralized Campus would …."provide, too, for a centralized research function that will serve scholars well, providing ready access to the two collections, and a multitude of opportunities for stimulating and enriched dialogue … [and] will also stimulate dialogue among researchers, scholars, and visitors…. A centralized space will also allow the various functions of the museum to synergize into one cohesive experience."

c. Rejection of Moving the Autry National Center

The relocation of the entire Autry National Center was also rejected as a feasible alternative. As discussed in Section V of the Draft EIR, relocating the entire Autry National Center, including the proposed project's additional 129,000 square feet of development, to the Arroyo Campus was rejected because it was infeasible and because of its inability to avoid additional significant environmental effects. The Arroyo Campus has physical constraints which make accommodation of the project impossible – it is too small and geographically limited by the hillside to accommodate a 287,000 square foot facility. Moreover, substantially greater environmental impacts, including air quality and noise impacts due to construction, would result from relocating entirely to the Arroyo Campus. Therefore, it was properly rejected as an alternative to the proposed project.

d. Alternative E (Arroyo Campus Expansion)

The Draft EIR included an analysis of Alternative E (Arroyo Campus Expansion), which would expand the use of the existing facilities at the Arroyo Campus site by adding approximately 31,500 square feet of space to the existing facility of approximately 33,000 square feet. As explained in Section V of the Draft EIR, the Arroyo Campus would not meet the Project Objectives. The limited size of the Arroyo Campus would not allow the Autry National Center to establish a premier interpretive site for exhibition and conservation of the American West culture. Additionally, an enhanced visitor experience, greater educational and research services and facilities, and the creation of a research environment supportive of both artifact and archival histories would not be fully achieved. As such, development under Alternative E would not

achieve the objective of creating a synergy between the Autry National Center's display, interpretation, conservation, and education roles because they converge more when they are provided in one experience, rather than separately.

Moreover, Alternative E focused on project details, environmental impacts, and sufficiency under the Project Description. As stated in Section V of the Draft EIR, development at the Arroyo Campus Site would not result in environmental impacts superior to those of the proposed project at the Griffith Park Campus site. Numerous impacts would be at least similar to, and in some cases greater than, those of the proposed project. As with the proposed project, environmental impacts on air quality due to construction could be significant. Further, development at the Arroyo Campus site could have a significant noise impact during construction.

e. Status of the Arroyo Campus Site and the Southwest Rehabilitation Study

A reuse report for the Arroyo Campus Site ("Rehabilitation Study") was prepared in September 2004, which focuses on the future use of the Arroyo Campus site as a rehabilitated building, rather than the feasibility of expanding the site in accordance with the Project Objectives. Although the Rehabilitation Study considered the possibility of adding additional space to the Arroyo Campus, it did not pursue the development or the objectives of the proposed project. Specifically, the Rehabilitation Study goals do not focus on expanding and modernizing the Griffith Park Campus, or creating an accessible, enlightening, innovative, and scholarly Campus to provide a deeper understanding of the art, history, and cultures of the American West. Nor do they attempt to establish the Griffith Park Campus as the premier interpretive site for the exhibition and conservation of art and artifacts of the American West, create synergies between the Autry National Center's display, interpretation, conservation, and education roles, or create a research environment supportive of artifact history and archival history. Since the Rehabilitation Study was issued in September 2004, and on a path unrelated to the proposed project, the Autry National Center has been exploring options for the use of the site, which is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative.

TOPICAL RESPONSE D
AUTRY NATIONAL CENTER MERGER

Questions have been raised about the Autry's merger with the Southwest Museum of the American Indian, as well as the Autry's compliance with the terms of the merger agreement.

Opened in 1988 as the Gene Autry Western Heritage Museum, the Autry Museum of Western Heritage was founded to examine the interwoven histories and popular cultures of the American West and its diverse peoples. In 2002, the Autry Museum of Western Heritage embraced the vision of the Women of the West, a nonprofit organization highlighting the impact of diverse women's experiences on the history of the American West, through a merger with that institution.

In 2003, the Autry Museum of Western Heritage merged with the Southwest Museum of the American Indian. The merger agreement provides "the identity and integrity of Southwest Museum will be maintained as part of the Center and the Southwest staff will establish their museum's interpretive agenda creating permanent and temporary exhibitions for presentation in its galleries, as well as working with the Center's education staff to develop ancillary programs and outreach to students and families. It is anticipated that the collections will be used as the basis for pioneering research that results in important and substantial exhibitions, publications, and public programs."

The Autry is committed to its continued compliance with the terms of the merger agreement and the proposed project does not affect the Autry's responsibilities under the agreement. The Autry is currently in full compliance with the terms of the merger agreement, though there was initially some delay in the timing of the required "master plan" process. The merger agreement contemplated completion of the master plan in 2003. The process commenced in 2003; however, the master plan was not finalized until 2006. For purposes of clarity, it is important to understand that the master planning process required in the merger agreement was an internal self-evaluation by the Autry and was intended to provide long term strategic direction for the merged entity and its Collection. That process was not subject to the California Environmental Quality Act and should not be confused with the Griffith Park Master Plan or any City planning requirement. The merger agreement's focus on Griffith Park as the long term location for the Collection was validated in the master plan adopted in 2006.

The merger agreement includes provisions establishing the Autry's commitment to stewardship of the Southwest site (which is not part of the proposed project). At the time of the merger, only 9,800 square feet of the Southwest Museum's 24,400 square foot building was dedicated to exhibition space. By reason of physical limitations and structural problems in the

facilities, less than two percent of the 250,000 item Southwest Collection was on display. Collections were stored (and studied) in substandard and inaccessible areas of the buildings including the Caracol Tower and Torrance Tower. The items were exposed to pests and other potentially harmful conditions. The lack of museum quality storage, conservation, and curatorial areas had caused damage to some of the Collections and put at risk other elements of the Collection. Museum visitation had been declining for the seven years preceding the merger. The declining visitation and membership was compounded by a dearth of financial resources and little long term funding support from the community at large, which resulted in substantial deferred maintenance, significant delays of infrastructure upgrades, increasing exposure to seismic and fire risks, collections housed in spaces lacking museum standard of care, and exhibitions that were not changed.

Since the merger, the Autry has spent over $5 million on the preservation of the Collection and rehabilitation of the buildings. The Autry raised millions of dollars from major foundations, individuals and government sources (including FEMA) for the preservation of the original Southwest Museum facilities and Casa de Adobe. Significant community outreach efforts by the Autry occurred well before the merger was concluded. The Native American voice, for example, has been a critical component of the Autry's outreach efforts. Please see letters of support from the Agua Caliente Band of Cahuilla Indians Tribal Council and Pechanga Cultural Resources, tribes with significant representation in the Collection, which are included as Appendix 12 of the Final EIR. The Autry continues those efforts to this day.

Among these efforts were a public meeting at the Southwest in February of 2003, various meetings with the Southwest Coalition in January through June of 2004, Human Rights Commission (HRC) hearings in June and July of 2006, and a culminating community meeting in September 2006 resulting from the findings of the HRC hearings. The CEQA process for the Griffith Park expansion has offered numerous opportunities for public input. Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project.

Finally, it should be recognized that many members from the old Southwest Museum Board of Trustees now serve on the Autry National Center Board of Trustees. Indeed, the current chair of the Autry Board was a Southwest Trustee. As required by the merger agreement, the entire Southwest Collection has been kept intact and remains subject to protective restrictions on any decisions.

TOPICAL RESPONSE E
SIGNIFICANCE OF THE SOUTHWEST MUSEUM

Since the merger of the Southwest Museum with the Autry Museum to create the Autry National Center, the Autry has recognized and respected the historic significance of the Southwest. In 2004, the Autry agreed to the listing of the Southwest in the National Register. In addition, as part of its ongoing stewardship of the Southwest, the Autry has invested over $5 million on the preservation of the Collection and rehabilitation of the buildings. The Autry National Center will, in fact, continue to operate exhibition activities, some conservation, and storage of a portion of the Collection at the Southwest Museum. Further, additional compatible uses must be added to the profile of activities at the site to keep it a vital, financially viable, public destination. These issues are further discussed in Response to Comment No. 11-13.

Section IV.C, Cultural Resources, of the Draft EIR analyzed potential impacts to the Southwest Museum:

> In accordance with Section 21084.1 of the California Public Resources Code, Section 15064.5 of the State CEQA Guidelines, and the City of Los Angeles CEQA Thresholds Guide (2006), a project has a significant impact on a historical resource if it would result in a substantial adverse change in the significance of an historical resource. "Substantial adverse change in the significance of an historical resource means physical demolition" or other adverse effects, such that the significance of the historic resource "would be materially impaired." Material impairment occurs when a project alters or destroys "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a State or local historic registry. Since there is nothing to demonstrate that the proposed project would in any way "materially impair" the known historic resources at the Arroyo Campus, no potential impacts would occur.
>
> Draft EIR at p. 164.

The Arroyo Campus is not a part of the proposed project. Thus, the proposed project does not include any physical changes to the Southwest Museum. There is no evidence that the proposed project would lead to the loss of the Southwest Museum or present risks to other historical and cultural resources in the vicinity. Nor is there evidence that the previous decision by the Autry regarding appropriate conservation and exhibition would directly or indirectly

impact the Southwest Museum. Please refer to Topical Response F for a discussion regarding the Collection.

Under CEQA, a project has a significant impact on a resource if it would destroy the eligibility of a cultural or historic resource. To be eligible as a historical resource, a resource must be significant and have integrity, which is the ability of the property to convey its significance. National Register Bulletin No. 15 provides that the seven factors relevant to the evaluation of integrity are (1) location; (2) design; (3) setting; (4) materials; (5) workmanship; (6) feeling; and (7) association. To "retain historic integrity a property will always possess several, and usually most, of the aspects." Evaluation "must always be grounded in an understanding of a property's physical features and how they relate to its significance."

The proposed project would not threaten the National Register listing of the Southwest Museum. Based on this guidance, the Southwest Museum will retain more than sufficient historic integrity. The location, design, setting, materials, and workmanship of the Southwest will not be impacted by the proposed project or the private action of the Autry regarding the location of the Collection. Even if feeling and association may be impacted, the Southwest Museum building would clearly retain its historic integrity. As the Collection is not listed in the National Register, its relocation would not destroy the integrity of the Southwest Museum, as only the location and perhaps association would be impacted. Please refer to Response to Comment No. 23-4 for further discussion regarding the integrity of the Southwest Museum in relation to the Collection.

Finally, in Los Angeles, there are a number of examples of relocation of objects, complete changes in use, or relocations of buildings that have not been found by regulators or preservation advocates to constitute significant adverse effects. The significance of a historic cathedral in downtown Los Angeles was not materially impaired or rendered ineligible as a historic resource by either the removal of significant religious objects and artifacts or by the complete change in use to a performing arts and event venue. Note that many of those religious objects were designed for use at that building, which is not the case with the Southwest Collection and the Southwest Museum building. Further, unlike the cathedral which ceased its religious use, the Southwest will continue to exhibit portions of the Collection.

TOPICAL RESPONSE F
SOUTHWEST MUSEUM COLLECTION

According to State CEQA Guidelines Section 15378(a), a subject matter is a "project" within the meaning of CEQA when an action has "a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

(1) An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Section 65100-65700.

(2) An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

(3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement of use by one or more public agencies."

Under CEQA Guidelines Section 15378(c), the "term 'project' refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies." In addition, according to CEQA Guidelines Section 15378(b), if the subject matter is not a project under CEQA, then no further review is required.

The relocation of the Collection is not a project within the meaning of CEQA. First, its relocation would not result in a direct or indirect physical change in the environment. Second, it is not an activity referred to in (1), (2), or (3) above. Further, the City has no power to control, nor any process to approve, the Autry's decision to move the Collection. Hence, any action regarding the Collection is not subject to CEQA. The private determination by the Autry Board of Trustees – that conservation and exhibition of the Collection would be best served at the Griffith Park Campus – is a proper decision.

Further, it cannot be argued that the Collection is a historical resource under the National Register. To be eligible for the National Register, a resource must be significant and must have integrity (National Register Bulletin Nos. 15 and 16). National Register Bulletin No. 15 defines the term "object" as follows:

> The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.[1]
>
> Small objects not designed for a specific location are normally not eligible. Such works include transportable sculpture, furniture, and other decorative arts that, unlike a fixed outdoor sculpture, do not possess association with a specific place.[2]

Finally, the National Register specifically does not include objects relocated to a museum, including the Southwest:

> Objects should be in a setting appropriate to their significant historic use, roles, or character. Objects relocated to a museum are inappropriate for listing in the National Register.[3]

Here the "objects" of the Collection are not associated with the Southwest Museum building or the rest of the Collection, within the meaning of the National Register. The Collection fits within the description of small objects and thus is not eligible. By their nature, the vast majority of the objects within the Collection were not designed for a specific location.[4] Further, as many of the Collection pieces were relocated to the Southwest Museum at the time of their acquisition, they may not be included as a National Register listing. The significance of the National Register excavated archaeological artifacts removed from their original site and context and curated for future use in research, interpretation, preservation, and resource management activities such as in a museum depends on the artifacts' contribution to the significance of their original site of origin. National Register Bulletin No. 15 is abundantly clear, under "Partly Excavated or Disturbed Properties" (page 23), and "Completely Excavated Sites" (page 24), that it is the site and its potential to yield important information which constitutes a historic property under Criterion D, not the artifact, object, or data assemblage recovered from the site. A property that has been excavated may still be eligible for the National Register under Criterion D

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1 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1990; Revised 1991, 1995, 1997; revised for Internet 1995), p. 5.*

2 *Ibid.*

3 *Ibid.*

4 *The Southwest's Collection totals nearly 250,000 archaeological and ethnographic items from all parts of North America. The Collection is particularly strong in material from the Great Plains, Southwest, California, and the Northwest Coast. In some categories such as Native American baskets as well as ceramics, kachinas, and textiles, the Collection is unsurpassed. In addition, the Collection includes 125,000 archaeological items, 6,000 Spanish Colonial artifacts, and 4,000 two-dimensional works of art. Duane King, "Glorius Treasures: 100 Years of Collecting by the Southwest Museum: The Collection and Collectors," Spur, XVI, 4 (October-December 2003), 5.*

if the data recovered was of such importance that it influenced the direction of research in the discipline. However, completely excavated archaeological sites must be assessed essentially as historic sites under Criterion A, for their associative values related to the importance of the data gained, or the impact of the property's role in the development of anthropology/archaeology.[5] In either case, the excavated site is the historic property, not the collection or assemblage of artifacts or objects recovered from the site, and therefore the artifacts are not included as the National Register listing.

Finally, the argument that the Collection is itself historic, or that its association with the Southwest makes it so, is not borne out by the National Register nomination or the amendment to the nomination.[6] Although referring to the Collection, neither the nomination nor the amendment calls out the Collection as a contributing feature. Rather, the nomination concludes that the Southwest is eligible under Criterion B for its association with Charles Fletcher Lummis and under Criterion C for the building's distinctive Spanish Colonial Revival style as developed by prominent local architect Sumner Hunt. Under the amendment, the nomination also concluded that the Southwest Museum, founded in 1907, is significant under both Criterions A and B for its importance in the history of education and archaeology. While the amendment establishes the national significance of the Southwest Museum under Criterion A as a contributor to knowledge of Southwestern United States and Native American cultures, as well as under Criterion B for its association with people important to the development of the Museum, archaeology and ethnology fields, and Southwestern United States and Native American education, nowhere in the amendment is the Collection called out as a contributing resource. Please see Response to Comment No. 13-22 for further discussion. Based on the foregoing, the Collection is not a historic resource under the National Register.

Even if the Collection itself were to be considered a project and a historic resource, the impact of the relocation would not constitute a substantial adverse change in significance under CEQA. A substantial adverse change requires a material impairment of a resource. In essence, according to CEQA Guidelines Section 15064.5(b), a resource is materially impaired when an action would render the resource no longer significant or eligible for designation.

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[5] *The Secretary of the Interior's Standards and Guidelines for Archaeological Documentation also provides guidance for archaeological documentation, data recovery and curation, and are intended to preserve the important information contained within the site. However, once again it is the site or property that is the focus of the documentation standards and guidelines, not the artifacts or assemblages recovered from the site or property.*

[6] *The Southwest Museum was placed on the National Register of Historic Places on July 13, 2007, and was also listed in the California Register of Historical Resources. On January 19, 2007, prior to the designation, the Autry National Center submitted an amendment to the Southwest Museum nomination, to expand the period of significance from 1912 to 1957, to include the Poole Wing addition by architect Gordon B. Kaufmann, and to include additional significant persons, James A. B. Scherer, Mark R. Harrington, and Frederick Webb Hodge as a part of the nomination.*

As explained in Section IV.C, Cultural Resources, of the Draft EIR the proposed project or any action regarding the Collection would not materially impact the Collection's significance. The Collection is not monolithic or even truly one Collection. For further discussion, please see Response to Comment No. 23-4 as well as the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, which is included as Appendix 6 of the Final EIR and concludes that relocation would not materially impair the significance of the Collection. Moreover, various parts or sub-collections of the Collection were obtained from other sources or locations. Those sub-collections did not lose their significance, if any, upon relocation to the Southwest, nor did they only become important upon arrival at the Southwest.

In any event, a portion of the Collection would likely remain at the Southwest, as would significant public exhibition space. While not a part of the proposed project, the Autry has stated that it intends that at least two galleries will be devoted to exhibition. Please see Topical Response E for further discussion regarding the Southwest Museum.

TOPICAL RESPONSE G
GRIFFITH PARK MASTER PLAN

The original Griffith Park Master Plan was created in 1978 (the "1978 Plan") for the Department of Recreation and Parks. It was created to provide a framework for guidance for the management of Griffith Park with a primary goal of improving the Park experience. The 1978 Plan contains recommendations for improvements in facilities, in programs, in using existing Park resources, and in management techniques.

The proposed project is consistent with the provisions of the 1978 Plan. While the 1978 Plan states on page 12 that the purpose of the Park is to provide a "... recreational park space...," it defines such use in a broad manner. The 1978 Plan at page 12 further provides: "There is, however a broad range of 'park uses' which can be incorporated into the Park which will enhance the total Park experience. The Master Plan suggests *some* of these uses and recommends areas where they will be compatible with the overall Park objectives." (emphasis added).

As further stated in the 1978 Plan on page 10, "... the park is intended to improve park experiences as follows: 4. The established civic function of Griffith Park should be continued and improved. The social and cultural attractions are not ancillary to the natural and recreation experiences. Resources such as the Observatory, the Greek Theatre and the Zoo have their own eminence and a long history of providing education and entertainment for the Los Angeles community. Attempting to make Griffith Park more educational and entertaining is a valid goal to pursue."

The 1978 Plan also states on page 12: "For clarity, the various recommendations are grouped according to an easily recognizable park structure: recommendations for the large natural zone; recommendation for the existing developed zone that includes most of the major man-made facilities; and several special concepts for the Griffith Park Drive corridor, were the developed zone and the natural zones merge." The 1978 Plan goes on to define distinct areas for particular uses, e.g. the "Natural Zone," with more pristine areas and areas for hiking picnicking, etc. It defines the Zoo Gateway Area, in which the proposed project is located, as a location within the Park that is better suited as a focus of visitor and cultural activities (see page 28 of the Master Plan). Some of the other goals in the 1978 Plan also pertain to the proposed project's use and character. These goals include: 1) make more efficient use of existing facilities and developed area before using more open parklands for new facilities; 2) enhance the natural beauty of the Park; and 3) improve the visual and environmental quality of the Park's recreation areas at the perimeter.

The proposed project enhances the cultural features of the Park as anticipated by the Plan, through the expansion of an existing facility rather than at a new location within the Park. The proposed project does not reduce the amount of area dedicated to natural/landscaped area; but rather converts currently paved areas to landscaping and places new buildings/parking at more remote parts of the project site, without a reduction in the amount of landscaped area. The above cited policies are identified and discussed in Section IV.E, Land Use, and Section IV.A, Aesthetics, of the Draft EIR. As discussed in Section IV.E of the Draft EIR and for the reasons mentioned here, the proposed uses would be consistent with the 1978 Plan. As discussed in Section IV.A of the Draft EIR, the project would not have a significant impact on aesthetics.

A revised draft of the Griffith Park Master Plan has not been completed by the Department of Recreation and Parks. As stated in Section IV.E, Land Use, of the Draft EIR, in October of 2004, the Department began work on a revised draft of the Griffith Park Master Plan (the "Draft Plan"), iterations of which were at various times made publicly available on the Department's website. The Draft Plan has gone through numerous changes and the planning process is still underway. As a result, any analysis of whether the proposed project is consistent with a revised version of the Draft Plan would be premature. Moreover, as explained in the Preface of the latest publicly available version of the Draft Plan, the specific facility master plans of the Autry take precedence over the Draft Plan. As a result, the proposed project's development is reasonably presumed to be consistent with the future site use anticipated in the Draft Plan and its future iterations.

Table III-1

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
STATE AGENCIES																			
1	Terry Roberts Director, State Clearinghouse State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 10th Street PO Box 3044 Sacramento, California 95812-3044				X														
2	Scott Morgan Senior Planner State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 10th Street PO Box 3044 Sacramento, California 95812-3044																		X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
3	Cindy L. Heitzman Executive Director California Preservation Foundation 5 Third Street, Suite 424 San Francisco, California 94103-3205							X											
4	Dave Singleton Program Analyst Native American Heritage Commission 915 Capitol Mall, Room 364 Sacramento, California 95814				X	X													
5	Rosa Munoz State of California Public Utilities Commission 320 West 4th Street, Suite 500 Los Angeles, California 90013																	X	

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
REGIONAL AGENCIES																			
6	Sheryll Del Rosario Associate Planner Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, California 90017-3435																		X
CITY AGENCIES																			
7	Scott Rubel Arroyo Seco Neighborhood Council 977 Montecito Drive Los Angeles, California 90031-1633							X											

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
8	Heinrich V. Keifer President City of Los Angeles Historic Highland Park Neighborhood Council PO Box 50791 Los Angeles, California 90050							X											
9	Jui Ing Chien County of Los Angeles Department of Parks and Recreation Planning and Development Agency 510 South Vermont Avenue Los Angeles, California 90020-1975																		X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
10	Philip Gasteier Greater Griffith Park Neighborhood Council PO Box 27003 Los Angeles, California 90027							X											
11	Charley Mims President Greater Griffith Park Neighborhood Council PO Box 27003 Los Angeles, California 90027			X	X	X		X					X	X			X	X	X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
OTHER CITIES																			
12	Erik Krause Senior Planner City of Glendale Planning Department 633 East Broadway, Room 103 Glendale, California 91206-4385																	X	
HOMEOWNERS ASSOCIATIONS																			
13	Daniel E. Wright Mount Washington Homeowners Alliance PO Box 65146 Los Angeles, California 90065			X	X	X		X											X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
14	Gerry Hans (Dated September 30, 2007) President Oaks Homeowners Association PO Box 29155 Los Angeles, California 90029-0155				X			X											X
15	Gerry Hans (Dated October 1, 2007) President Oaks Homeowners Association PO Box 29155 Los Angeles, California 90029-0155							X											
16	Gerry Hans (Dated October 17, 2007) President Oaks Homeowners Association PO Box 29155 Los Angeles, California 90029-0155			X	X	X		X						X					X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
OTHER INDIVIDUALS AND ORGANIZATIONS																			
17	Scott R. Piotrowski, Director 66 Productions PO Box 60463 Pasadena, California 91116-6463					X		X											X
18	Laurie L. Arroyo Co-President Arroyo Arts Collective PO Box 50835 Highland Park, California 90050-0835							X											
19	Tim Brick Managing Director Arroyo Seco Foundation PO Box 91622 Pasadena, California 91109-1622							X											

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
20	Elva Yanez Director Audubon Center at Debs Park 4700 North Griffith Avenue Los Angeles, California 90031							X											
21	Helen Driscoll (Dated October 1, 2007) Averroes Corporation 450 South Raymond Avenue Pasadena, California 91105							X											
22	Helen Driscoll (Dated October 1, 2007) Averroes Corporation 450 South Raymond Avenue Pasadena, California 91105							X											

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
23	Diana Barnwell 630 West Avenue 46 Los Angeles, California 90065			X		X								X					X
24	Mary J. Button 2624 Green Oak Place Los Angeles, California 90068							X											
25	Dennis Chew 2235 Hobart Boulevard Los Angeles, California 90027													X				X	X
26	J. Corral No address provided																		X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
27	Joyce Dillard PO Box 31377 Los Angeles, California 90031		X	X	X	X	X						X	X			X	X	X
28	Marian and Steve Dodge 2648 North Commonwealth Avenue Los Angeles, California 90027		X			X	X							X				X	X
29	Katherine Sullivan Farlow 4338 Ben Avenue Studio City, California 91604											X							
30	Charles J. Fisher, Historian 140 South Avenue 57 Highland Park, California 90042	X		X		X													

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
31	Ann Walnum, Co-Chair Friends of the Southwest Museum Coalition 755 Crane Boulevard Los Angeles, California 90065-4038	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X
32	Rosa Rivas and Tina Gulotta-Miller Garvanza Improvement Association No address provided							X											
33	Maximillian Vasquez President Highland Park Chamber of Commerce 5000 York Boulevard Los Angeles, California 90042							X											

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
34	Carmela Nigro Gomes President Highland Park Heritage Trust PO Box 50894 Los Angeles, California 90050-0894					X		X											
35	Jenny Krusoe 1115 Brent Avenue South Pasadena, California 91030											X							
36	Robert J. Lee, Architect Lois L Lee Christopher Robert Lee 2765 Pelham Place Los Angeles, California 90068																		X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
37	Marian Dodge (Dated September 22, 2007) President Los Feliz Improvement Association PO Box 29395 Los Angeles, California 90029							X											
38	Marian Dodge (Dated October 1, 2007) President Los Feliz Improvement Association PO Box 29395 Los Angeles, California 90029							X											
39	Marian Dodge (Dated October 18, 2007) President Los Feliz Improvement Association PO Box 29395 Los Angeles, California 90029																	X	X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
40	Kathleen Lowenthal 2030 North Commonwealth Avenue Los Angeles, California 90027																		X
41	David Wilson Museum of Jurassic Technology 9341 Venice Boulevard Culver City, California 90232-2621							X											
42	Tom and Melinda Peters La Casa de la Abuela 4770 Bonvue Avenue Los Angeles, California 90027													X				X	X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
43	Nicole Possert 124 Roselawn Place Los Angeles, California 90042 Frank Parrello 1552 Oak Grove Drive Los Angeles, California 90041	X	X	X	X	X		X	X				X	X	X	X	X	X	X
44	Scott Rubel 977 Montecito Drive Los Angeles, CA 90031							X											
45	Kristin Sabo PO Box 337 Sunland, California 91041	X		X	X	X								X				X	X

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
46	Lois Saffian 5680 Hill Oak Drive Los Angeles, California 90068											X							
47	Diane Kane Board Member Scenic Arroyo Seco 7711 Lookout Drive La Jolla, California 92037			X		X								X					X
48	Bernadette Soter 2640 North Commonwealth Avenue Los Angeles, California 90027							X											
49	Robert J. Squires 4622 Nob Hill Drive Los Angeles, California 90065											X							

Table III-1 (Continued)

Response to Comments Matrix

LETTER NO.	SUMMARY OF WRITTEN COMMENTS	AESTHETICS	AIR QUALITY	ALTERNATIVES	CEQA	CULTURAL RESOURCES	EXECUTIVE SUMMARY	EXTENSION REQUEST	FIRE PROTECTION	GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING	GENERAL OPPOSITION	GENERAL SUPPORT	HYDROLOGY/SURFACE WATER QUALITY	LAND USE	NOISE	OTHER ENVIRONMENTAL CONSIDERATIONS	PROJECT DESCRIPTION	TRANSPORTATION AND CIRCULATION	OTHER
50	Jonnie Summers 4830 Hub Street Los Angeles, CA 90042													X					
51	Maria N. Nazario The Eagle Rock Association (TERA) PO Box 41453 Eagle Rock, California 90041							X											
52	Ann Walnum 755 Crane Boulevard Los Angeles, California 90065-4038		X			X			X									X	
53	Ann Marie Wozniak 140 South Avenue 57 Highland Park, California 90042					X		X											

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
Late Written Comments (Please Refer to Section IV of the Final EIR)																			
54	Carmela Gomes President Highland Park Heritage Trust PO Box 50894 Los Angeles, California 90050-0894			X		X		X						X					X
55	Bobby Barrett, Chairman California Tribal Business Alliance 1530 J Street, Suite 250 Sacramento, California 95814											X							
TR	Review of Traffic Study Minagar & Associates 18662 MacArthur Boulevard Airport Business Center, Suite 435 Irvine, California 92612																	X	
TRC-1	Nicole Possert, Chair Friends of the Southwest Museum Coalition 124 Roselawn Place Los Angeles, California 90042																	X	

Table III-1 (Continued)

Response to Comments Matrix

Letter No.	SUMMARY OF WRITTEN COMMENTS	Aesthetics	Air Quality	Alternatives	CEQA	Cultural Resources	Executive Summary	Extension Request	Fire Protection	General Description of Environmental Setting	General Opposition	General Support	Hydrology/Surface Water Quality	Land Use	Noise	Other Environmental Considerations	Project Description	Transportation and Circulation	Other
TRC-2	Gustavo Lizarde, Chair Rourk Reagan, Vice-Chair Greater Cypress Park Neighborhood Council c/o Department of Neighborhood Empowerment 3516 N. Broadway Los Angeles, California 90031																	X	
TRC-3	Marian Dodge, President Los Feliz Improvement Association P.O. Box 29395 Los Angeles, California 90029																	X	
PUBLIC MEETING TRANSCRIPT (PLEASE REFER TO SECTION V OF THE FINAL EIR)																			
PM	City of Los Angeles Department of Recreation and Parks Public Meeting Tuesday, September 18, 2007	X		X		X						X	X	X					X

LETTER NO. 1

Terry Roberts
Director, State Clearinghouse
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
PO Box 3044
Sacramento, California 95812-3044

COMMENT NO. 1-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 1, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

RESPONSE NO. 1-1

This comment acknowledges receipt of the Draft EIR by the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, and review of the Draft EIR by those State agencies with jurisdiction over the project, in accordance with

CEQA. Attached to this letter is a letter from the State Native American Heritage Commission, which is presented as Comment Letter No. 4 of this Final EIR. A similar letter dated October 19, 2007 was also received from the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit that indicates the review period closed on October 18, 2007 and is herein included. In addition, please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 1-2

SCH#	**2007051084**
Project Title	Autry National Center's Griffith Park Campus Improvements Project
Lead Agency	Los Angeles County Department of Parks and Recreation
Type	**EIR** Draft EIR
Description	The Autry National Center proposes to renovate and modernize portions of its Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 sq. ft. to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements. Phase 2: construction of a 50,000 sq. ft. Institute Building that would contain a reading room, collection storage rooms, and staff offices; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

Lead Agency Contact

Name	David Attaway
Agency	City of Los Angeles Department of Recreation and Parks
Phone	(213) 928-9130 *Fax*
email	
Address	1200 West 7th Street, Suite 700

City Los Angeles *State* CA *Zip* 90017

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Zoo Drive/Western Heritage Way (4700)
Parcel No.
Township *Range* *Section* *Base*

Proximity to:

Highways 1-5/SR-134
Airports
Railways So. Cali Regional Rail Authority
Waterways
Schools Zoo Magnet
Land Use Museum/with galleries, Museum Store, cafe and theater; OS-1XL (Open Space, Height District 1, Extra Limited height restriction)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Landuse; [sic] Noise; Public Services; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Caltrans, District 7; California Highway Patrol; Department of Conservation; Department of Water Resources; Department of Fish and Game, Region 5; Cal Fire; Office of Historic Preservation; Integrated Waste Management Board; Native American Heritage Commission; Department of Parks and Recreation; Public Utilities Commission; Regional Water Quality Control Board, Region 4; Resources Agency

Date Received 08/16/2007 *Start of Review* 08/16/2007 *End of Review* 10/01/2007

RESPONSE NO. 1-2

This comment acknowledges receipt of the Draft EIR by the Governor's Office of Planning and Research and provides a brief description of the project as well as the initial dates for public review of the Draft EIR.

LETTER NO. 2

Scott Morgan
Senior Planner
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
PO Box 3044
Sacramento, California 95812-3044

COMMENT NO. 2-1

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to October 18, 2007 to accommodate the review process. All other project information remains the same.

RESPONSE NO. 2-1

This comment indicates that the State Clearinghouse was notified that the comment period for the Draft EIR regarding the Autry National Center's Griffith Park Campus Improvements Project was extended. Specifically, this comment informs those State agencies with jurisdiction over the project that the public review period was extended through October 18, 2007.

Attached to this letter is a copy of the Notice of Completion and Availability that was mailed to property owners, occupants, and interested parties informing them of the review period extension through October 18, 2007 as well as copy of the Environmental Document Transmittal that was submitted to the State Clearinghouse with the Draft EIR by the Department of Recreation and Parks.

LETTER NO. 3

Cindy L. Heitzman
Executive Director
California Preservation Foundation
5 Third Street, Suite 424
San Francisco, California 94103-3205

COMMENT NO. 3-1

The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City's website still indicates that comments are due today.

California Preservation Foundation would request a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 3-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 4

Dave Singleton
Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

COMMENT NO. 4-1

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act. (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect.

RESPONSE NO. 4-1

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Section IV.C, Cultural Resources, of the Draft EIR, which addresses potential impacts to cultural resources.

COMMENT NO. 4-2

To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278) /http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:
- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

RESPONSE NO. 4-2

A cultural resources record search was conducted for the project site and the surrounding one-mile radius at the California Historic Resources Information System South Central Coastal

Information Center at California State University, Fullerton. Results of the record search are described in Section IV.C, Cultural Resources, of the Draft EIR. There are no recorded historic resources within either the project site or the immediate vicinity.

COMMENT NO. 4-3

- ✓ 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.
- The final report containing site forms, site significance, and mitigation measurers 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 pubic [sic] disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

RESPONSE NO. 4-3

Based on the developed nature of the site and given that out of 12 cultural resource investigations none identified recorded archeological resources within a one mile radius of the project site, the archaeological sensitivity of the site is considered low. Thus, it was not necessary to prepare an archaeological survey.

COMMENT NO. 4-4

- ✓ Contact the Native American Heritage Commission (NAHC) for:

  * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request USGS 7.5-minute quadrangle citation with name township range and section;
- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE) [sic]. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

RESPONSE NO. 4-4

PCR conducted follow-up contact with Native American groups and individuals identified by the NAHC as having affiliation with the project area and vicinity, and requested information about Native American resources that may be affected by the proposed project. Comments and recommendations regarding archaeological sensitivity were received from the

Gabrielino/Tongva Tribal Council. In response to those comments, mitigation measures have been provided to ensure that potential impacts to archeological resources would be less than significant, and are discussed further in Response to Comment No. 4-5.

COMMENT NO. 4-5

- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

RESPONSE NO. 4-5

Archaeological mitigation has been updated to include the following measures:

Mitigation Measure C-1: A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the

California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

Mitigation Measure C-2: If human remains are unearthed unexpectedly during ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

COMMENT NO. 4-6

- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

  * CEQA Guidelines, section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

- ✓ Health and Safety Code §7050.5. Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

- ✓ Lead agencies should consider avoidance as defined in §15370 of the CEQA Guidelines when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

RESPONSE NO. 4-6

Please see Response to Comment No. 4-5 for a discussion of coordination with the Native American Heritage Commission, for measures in the event of discovery of unanticipated discovery of human remains outside of a dedicated cemetery, as well as monitoring and construction requirements in the event an archeological resource is discovered.

The archeological sensitivity for the project is considered to be low. Thus, avoidance of archeological resources is not anticipated to be necessary.

COMMENT NO. 4-7

Native American Contacts
Los Angeles County
September 6, 2007

Charles Cooke
32835 Santiago Road
Acton, CA 93510
(661) 269-1422
(661) 773-1812
Chumash
Fernandeno
Tataviam
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
805-492-7255
Chumash
Tataviam
Fernandeno

Fernandeno Tatavlam Band of Mission Indians
Randy Guzman-Folkes, Dir.
Cultural and Environmental Department
601 South Brand Boulevard,
Suite 102
San Fernando, CA 91340
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9294 Cell
(818) 837-0796 Fax
Fernandeno
Tataviam

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles, CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 – Home
(626) 286-1262 Fax
Gabrielino Tongva

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda, CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Adminstrator [sic]
4712 Admiralty Way, Suite 172
Marina Del Rey, CA 90292
310-570-6567
Gabrielino Tongva

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina, CA 91722
(626) 339-6785
Yowlumne
Kitanemuk

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 949-1604 Fax
Fernandeno
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021
Beaumont, CA 92223
(951) 897-2536 Phone/Fax
Gabrielino

Native American Contacts
Los Angeles County
September 6, 2007

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles, CA 90021
office@tongvatribe.net
(213) 489-5001 – Officer
(909) 262-9351 – cell
(213) 489-5002 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health & Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007051084; CEQA Notice of Completion; draft Environmental Impact Report (DEIR); for Autry National Center's Griffith Park Campus Improvements Project; Los Angeles County, California.

RESPONSE NO. 4-7

All contacts identified by the NAHC as having affiliation with the project area as of November 28, 2006 were sent certified letters from PCR requesting additional information about Native American cultural resources that might be affected by the proposed project. These groups included: Owl Clan/Chumash, Chumash (2 individuals), Ti'At Society, Gabrielino/Tongva Tribal Council, Gabrielino Tongva Indians of California Tribal Council (2 individuals), L.A. City/County Native American Indian Commission, Fernandeno Tataviam Band of Mission Indians, San Fernando Band of Mission Indians, and Gabrielino/Tongva Tribal Council. In addition, a letter from the California Tribal Business Alliance has been sent to the Department of Recreation and Parks providing support for the proposed project. See Figure II.A-1 on page III-53.

CALIFORNIA TRIBAL
BUSINESS ALLIANCE

November 14, 2007

David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Dear Mr. Attaway:

On behalf of the members of the California Tribal Business Alliance, I want to express my support for the Autry National Center's plans for expanding its museum facility at Griffith Park and, specifically, its handling and care of the collection of the Southwest Museum of the American Indian. As a direct result of their efforts, the Autry has produced an expansion plan that will safeguard and showcase the Southwest collection while maintaining and enhancing the Southwest Museum's original home in Mt. Washington.

The Alliance greatly appreciates the Autry National Center's commitment not only to the physical preservation of the art and artifacts in the Southwest collection but has shown great sensitivity to their spiritual meaning, as well. Autry leaders have taken great pains to handle and display artifacts with the respect and honor we believe they deserve. Autry leaders consistently have asked Native Americans for advice on how to take care of the pieces. They have relocated Native American pieces from conditions that jeopardized their future, initiated comprehensive conservation care, and created plans to put them into state-of-the-art surroundings where they can be seen by the public and studied. The new Autry National Center in Griffith Park will be a place where people of all backgrounds can come to learn about the history of the American West and the people who lived there.

Equally important, the Autry has committed to preserving and improving the original home of the Southwest Museum in Mt. Washington. For many reasons, this historic site had been sadly neglected for years. The Autry National Center has come in, begun needed and costly renovation, and in the end will reinvigorate the museum in Mt. Washington so that it can serve as a cultural center for northeast Los Angeles.

Our group represents members of the Lytton Band of Pomo Indians, the Pala Band of Mission Indians, the Paskenta Band of Nomlaki Indians, the Pauma Band of Luiseño Indians, the United Auburn Indian Community, and the Viejas Band of Kumeyaay Indians. For them, may I say how much we all are looking forward to our ongoing relationship with the Autry, a continued exchange of ideas, and the collaborative display and educational use of collections representing Native American history and heritage.

Sincerely,

Bobby Barrett, Chairman
California Tribal Business Alliance

Figure II.A-1
California Tribal
Business Alliance Letter

Source: California Tribal Business Alliance, 2007.

LETTER NO. 5

Rosa Munoz
State of California
Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, California 90013

COMMENT NO. 5-1

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

As the state agency responsible for rail safety within California, we recommend that the development project at Zoo Drive and Western Heritage Way (lat= 34.15239, long= -118.285739) planned near the Union Pacific Railroad and Metrolink's Antelope Valley Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way. Commission staff is particularly concerned with increased congestion at the nearby grade crossings at Doran Street (DOT 746804B, lat=34.153186, long= -118.275426) and Broadway (DOT 746805H, lat= 34.146778, long= -118.272108).

Mitigation measures to consider include, but are not limited to, grade separation of major thoroughfares, safety improvements to existing at-grade highway-rail crossings due to an increase in traffic volumes and appropriate fencing to limit the access of trespassers to railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

RESPONSE NO. 5-1

Based on the Traffic Study for the project, which was included as Appendix F of the Draft EIR, no measurable increase in traffic at the Doran Street and Broadway grade crossings is anticipated. Furthermore, the analysis indicates that project traffic is not expected to use routes that would require crossing at any at-grade highway-rail crossings. Rather, most project traffic is expected to use regional routes such as Interstate-5 and State Route-134 to access the site.

LETTER NO. 6

Sheryll Del Rosario
Associate Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

COMMENT NO. 6-1

Thank you for submitting the **Autry National Center's Griffith Park Campus Improvements** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Autry National Center's Griffith Park Campus Improvements**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **August 16-31, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

RESPONSE NO. 6-1

The comment indicates that the proposed project was not identified by SCAG as a regionally significant project. Thus, comments from SCAG were not warranted. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 7

Scott Rubel
Arroyo Seco Neighborhood Council
977 Montecito Drive
Los Angeles, California 90031-1633

COMMENT NO. 7-1

I would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

A variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

I am a liaison between the F.S.W.C. and the A.S.N.C. and I request a formal extension in the comment period. But, in light of today's official comment deadline, I would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 7-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 8

Heinrich V. Keifer
President
City of Los Angeles
Historic Highland Park
Neighborhood Council
PO Box 50791
Los Angeles, California 90050

COMMENT NO. 8-1

The Historic Highland Park Neighborhood Council would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

The Historic Highland Park Neighborhood Council still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 8-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 9

Jui Ing Chien
County of Los Angeles
Department of Parks and Recreation
Planning and Development Agency
510 South Vermont Avenue
Los Angeles, California 90020-1975

COMMENT NO. 9-1

The Request for Comments on Draft Environmental Impact Report for the above project has been reviewed for potential impact on the facilities of this Department. As previously responded on June 5, 2007, the proposed project will not affect facilities under the jurisdiction of this Department.

Thank you for including this Department in the review of this notice. If we may be of further assistance, please contact me at (213) 351-5129.

RESPONSE NO. 9-1

The comment indicates that the proposed project would not affect facilities under the jurisdiction of the County of Los Angeles Department of Parks and Recreation. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 10

Philip Gasteier
Greater Griffith Park
Neighborhood Council
PO Box 27003
Los Angeles, California 90027

COMMENT NO. 10-1

At the September 18th General Meeting of the Greater Griffith Park Neighborhood Council, the Board resolved to request to extend until December 31, 2007 the public comment period for the Draft EIR released on August 16th for the proposed expansion of the Autry National Center in Griffith Park.

The Council determined that, at 1000 pages, the length and complexity of the Draft EIR merits a longer comment period than the 45 days currently allotted and that, without the extension, our Board and stakeholders can not [sic] reasonably be expected to read, absorb, discuss, reach a position, and file comments on the draft by the current deadline of October 1st. The mid-August release date, coupled with public meeting requirements applicable to Neighborhood Council meetings, greatly inhibit the possibility for NC input in the 45 day period, as a practical matter. Our Council is also at a disadvantage in that the Draft EIR presentation and public comment meeting was scheduled by the Department to take place on September 18th, the same night as our regularly scheduled General Meeting, thereby preventing the attendance and participation of interested members of our Board.

Evelyn Davis of the Autry National Center was present at our General Meeting and based on her comments we are assured that extending the deadline for comments on the Draft EIR to December 31st will not be a hardship for the Autry. We believe that assuring adequate time for public input will advance this process in the interest of all parties.

The courtesy of a reply is requested.

RESPONSE NO. 10-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 11

Charley Mims
Greater Griffith Park
Neighborhood Council
PO Box 27003
Los Angeles, California 90027

COMMENT NO. 11-1

The following are the comments of the Greater Griffith Park Neighborhood Council to the Draft Environmental Impact Report relating to Autry National Center's Griffith Park Campus Improvements Project dated August 1, 2007, a copy of which was first furnished to us by the Autry National Center ("Autry") on October 1, 2007.

RESPONSE NO. 11-1

This comment states that a copy of the Draft EIR was first provided to the commentor on October 1, 2007. However, a CD copy of the Draft EIR was sent via certified mail to the address provided on the comment letter on August 16, 2007 and the return receipt indicates that the document was received on August 17, 2007.

COMMENT NO. 11-2

We (and we understand others) asked you for an extension of the deadline to the end of this calendar year to provide you with comments. This was made after the representative of the Autry attending our Board's September meeting represented that such a delay would not prejudice the Autry. Nevertheless, that request was implicitly denied by your extending the deadline only to October 18.

RESPONSE NO. 11-2

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 11-3

We have made very substantial efforts to understand the environmental problems presented by this proposal.

Prior to October 1 we held several meetings with the Autry's senior representatives of a general nature regarding this project.

After October 1 we had members of two of our committees spend over four hours touring both the Autry's Griffith Park facilities and the Southwest Museum ("Southwest"). We also held a public meeting of two of our committees devoting nearly three hours to a discussion with the Autry's senior management and its environmental counsel as well as interested members of the public. This meeting was designed to understand the proposed project and to gain further information from the Autry relating to the perceived needs of the Autry and the alternatives available to the project in Griffith Park. On October 16, our Board considered the report of those committees and received further presentations from the Autry and other members of the public.

RESPONSE NO. 11-3

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 11-4

Nevertheless, because of the short period of time to do all this and to make a limited review the [sic] extensive draft EIR we can only give you within the prescribed period general comments relating to major issues.

RESPONSE NO. 11-4

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 11-5

We are not able to comment on a number of matters which may have a very significant impact on the environment of Griffith Park and the surrounding areas, such as

1. the effect on the ability of your Department to fund environmental improvements to Griffith Park by reason of the Autry's lease payment of a nominal $1 per year being clearly less than the cost to your Department of the consequences of the Autry's presence and operations in Griffith Park; and

RESPONSE NO. 11-5

Please refer to Topical Response B, which explains that neither the Department nor the City incurs any material costs, operational requirements or governance burdens as a result of the Ground Lease Agreement.

COMMENT NO. 11-6

2. the effect that the expansion and construction of a very special purpose building in the park will have on the City's ability to use the structure for purposes within the mission of your Department when the land and buildings revert to the City in 2037.

RESPONSE NO. 11-6

Article IX of the Ground Lease Agreement provides that "[a]ll improvements constructed on the premises by Museum at any time and from time to time during the Lease Term shall be owned by Museum during the Lease Term (including any extension thereof)." Please refer to Topical Response B for additional analysis.

COMMENT NO. 11-7

We recognize that the limited scope of our comments places on you a greater burden than you would otherwise bear to independently review and revise the draft EIR if you had our comments distilled and expanded as a result of two more months of review and discussion. However, at our October 16 meeting our Board inquired directly of the Autry's chief executive officer whether the Autry would request, or join in a further request, to extend the comment period to December 31, and he declined to do so.

RESPONSE NO. 11-7

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 11-8

Our failure to comment beyond what is contained in this letter ought not to be construed as support for any portion of the draft. Moreover, we reserve the right to comment further regarding such matters as the style and size of the building when the matter comes back to us for the zone

variance, conditional use permit or any other discretionary permission required to effect this project.

RESPONSE NO. 11-8

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 11-9

Because of the short comment period allowed for review of this draft and the significance of the areas subject to our comments and the likelihood of your receiving comments from others of significant concerns we suggest and request that rather than going directly to a final EIR you take all the comments you receive and go to a second draft EIR to be circulated for further comment.

RESPONSE NO. 11-9

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). As no significant new information has been added to the Draft EIR that would deprive the public of a meaningful opportunity to comment and the Draft EIR complies with CEQA, recirculation of the document is not necessary.

COMMENT NO. 11-10

Subject to the foregoing our comments on the draft EIR are as follows:

I. Alternatives to the Project.

We have spent a substantial amount of time considering this most important portion of the draft EIR, and we believe that the draft is particularly deficient in the analysis of Alternative E, expansion at the Southwest.

RESPONSE NO. 11-10

Please refer to Topical Response C, which addresses the CEQA requirements regarding sufficient Alternatives discussion, as well as the analysis of Alternative E, Arroyo Campus Expansion. The Draft EIR discussion and analysis of Alternative E satisfies the CEQA requirements by providing comparison matrices as well as by analyzing and comparing Alternative E to the proposed project. It is also important to note that Alternative E was

provided in response to public comments and that the proposed project does not include the Southwest Museum.

COMMENT NO. 11-11

We have been unable to obtain from the Autry a cogent explanation for the dramatic change in its plans from the time of the merger with the Southwest. In 2003 it appears that the proposal was to increase the space at the Autry in Griffith Park by 40,000 square feet. 20,000 square feet was to be obtained by enclosing the existing courtyard and was to be devoted to exhibit space for some of the Southwest's collection which could not be exhibited at the Southwest due to limited space in relation to the collection. The additional 20,000 square feet was to be new space for storage.

Our concern is that now the proposed expansion of the combined Autry and Southwest has grown to 129,000 square feet, all in Griffith Park with not only no increase at the Southwest but a decrease in the use of the Southwest. Thus, the proposed project places the entire burden of the merged museums onto the open space of the relatively scarce flat land of Griffith Park.

The 227-page Southwest Museum Rehabilitation Study commissioned by the Autry in about 2003 together with our own inspection indicate that it is feasible and probably economically cheaper to rehabilitate, and modestly add to, the Southwest site rather than effecting the proposed project in Griffith Park resulting in the loss of public open space. Such an expansion of the Southwest would have the added benefit of a non-City entity using its own land rather than City land in Griffith Park. Moreover, it would preserve the most prominent historical, cultural asset of the Arroyo Seco area of our City.

RESPONSE NO. 11-11

As explained in the Draft EIR, the proposed project consists of improvements to the Autry's Griffith Park Campus. The proposed project does not include the Southwest Museum (Arroyo Campus). Nonetheless, in response to public comments, the Draft EIR does include an analysis of expansion of the Southwest Museum.

As discussed in Topical Response E, as part of its ongoing stewardship of the Southwest, which the Autry has undertaken separately from the proposed project, the Autry has invested over $5 million on the preservation of the Collection and rehabilitation of the buildings at the Arroyo Campus. The Southwest will, in fact, continue to provide the exhibition, some conservation, and storage of a portion of the Collection.

As discussed in the letter provided by Tom Lee (a Trustee of the Southwest Museum at the time of the merger and current Trustee Chair) and James Parks (Chair of the Autry Trustees

at the time of the merger), which is included as Appendix 9 of the Final EIR, after the merger with the Autry Museum of Western Heritage, and in response to community pressure to pursue a museum-only use for the Southwest Museum, the Autry commissioned the Southwest Museum Historic Resources report. The report outlined two plans that could be undertaken to recreate a museum-only use for the Southwest Museum. However, the study did not convince the Autry Trustees that a museum-only use at the Southwest Museum would be financially successful. Specifically, the fund raising, the visitation, the operating funds, and the capital funds required for either of the models analyzed in the study were rejected as unachievable. Please also refer to Topical Response C for further discussion of the Southwest Museum Historic Resources Report prepared by Brenda Levin.

COMMENT NO. 11-12

The proposed expansion by the Autry in Griffith Park in our opinion requires an environmental analysis of the natural consequence of the project on the Southwest.

RESPONSE NO. 11-12

Please see Topical Response E for a discussion of the Southwest Museum.

COMMENT NO. 11-13

If the expansion is allowed into Griffith Park, the natural (and professed) consequence will be the substantial reduction in exhibition space at the Southwest. (Autry has told us it would commit to no more than 2 rooms of exhibition space for its collection, with the balance of the buildings being used for public art exhibits and public meeting areas.) The proposed expansion into Griffith Park might well lead to the entire loss of the Southwest and its site as the Autry could well sell off the site under its merger agreement shortly following the completion of the proposed project in Griffith Park. Indeed, the project in Griffith Park, designed as it is to allow for full display of both collections as well as storage, makes the Southwest site redundant. Loss of such a cultural heritage of Charles Lummis might well imperil other related historical and cultural sites in the Arroyo Seco.

RESPONSE NO. 11-13

While not a part of the proposed project, the Autry has stated that it intends to devote at least two galleries of the Southwest Museum to exhibition rather than no more than two rooms. The other uses would be compatible with museum use. Further, as noted in Topical Response F, it is likely that a portion of the Collection may remain at the Southwest. As conceived, the Southwest and Arroyo Campus would not be made redundant by the project in Griffith Park, but allow for a use that compliments the project. In addition, as part of its ongoing stewardship of the Southwest, the Autry has invested over $5 million on the preservation of the Collection and rehabilitation of the buildings. Please see Topical Response E for further discussion. Therefore,

there is no evidence that the proposed project would lead to the loss of the Southwest or present risks to the other unnamed historical and cultural resources in the vicinity. For further analysis, please refer to Topical Response E.

COMMENT NO. 11-14

The project also proposes the moving of the contents of the Brand [sic] Library from the Southwest to Griffith Park. We have been given no explanation of the imperative for the move which will result not only in the further imposition on open space in the park but result in the needless loss to the Arroyo Seco community. This part of the project should also be included in the analysis of the alternative of no, or only limited, expansion into Griffith Park.

RESPONSE NO. 11-14

As noted in Section II, Project Description, of the Draft EIR, a goal of the proposed project is to bring together the various components to provide synergy with the other activities at the Griffith Park Campus. By co-locating the Autry National Center's two libraries, the Braun and the existing library in Griffith Park, the merged library would create synergies for researchers with collections and other educational activities. This would also provide efficiency of delivering service to researchers in one facility, and the economies of a merged library staff, space overall for library use, equipment and supplies. Further, upon completion of the project, the Griffith Park Campus would have an amount of landscaped open space that would be similar to that occurring on the site today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. This comment is noted for the administrative record and will be forwarded to decision-makers for review and consideration.

COMMENT NO. 11-15

The redrafted EIR should also discuss as an alternative to the project as proposed the utilization of a site, neither in Griffith Park nor at the Southwest, for storage of those portions of the collections which are not deemed significant enough to be placed either in a permanent exhibition or in an instructive open-storage area.

RESPONSE NO. 11-15

As discussed in detail in Section V, Alternatives, of the Draft EIR, alternatives that include storage of a substantial part of the Autry's collections at an off-site location would be directly counter to the underlying purpose and key objectives of the project. Thus, in accordance with CEQA, such alternatives were rejected from further analysis. Please also see Topical Response C for further discussion of the rejection of the alternatives from consideration in the Draft EIR.

COMMENT NO. 11-16

Therefore the redrafted EIR should contain a more substantive analysis of the alternative of restoration of the Southwest as a fully operational museum with possible additions of buildings to avoid or limit the expansion into Griffith Park.

RESPONSE NO. 11-16

Please see Topical Response C for a discussion of why relocating the entire Autry National Center to the Arroyo Campus was rejected as an alternative as well a discussion of Alternative E, Arroyo Campus Expansion.

COMMENT NO. 11-17

Moreover, there should be an environmental analysis of the environmental effect on the Arroyo Seco area of the removal of the collection from that area and the potential loss of cultural identity and pride resulting from the loss of a world famous museum.

RESPONSE NO. 11-17

The Autry National Center is committed to the identity of the Southwest Museum as a cultural icon of the neighborhood and of Los Angeles. As noted in Topical Response F, a portion of the Collection and significant public exhibition space would likely remain at the Southwest Museum. Further, as discussed in Topical Response F and Section IV.C, Cultural Resources, of the Draft EIR, moving the Collection is not a project under CEQA (see CEQA Guidelines section 15378(c)). Therefore, there is no evidence of any environmental impact to the Arroyo Seco Campus.

COMMENT NO. 11-18

II. Guarantee of Completion.

We have not been provided with any substantiated assurances that if the project were permitted the Autry would have the financial ability to fund it. Obviously, an incomplete project would have a substantial adverse environmental effect on the park. The objective financial condition of

the Autry requires a very substantial, and for the Autry an apparently unprecedented, fund-raising effort at a time of anticipated reduced charitable giving.

Therefore, the redrafted EIR ought to address this issue, including the requirement of the posting of appropriate completion bonds. We understand from Autry's counsel that that is an acceptable solution to the problem. An iron-clad guarantee of completion of any approved project should, however, be made a condition.

RESPONSE NO. 11-18

This comment does not raise specific information related to the physical impacts of the project. However, the Autry has put in place a capital campaign to fundraise money for the proposed project and plans to secure appropriate construction bridge financing.

COMMENT NO. 11-19

III. Parking.

The project proposes moving surface parking from the westerly face of the current museum to the southeasterly [sic] and increasing the number of spaces. As part of the second phase the project proposes a parking structure, in part above ground.

The draft EIR is deficient in failing to analyze the alternative of relying on the Zoo parking lot directly adjacent to the museum as allowed by the Autry's lease.

RESPONSE NO. 11-19

The Draft EIR evaluates the use of the Zoo parking for project parking in Section V.D, Off-Site Parking, beginning on page 289 of the Draft EIR. As indicated therein, reliance on the Zoo parking areas on a full-time basis to accommodate project-related parking demand would not be practical as the proposed project was designed to accommodate project-related parking on a full-time basis. However, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. The parking variance would not result in any new or greater impacts than those of the proposed project. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking. It would also allow the Autry visitor entry road to be configured with a direct connection to Western Heritage Way via an existing curb cut, rather than off the existing access road to the Zoo overflow lot to the south. It would allow the preservation of several prominent trees at the southwest corner of the site which would otherwise be removed to provide for the surface parking lot. The variance would also allow a significant portion of visitor parking at the Autry to be shifted from the new surface lot currently proposed to be constructed at the southern area of the lawn to the eastern part of the site in an area that is currently proposed for staff parking. Please see Section II,

Corrections and Additions, of the Final EIR for further discussion regarding the parking reduction variance.

COMMENT NO. 11-20

We do not believe parking structures, whether above or below ground, are appropriate for the park as they are inconsistent with the entire concept of open space and making all man-made structures in the park as reversible as possible. This is especially so when the entity proposing to construct the facility is only a ground lessee whose lease has but 30 years remaining.

RESPONSE NO. 11-20

As discussed in Section IV.A, Aesthetics, of the Draft EIR, proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Specifically, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo. The South Lawn, which is used as an outdoor gathering and events area, would thus be shifted toward Western Heritage Way. During Phase 2, the temporary surface parking area that was constructed on the southeastern portion of the site would be replaced with a new two-level semi-subterranean parking facility beneath the Institute Building. The introduction of landscape along Western Heritage Way would harmonize and connect the Campus with the surrounding natural and developed areas of Griffith Park. Please also refer to Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry.

COMMENT NO. 11-21

Additionally, due to climate change and attendant drought, the need to recapture storm water in arid regions such as Los Angeles has become of paramount importance. The adjacent Los Angeles Zoo is currently in the process of renovating its 33-acre parking area with bioswales and a permeable surface to replenish the water table. The addition of a parking structure which would be necessarily of impermeable materials directly across from a Prop O-funded Demonstration of Environmental Sustainability Project would negate the environmental instruction and gain being made at the Zoo lot.

IV. Environmentally Sensitive Construction.

We believe the redrafted EIR ought to incorporate analyses of the alternatives of construction which will be most advantageous to the environment, such as permeable parking surfaces, collection of rain water and the use of "green' [sic] materials generally.

RESPONSE NO. 11-21

The Autry is committed to the use of permeable pavement for surface parking areas and bioswales in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project. Permeable pavement would act as a detention storage basin for high rainfall events, infiltrate storm water into the ground to replenish the groundwater during low rainfall events, and filter trash, sediment, and oils out of storm water runoff. While the semi-subterranean parking structure proposed as part of the project would be constructed out of impermeable materials, its location beneath the proposed Institute Building would minimize its contribution to storm water runoff flow.

As discussed in Section II, Project Description, of the Draft EIR, the proposed project would be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects so as to achieve certification under the LEED Green Building Rating System. Additional detail regarding specific aspects identified by the LEED Green Building Rating System to be included in the project, as well as those additional measures that will be considered, is discussed in Section II, Corrections and Additions, of the Final EIR. As stated therein, the proposed project would include the incorporation of pervious pavement to reduce storm water runoff, use reclaimed water for landscaping, and potentially make use of products containing up to 20 percent recycled content, among other initiatives. Therefore, the proposed project does incorporate features that are most advantageous to the environment.

COMMENT NO. 11-22

V. Effects of Flora and Fauna.

The project proposes nearly doubling the size of the foot print of the current structure. The park is, as basically an open space, the home to many species of flora and fauna. The redrafted EIR should contain an analysis of the flora present on the entire 12 acre site and the effect of closing off parkland for the extensive development of the Griffith Park site of the Autry. The redrafted EIR should also examine the traffic patterns of fauna, their habitat space needs, and how the development would affect the genetic viability of park and river fauna.

RESPONSE NO. 11-22

As discussed in Section VI, Other Environmental Considerations, of the Draft EIR, while Griffith Park is designated as a Significant Ecological Area (SEA) within the County of Los Angeles General Plan, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. As shown in the attached aerial photograph on page III-71, the majority of the site was graded to provide for the improvements. Thus, the majority of the landscaping on-site has been planted. Much of this landscaping consists of ornamental species. In addition, the project site is directly adjacent to the heavily traveled Interstate-5 Freeway to the east, the Los Angeles Zoo to the west and surface parking

Figure II.B-1
Aerial Photo of Project Site
April 1987

Source: Autry National Center Institute for the Study of the American West, April 1987.

areas to the south. The high human traffic, adjacent development, and ornamental landscaping in and around the Griffith Park Campus discourage major use of the project site by wildlife, aside from common small and medium mammals, birds and reptiles. Due to the developed nature of the site and surrounding area, the project site is not known to contain 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 Game or U.S. Fish and Wildlife Service. The site does not function as a migratory wildlife corridor. In addition, no bodies of water exist on-site to provide habitat for fish. No riparian habitat or other sensitive natural communities are known to exist on-site and no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. The area also does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Furthermore, the project site is not designated in the last publically available version of the revised draft of the Griffith Park Master Plan as a Habitat Enhancement Area, Exotic Removal Area, Restoration Area, or an Endangered Species Protection Area. Thus, the proposed project would not result in significant impacts to biological resources.

It is also important to note that the project would have an amount of landscaped open space that would be similar to that occurring on the site today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. In addition, the project site would include a similar amount of trees when compared with existing conditions.

LETTER NO. 12

Erik Krause
Senior Planner
City of Glendale
Planning Department
633 East Broadway, Room 103
Glendale, California 91206-4385

COMMENT NO. 12-1

The City of Glendale Planning Department appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Draft Environmental Impact Report (EIR) and would like to provide the following comments.

1. In the City of Glendale Planning Department's letter dated June 12, 2007, to Mr. David Attaway, Environmental Supervisor, City of Los Angeles Department of Parks and Recreation, Re: Comments on Notice of Preparation (NOP) - The Autry National Center Improvements Project, the request was made that potential project-related impacts on City of Glendale intersections and street segments be analyzed. To assist in this analysis, a contact person in Glendale's Traffic and Transportation Division was provided. In reviewing both Section H. Transportation and Circulation of the Draft EIR and Appendix F (Traffic Study) of the Draft EIR, there is no mention of any such analysis. Instead, on p. 231 of the Draft EIR, it is cited "Per discussions with LADOT, seven intersections in the project vicinity were identified as those that would have the potential to be impacted by the proposed project. Therefore, the following seven intersections were selected for analysis in the Traffic Study:" (Note: All seven study intersections are located in the City of Los Angeles.) The City of Glendale continues to request that potential impacts on City of Glendale intersections and street segments be analyzed.

RESPONSE NO. 12-1

The intensity of generated traffic is expected to be greatest at intersections in close proximity to the project site, which is located in the City of Los Angeles. In conformance with LADOT impact criteria, it has been determined that no significant impact would occur at any of the seven study intersections analyzed in the Traffic Study, which was included as Appendix F of the Draft EIR. The analysis indicates that project traffic does not result in significant impacts at selected intersections, which are expected to accommodate a greater percentage of project traffic when compared with intersections in the City of Glendale. Thus, it can be expected that traffic impacts on intersections within the City of Glendale would be less than significant.

COMMENT NO. 12-2

2. In relation to the analysis of potential project-related impacts on City of Glendale intersections and street segments, the following should be considered:

    a. In reviewing the Draft EIR, the potential for significant and adverse impacts would be limited to (1) the intersection of Victory Boulevard-Riverside Drive-Sonora Avenue and (2) the street segnlents of Riverside Drive north of Sonora Avenue, and Sonora Avenue east of Victory Boulevard.

RESPONSE NO. 12-2

As discussed in Response to Comment No. 12-1, no significant impacts would occur beyond the study intersections that were analyzed in the Traffic Study, which was included as Appendix F of the Draft EIR. In addition, as shown by the data within the Traffic Study, no more than 10 trips are expected to be generated that would depart from the project site heading toward the intersection of Victory Boulevard-Riverside Drive-Sonora Drive.

COMMENT NO. 12-3

    b. Potential impacts of the project should consider the total impact of both phases of the project, i.e., per Table 28, p. 248 of the Draft EIR, the net project trip generation of Phase I plus Phase II: 696 daily trips on a weekend and 461 daily trips on a weekday; 140 trips during the weekend midday peak hour (88 inbound and 52 outbound); and 74 trips during the weekday P.M. peak hour (25 inbound and 49 outbound).

RESPONSE NO. 12-3

The volumes mentioned above are inconsistent with the volumes presented in Table 28 of Section IV.H, Transportation and Circulation, of the Draft EIR. The two phases are analyzed separately because each phase has a different completion date. In addition, the cumulative impact of existing traffic, ambient growth, Phase 1 traffic and Phase 2 traffic is accounted for in the analysis of 2014 conditions. Under these conditions, no significant impact results at any of the study intersections. In addition, if both Phase 1 and Phase 2 were completed in 2010, impacts would continue to be less than significant.

It is also important to note that the trip generation analysis was performed in conformance with LADOT standards, which required an analysis of weekday P.M. peak hour (4:00 P.M. to 6:00 P.M.) and weekend midday peak hour (12:00 P.M. to 5:00 P.M.) for this type of land use, as shown in Table 28 of Draft EIR.

COMMENT NO. 12-4

c. Figure 8A, p. 27 of Appendix F of the Draft EIR, provides project Phase I assignments of the project's midday weekend and P.M. weekday peak-hour net traffic volumes. These Phase I assignments, together with the net project trip generation summarized in Table 6, p.22 of Appendix F, indicate approximately 33 percent of the project's Phase I traffic would approach the project from the west on SR-134; similarly, approximately 33 percent of the project's Phase I traffic would approach from the north on Riverside Drive (first passing through the Victory Boulevard-Riverside Drive-Sonora Avenue intersection).

RESPONSE NO. 12-4

As indicated in Section II, Corrections and Additions, of the Final EIR, Figure 8A of the Traffic Study was incorrect and has been updated. The level of service computation report in Appendix C of the Traffic Study, which was included as Appendix F of the Draft EIR, contains the correct volumes that were used for analysis. As indicated therein, approximately 19 percent of the outbound traffic is expected to approach from the north and pass through the Victory Blvd. & Riverside Dr./Sonora Ave. intersection in both Phase 1 and Phase 2.

COMMENT NO. 12-5

Figure 8B, p. 28 of Appendix F of the Draft EIR, provides project Phase II assignments of the project's midday weekend and P.M. weekday peak-hour net traffic volumes. These Phase II assignments, together with the net project trip generation summarized in Table 6, p.22 of Appendix F, indicate approximately 20 percent of the project's Phase II traffic would approach the project from the west on SR-134; similarly approximately 20 percent of the project's Phase II traffic would approach from the north on Riverside Drive (first passing through the Victory Boulevard-Riverside Drive-Sonora Avenue intersection).

RESPONSE NO. 12-5

As discussed in Response to Comment No. 12-4, the distribution percentages provided in Figure 8A of the Traffic Study were incorrect and have been revised to reflect the correct volumes that were used throughout the analysis. Please refer to Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 12-6

Is there a reason the distribution (in percent) of project traffic differs at these two locations for Phase I and Phase II? If necessary, this should be reconciled before

the analysis of potential Phase I-plus-Phase II traffic impacts on the aforementioned Glendale locations is conducted.

RESPONSE NO. 12-6

As discussed in Response to Comment No. 12-4, the project only volume figure provided in the Traffic Study has been revised. Please refer to Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 12-7

d. Significance criteria defined by the City of Glendale should be used to determine if any significant and adverse project-related impacts would result on any intersections or street segments in Glendale.

RESPONSE NO. 12-7

As indicated in Response to Comment No. 12-1, based on the analysis completed for those intersections that were studied under the direction of LADOT, the project would not result in significant impacts at any other intersections in the surrounding area.

COMMENT NO. 12-8

e. The results of this analysis should be included in the Final EIR.

If you have any questions regarding these comments please, contact me at (818) 548-2140.

RESPONSE NO. 12-8

Please see Response to Comment No. 12-1.

LETTER NO. 13

Daniel E. Wright
Mount Washington Homeowners Alliance
PO Box 65146
Los Angeles, California 90065

COMMENT NO. 13-1

The Mount Washington Homeowners Alliance ("MWHA") hereby submits the following comments regarding the above-referenced Project. Due to the complexity of issues surrounding this Project, the Department's decision to provide only a 45 day public comment period and to resist requests for a reasonable extension of time is an abuse of discretion that deprives the public of a reasonable opportunity to review the massive set of documents and provide comments. The MWHA requests a 30-day extension of the public comment period.

Because of the unreasonably short public comment period, the MWHA, pursuant to statutory rights under state law, will continue to supplement this set of comments as time allows.

RESPONSE NO. 13-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 13-2

INTRODUCTION

The modern day version of an old Hollywood favorite, the Great Train Robbery, enabled by a legally deficient environmental document, may be about to unfold under the very noses of Los Angeles city, county, state and federal elected and appointed officials. With the behind-the-scenes manipulations of William Delvac and George Milstein of the corporate law firm of Latham & Watkins, liberally greased with a sudden flurry of campaign contributions by Jackie Autry, widow of Hollywood B movie actor/singer Gene Autry and her museum associates, and topped with the stench of a backroom City Hall deal worse than the water wars of Chinatown, officials entrusted by voters to protect the public interest may be arm twisted to look the other way as the former Gene Autry Western Heritage Museum (the "Autry") needlessly robs this great City of one of its most historically significant institutions that simultaneously embodies and chronicles early life of Native Americans, Native Mexicans, and Anglo settlers of California: the

venerable Southwest Museum. To accomplish this robbery, the public input and participation goals and the minimum information requirements of the California Environmental Quality Act ("CEQA") have been perverted by Autry's hired environmental document preparer, the firm of PCR Services Corporation, to try to create a false impression that doubling the size of the Autry Museum building in Griffith Park has nothing at all to do with or impacts in any way the historic significance of the site personally and lovingly selected by Charles Fletcher Lummis as the only appropriate place in all of Los Angeles to establish and construct this City's first museum. In fact, the whole purpose of this project is to construct new space where the Autry Museum can move the entire Southwest Museum and absorb it into its own museum which will be marketed only under the name of the "Autry National Center." The Southwest Museum, at the hands of City of Los Angeles officials, is proposed to be unnecessarily wiped from the face of the earth.

RESPONSE NO. 13-2

As discussed in detail in Topical Response E, the Autry and its Griffith Park Campus Improvement's Project would not "rob" the City of Los Angeles of the Southwest Museum. Rather, since the Autry Museum merged with the Southwest Museum in 2003, and as part of its ongoing stewardship of the Southwest, the Autry has invested over $5 million on the preservation of the Collection and rehabilitation of the buildings for future generations.

The EIR was drafted by PCR Services Corporation, a professional environmental planning firm specializing in the preparation of CEQA documents, working with the City of Los Angeles Department of Recreation and Parks as the Lead Agency for the project. PCR has worked with the City of Los Angeles in preparing environmental documents for over 20 years. In accordance with Public Resources Code Section 21082.1, the Draft EIR was reviewed and modified by the Department of Recreation and Parks and reflects the independent judgment of the Department. Furthermore, the EIR is comprehensive and potential impacts are based on the significance thresholds and methodologies set forth within the *City of Los Angeles' CEQA Thresholds Guide (2006)* adopted by the City of Los Angeles in 2006. In accordance with CEQA, the EIR provides full disclosure of the environmental impacts of the project such that the decision-makers can intelligently take account of the environmental consequences of the project. Thus, recirculation of the EIR is not necessary. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-3

In the Draft Environmental Impact Report ("DEIR"), every effort has been made to ignore, diminish, and distract the public and decision makers that rely on this document to make an informed decision about the true impacts of the Autry's project which necessarily includes consideration of impacts upon the entire institution of the Autry. With the lack of a legally sufficient EIR, the City of Los Angeles does not have the power under state law to approve of the Autry's great robbery of the Southwest Museum. Without significant revision and the

addition of some truthful and useful information to the DEIR, and re-circulation, any and all entitlements granted by the City's decision makers relying on this EIR will be successfully challenged and overturned.

RESPONSE NO. 13-3

The Los Angeles Department of Recreation and Parks is the lead agency for purposes of CEQA (although the City of Los Angeles Department of City Planning will serve as a responsible agency). Furthermore, as discussed in Response to Comment No. 13-2, the EIR is comprehensive and potential impacts are based on the significance thresholds and methodologies set forth within the *City of Los Angeles' CEQA Thresholds Guide (2006)* adopted by the City of Los Angeles in 2006. In accordance with CEQA, the EIR provides full disclosure of the environmental impacts of the project such that the decision-makers can intelligently take account of the environmental consequences of the project. For additional discussion regarding the Southwest Museum, which is not a part of the proposed project and which would not be subject to environmental impacts resulting from improvements to the Autry National Center's Griffith Park Campus, please refer to Topical Response D and Topical Response E, both of which discuss the Autry's commitment to stewardship of the Southwest Museum. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-4

INDEPENDENT JUDGMENT OF THE LEAD AGENCY

The Lead Agency for this Project is nominally the City of Los Angeles. Within the City of Los Angeles, because the Project proposed by Autry is located in Griffith Park, the Department of Recreation and Parks is performing the lead agency activities on behalf of the entire City of Los Angeles. However, substantial evidence exists in this record that the Autry's law firm of Latham & Watkins and Autry's directly hired EIR consultant and preparer, PCR Services Corporation, have exercised such iron fisted control over the preparation of the environmental documents as to deprive the Lead Agency of the ability to exercise credible independent judgment. While the DEIR has the name of the "City of Los Angeles" on the front cover, there is no substantial evidence that staff of the City has carefully reviewed the documents before signing off on them, and in one instance has failed to sign off on the document given to the public as supporting exhibits to this DEIR.

The MWHA is mindful that the under [sic] CEQA case law a real estate developer like the Autry may permissibly submit materials to a Lead Agency for review and possible inclusion in documents issued by the Lead Agency. While this may be convenient to the Lead Agency, it does not excuse the solemn obligation under CEQA for the Lead Agency to carefully review the materials submitted to the Lead Agency, to make changes to the document to conform to the Lead Agency's own independent judgment, before adopting a document as its own.

Most cities in the State of California do not allow a real estate developer like Autry to directly hire and directly pay for the EIR consultant who prepares the studies and written materials. It is well-recognized that allowing the developer to have the power to pay or withhold payment to the EIR consultant creates an inherent conflict-of-interest between the EIR consultant and the public interest in full and honest disclosure of potential environmental impacts that lies at the very heart of the CEQA process. The courts of California, nonetheless, allow the developer to submit proposed environmental documents if, and only if, the Lead Agency exercises proper independent judgment in reviewing the submitted materials before adopting the document as its own with appropriate changes to make the document conform with the Lead Agency's considered opinion.

RESPONSE NO. 13-4

As discussed in Response to Comment No. 13-2, the EIR was drafted by PCR Services Corporation working with the City of Los Angeles Department of Recreation and Parks, the Lead Agency for the proposed project. PCR has worked with the City of Los Angeles in preparing environmental documents for over 20 years. In accordance with Public Resources Code Section 21082.1, the Draft EIR was reviewed and modified by the Department of Recreation and Parks and the Draft EIR reflects the independent judgment of the Department. Furthermore, the EIR is comprehensive and potential impacts are based on the significance thresholds and methodologies set forth within the *City of Los Angeles' CEQA Thresholds Guide (2006)* adopted by the City of Los Angeles in 2006. In accordance with CEQA, the EIR provides full disclosure of the environmental impacts of the project such that the decisionmaker can intelligently take account of the environmental consequences of the project.

The document referred to by the commentor is the Initial Study prepared for the project. In accordance with CEQA Guidelines Section 15063, "If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable." While not required, this Initial Study was prepared and appended to the EIR to provide the public with the background for determining the issues that would be addressed in the EIR. Two drafts were provided to the agency, the first of which was provided in January 2007. This document was reviewed and approved by the Department of Recreation and Parks. Furthermore, the date of the Initial Study appropriately reflects the completion of revisions to the document prior to sending out the Notice of Preparation.

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-5

In a recent interview about the planning and environmental review processes of the City of Los Angeles, former City of Los Angeles Councilmember Zev Yaroslavsky, who is a member of the

Autry Museum Board of Directors, had this to say about the alarming corruption of the City of Los Angeles environmental and approval processes:

> "I know that the consultants and the lobbyists have control of the planning process. I know the documents, the environmental reports, the notices of preparation, are all written on the word processors or the computer typewriters of the law firms and the consultants that represent the developers. They are not written by the people at City Hall.
>
> I have a saying ... it's not my original saying, but there is a saying in the law:
>
> **"He who controls the drafting, controls the outcome."**
>
> That stands to reason. So the people who are drafting the environmental documents, who are drafting the documents preparatory to the environmental impact reports, all the stuff the law requires, is not being drafted by the people you elected or you hired to represent your interests, the interest of the people of the City. They are being drafted by the people with the financial stake in the decision. And if the right decision is ultimately made by the City, by the Planning Director, the Planning Commission, or City Council, it is totally a matter of luck. It's not a matter of design ....
>
> I have complained to the City about this. I've complained to the Planning Director about this. To me, it's outrageous that when an employee of the Planning Department gets instructed on when to finish his or her work product by the Developer's representative -- and then does it, pursuant to the direction of the developer's representative. That is absurd! ...
>
> There's practically no quantity control or quality control coming out of City Hall today.... Right now, the development community, believes with considerable justification, that almost anything they ask for, they can get. And that nobody is going to stop them, nobody is going to say "'No" to them. And if it goes to the Planning Commission, and the Planning Commission shoots it down, "'No Problem", we'll go to the City Council and we'll just get it overridden....
>
> You [the public and neighborhood councils] have no leverage, no leverage at all at City Hall unless they think you can derail what they are doing." Speech before Alliance of Neighborhood Council Representatives http://www.youtube.com/watch?v=pq47aMbYAfY

The former Los Angeles City Councilmember and current Autry Board Member may have been using the term "'City Planning Department", but the problem of overreaching and unlawful control of the Lead Agency's environmental compliance process is even more applicable to a department such as Recreation and Parks that processes dramatically fewer EIRs in a year than the Planning Department. Given a small departmental staff the size of Recreation and Parks, the temptation may be overwhelming to take the document from the developer, put the City's cover page on it (also conveniently provided by the developer's law firm and EIR consultant) and call it your own.

Because of the extraordinary and unlawful control of developers like Autry and Latham & Watkins have over the City's political processes (Latham attorney Delvac has previously boasted that his firm raised or brought in over $100,000 in campaign contributions for Antonio Villaraigosa's last campaign), Councilmember Jack Weiss has introduced a motion requiring the City to directly contract with the EIR preparer instead of passively allowing the developer to have direct control over the EIR preparer. It is not clear that this motion will be adopted but it is a measure of the outrage of communities of the City against blatant manipulation of the CEQA processes by politically connected law firms like Latham & Watkins, and EIR preparers like PCR Services Corporation.

Given this substantial evidence of unlawful control and manipulation in the City of Los Angeles (an admission by a former City Councilmember no less), an objective review of the documentation prepared for the City of Los Angeles and its Department of Recreation and Parks by Latham & Watkins and PCR Services Corporation fails to establish that the City of Los Angeles exercised independent review of the documents submitted by Latham & Watkins and PCR Services Corporation in this matter.

RESPONSE NO. 13-5

As discussed in Response to Comment No. 13-2, in accordance with Public Resources Code Section 21082.1, the Draft EIR in its entirety was reviewed and modified by the Department of Recreation and Parks and the Draft EIR reflects the independent judgment of the Department. The Department of Recreation and Parks has and will continue to lead the environmental review process for the project. These comments, which do not raise environmental issues, will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-6

A legally sufficient DEIR circulated by the Lead Agency must contain all documents precisely as they exist in the files of the Department of Recreation and Parks. Appendix A of the DEIR contains the Notice of Preparation, Initial Study, and NOP Comments. Our review of the documents reveals the following substantial evidence in the DEIR released by the City of Los Angeles:

1. The Notice of Preparation is dated Monday, May 14, 2007 and it was also filed in the office of County Clerk in Norwalk on the same day. The Notice of Preparation is signed by David Attaway, Environmental Supervisor of the Environmental Management Section of the Department of Recreation and Parks.

2. Also on Monday, May 14, 2007, on the Governor's Office of Planning and Research State Clearinghouse letterhead, the Notice of Preparation was issued to a number of reviewing agencies.

3. The Notice of Preparation referred the public and reviewing agencies to the Initial Study and Checklist.

4. The Initial Study and Checklist, the CEQA document that determines what level of environmental review will be applied to a Project, contains over 60 pages of single-spaced, highly technical CEQA analysis of the potential impacts.

5. The Initial Study front page is undated and lists no case number by which the Department of Recreation and Parks is even tracking the Project.

6. The Initial Study second page makes a finding that the Project may have a significant impact on the environment and that the Department will require the preparation of an Environmental Impact Report.

7. The Initial Study is not signed by anyone.

8. The Initial Study Checklist indicates that the Checklist was "Submitted" to the City Department of Recreation and Parks on May 9, 2007 and is tied to the Attachment B that explains the impact determinations made on the Checklist.

9. The supporting Project Description (Attachment A) and Explanation of Checklist Determinations (Attachment B) for the Checklist contain a footer than [sic] indicate that the entire 13 page Project Description and 42 page Explanation of Checklist Determinations were prepared on the word processor of PCR Services Corporation in "May 2007". This is consistent with the May 9, 2007 date the Checklist was submitted to the City of Los Angeles.

Based upon the foregoing, Autry's representatives, Latham & Watkins and PCR Services Corporation, submitted the wholly prepared and prepackaged Initial Study, Checklist, Explanation of Checklist Determinations, and a Notice of Preparation of an Environmental Impact Statement on Wednesday, May 9, 2007 as shown on the "Date Submitted" section. This left the Department of Recreation and Parks staff Thursday and Friday to read and digest the 13-

page description of the Project, comprehend the details of the proposed Project, review the proposed environmental checklist and the accompanying 42-page explanation of each of the environmental checkmarks, revise or request any changes deemed necessary in its review of the draft, make the changes to the draft documents and obtain the concurrence of Autry's representatives, make a decision whether or not an EIR would be required, determine the date, time, and location of the Notice of Preparation Scoping Hearing, prepare and sign the Notice of Preparation, and on Monday, May 14, 2007, get the completed notice to the County Clerk's office and contact the Governor's office and get its employees to issue on the same day, the Notice of Preparation to all the reviewing agencies.

Apparently, in the haste of the Department staff to get the Notice of Preparation out the door a mere three workdays after it arrived, the affixing of a staff endorsement signature or the insertion of a date on the entire Initial Study was overlooked. Or, the Department staff, as Zev Yaroslavsky suggests is true at the City of Los Angeles, just did what it was told to do by Autry's law firm and EIR consultant and there was no serious exercise of Departmental discretion in considering the possible environmental impacts and whether an EIR was required.

RESPONSE NO. 13-6

None of the documents within the EIR were "prepackaged" and then sent out for review without review and modification by the Department of Recreation and Parks. The commentor is correct that the date of the Notice of Preparation (NOP), the date of filing the NOP with the County Clerk and the date of filing the NOP with the Governor's Office of Planning and Research (the State Clearinghouse) were May 14, 2007. This is correct CEQA practice as the 30-day NOP comment period on the Notice distributed for public review should begin the same day that the public notice is filed with the County Clerk and the State Clearinghouse. Furthermore, as discussed in Response to Comment No. 13-4, while not required, the Initial Study was prepared and appended to the EIR to provide the public with the background for determining the issues that would be addressed in the EIR. This document was submitted to and subsequently revised by the Department of Recreation and Parks. In addition, the "submitted" date of the Initial Study appropriately reflects the completion of revisions to the document based on City comments prior to sending out the Notice of Preparation. Thus, the Department of Recreation and Parks staff were not left with two days to read and digest the Project Description and Initial Study as suggested by the commentor. In addition, the scoping meeting date and venue was determined by the Department of Recreation and Parks, not the Autry. In accordance with CEQA, the documents that are part of the Draft EIR reflect the independent judgment of the Department.

COMMENT NO. 13-7

The MWHA requests that the Department make available for public and decision maker review in the Final EIR, all screen draft versions of the Initial Study and all Departmental staff notes or

memoranda evidencing the review made by City staff of the Initial Study and supporting materials between the time they arrived in the offices of the Department on May 9, 2007 and before they were released to the public on the following Monday, May 14, 2007. Additionally, the MWHA requests an explanation of the precise review process and City personnel responsible for the posting requirements in the Norwalk office of the County Clerk and the State Clearinghouse.

RESPONSE NO. 13-7

CEQA Guidelines Section 15132 sets forth the requirements for the contents of the Final EIR: "Draft EIR or a revision of the draft," "[c]omments and recommendations received on the Draft EIR either verbatim or in summary," "[a] list of persons, organization, and public agencies commenting on the Draft EIR," [t]he response of the Lead Agency to significant environmental points raised in the review and consultation process," and "[a]ny other information added by the lead agency." The CEQA Guidelines do not require the Final EIR include "all screen draft versions of the Initial Study and all Departmental staff notes or memoranda evidencing the review made by City staff of the Initial Study and supporting materials." Nor does CEQA Guidelines Section 15132 require a Final EIR to include an explanation of the precise review process and City personnel responsible for the positive requirements.

COMMENT NO. 13-8

This Project is on some kind of fast track approval process. Although the Notice of Preparation comment period, which normally marks the beginning of the detailed study process of an EIR, ended on July 1, 2007, PCR Services Corporation and the City Department of Recreation and Parks released a completed 900 page DEIR in six weeks after the close of the NOP comment period. This is an additional piece of evidence that Latham & Watkins and PCR Services Corporation completed substantial work on the EIR BEFORE the public was invited to comment on the proposed scope of the EIR through the Notice of Preparation process. The extreme rush to prepare the EIR and put it out for public comment while impressive, may be simply too impressive. It implies the public's input was not solicited until substantial portions of the EIR studies were underway or nearly complete. Such a process is in derogation of CEQA's policy goals to solicit public comment early in the process to help guide the preparation of the EIR.

RESPONSE NO. 13-8

As discussed in Response to Comment No. 13-2, in accordance with Public Resources Code Section 21082.1, the Draft EIR was reviewed and modified by the Department of Recreation and Parks and reflects the independent judgment of the Department. Furthermore, as is the case with most projects that undergo the CEQA process, technical studies such as traffic studies are often started before the close of the NOP comment period. In addition, the Draft EIR accounted for all of the relevant environmental comments raised during the NOP comment period. As an example, although the Initial Study appropriately concluded that the project would

not result in significant impacts to cultural resources, a section in the Draft EIR was provided in response to comments made by the public. As discussed in Topical Response A, a substantial amount of effort was made by the Department of Recreation and Parks to ensure that all interested agencies, organizations, and individuals had the opportunity to provide input regarding the environmental implications of the project.

COMMENT NO. 13-9

Beyond the rush to put the Notice of Preparation out the Department's door without significant staff review and the lightning speed of preparation of the DEIR, there is further evidence that similar cursory or non-existent review occurred between the provision of the draft version of the DEIR by Autry's representatives to the Department and the date of its release for a bare minimum 45-day public comment period. The notes of Nicole Possert, Chair of the Steering Committee of the Friends of the Southwest Museum reveals that David Attaway informed her in a telephone conversation on August 6, 2007 that he had just gotten the Administrative Draft from Autry representatives. He also informed Ms. Possert that the DEIR would kill a lot of trees due to its length and that he was looking it over because Autry was "anxious" to release the DEIR for public review. To accommodate Autry's desires, the Department's staff conducted an extremely abbreviated review of the Administrative draft and got it out the door for public comment. Thus, the Autry DEIR was released by the Department of Recreation and Parks to the public for comment on August 15, 2007, about a week after Mr. Attaway informed Ms. Possert that he was just starting to review the proposed document from Autry. The DEIR main text and appendices total over 900 pages and contain highly technical analysis of multiple potential significant environmental impacts. A week or two review by the City staff in not [sic] credible as an exercise of independent judgment, particularly in light of some of the preposterous claims left in the DEIR released to the public.

Given that the Autry's law firm of Latham & Watkins and EIR preparer PCR Services Corporation are both directly compensated by Autry, there is a substantial risk, as Autry Board member Zev Yaroslavsky warns, that the environmental documents drafted by the Autry's experts are not prepared with an eye to protect all public interests – particularly in disclosing potential environmental impacts that undermine or completely defeat the controversial proposal to expand the Griffith Park site.

RESPONSE NO. 13-9

As discussed in Response to Comment Nos. 13-2, 13-6 and 13-8, the Department of Recreation and Parks reviewed and modified all of the documents related to the Draft EIR and all of the documents reflect the independent judgment of the Department. The timing of the release of the Draft EIR was determined by the Department of Recreation and Parks. In addition, the Department of Recreation and Parks spent much more time than one week to review the Draft EIR. Specifically, several iterations of the various sections of the Draft EIR sections were

completed based on review and comments provided by the Department of Recreation and Parks. As discussed in Response to Comment No. 13-2, the EIR is comprehensive and potential impacts are based on the significance thresholds and methodologies set forth within the *City of Los Angeles' CEQA Thresholds Guide (2006)* adopted by the City of Los Angeles in 2006. In accordance with CEQA, the EIR provides full disclosure of the environmental impacts of the project such that the decisionmaker can intelligently take account of the environmental consequences of the project. Furthermore, as discussed in Topical Response A, a substantial amount of effort was made by the Department of Recreation and Parks to ensure that the public was fully engaged in the environmental review process for the project.

COMMENT NO. 13-10

The management of the Department of Recreation and Parks is well aware of the allegations of the 78 member organizations of the Friends of the Southwest Museum that the Autry Museum Board of Directors, in pursuing this project, is seeking to breach promises made in the Merger Agreement to the former Southwest Museum Board of Directors (Exhibit 1.) as a condition of being entrusted with these assets that carry out charitable trust obligations.

RESPONSE NO. 13-10

As noted in Topical Response D, the Autry is not in breach of any promises made in the Merger Agreement.

COMMENT NO. 13-11

There is ample basis for the City to carefully review the draft documents submitted by Autry's law firm and EIR consultant to assure that potential environmental impacts have not been misrepresented, unlawfully denied to exist, or not mitigated.

RESPONSE NO. 13-11

As discussed in Response to Comment Nos. 13-2, 13-6 and 13-8, the Department of Recreation and Parks reviewed and modified all of the documents related to the Draft EIR and all of the documents reflect the independent judgment of the Department.

COMMENT NO. 13-12

There is especially an effort by the Autry's law firm, Latham & Watkins, to deny that the removal of the Southwest Museum's collection from the place its historically prominent founder Charles Fletcher Lummis intended it to be displayed is not a significant negative impact upon the very reasons articulated by the Los Angeles Conservancy, the Highland Park Heritage Trust, and Save Our Southwest Museum in the Southwest Museum's nomination and determination for eligibility for National Register of Historic Places status.

RESPONSE NO. 13-12

There is no evidence that the proposed project or the previous decision by the Autry regarding appropriate conservation and exhibition would directly or indirectly impact the Southwest. As noted in Section IV.C, Cultural Resources, of the Draft EIR and Topical Response E, a project has a significant impact on a historical resource if it would destroy the eligibility of a cultural or historic resource (CEQA Guidelines section 15064.5). There is no evidence that the proposed project or any action regarding the Collection would render the Southwest ineligible as a historical resource under the National Register or the California Register. Under National Register guidance and the Secretary of the Interior's Standards for Rehabilitation, even a complete change in use does not destroy eligibility (see National Register Bulletin 15 p. 46). There are many examples in Southern California where a change in use has maintained eligibility and even qualified for the historic tax credit, including a cathedral stripped of all of its religious artifacts and reused as a performing arts venue. Please refer to Topical Response E for further discussion.

Regarding the Collection itself, its relocation is not subject under CEQA. Please see Topical Response F for further discussion.

COMMENT NO. 13-13

Autry and Latham & Watkins understands full well that if the City of Los Angeles is forced to admit that this Project, whose specific purpose is to double the size of the Autry's building constructed on leased land of the taxpayers, has a significant impact on the historic significance of the Southwest Museum, then the City has a mandatory obligation under CEQA to mitigate the negative impact by selecting the Arroyo Seco campus proposal of the Friends of the Southwest Museum as the environmentally superior option.

RESPONSE NO. 13-13

Please see Topical Response E for a discussion of how the proposed project would not threaten the National Register listing of the Southwest Museum.

COMMENT NO. 13-14

In the Alternatives analysis, the Autry's representatives have disparaged the Arroyo Seco campus site and exaggerated the potential environmental impacts at this location. As the largest and most active homeowners organization in Mount Washington, the MWHA believes that this disparagement of the site is part of Autry's cynical public relations campaign. Autry has tried to falsely portray this site as unworkable when at least three economic studies, including one headed by Brenda Levin (now Autry's architect), found rehabilitation and sensitive expansion of the Southwest Museum site would generate revenues within national norms for museums and superior to the substandard cost recovery rate of the Autry Museum in Griffith Park (in other words, the Autry loses more money than the average museum).

RESPONSE NO. 13-14

The comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The discussion referred to in this comment reflects the conclusions of the City of Los Angeles Lead Agency, not the conclusions of "Autry's representatives." The discussion in Section V.E, Arroyo Campus Expansion, was prepared pursuant to CEQA Guidelines, and as such evaluates the environmental impacts of providing new facilities at the Arroyo Seco site in a comparative manner to such development at the Griffith Park Campus. As such, the evaluation is not an economic analysis and it offers no conclusions regarding the economic feasibility of development on the Arroyo Campus. The analysis of the environmental impacts at the Arroyo Campus is based on the same environmental criteria that were used for evaluating the impacts of the project at the Griffith Park Campus; and it accurately portrays the potential environmental impacts for the respective environmental issues addressed. Please refer to Topical Response C and Appendix 9 for a letter from James Parks, who was Chair of the Autry Trustees at the time of the Autry's merger with the Southwest, and Tom Lee, a Trustee of the Southwest Museum at the time of the merger and current Trustee Chair, regarding the purpose of the Rehabilitation Study prepared in 2004 and the subsequent findings by the Autry National Center.

COMMENT NO. 13-15

Latham & Watkins has clearly inserted text into this DEIR that claims, without substantial evidence in support, that the Autry Board has made a decision and the Southwest Museum's collection will be removed from Mount Washington regardless of the Griffith Park project. This claim, explained in further detail herein, lacks credibility. If the collection is not stored at the Arroyo Seco campus on Mount Washington or allowed to move to Griffith Park, will it become nomadic, will it be moved into Jackie Autry's garage in Palm Springs? The mere suggestion is preposterous. And yet, these claims appear to have been left in the DEIR untouched by the hand of the staff of the Department of Recreation and Parks - who is the only agency in this arrangement who might, by chance, protect the substantial public interest in the historic significance of the Southwest Museum.

RESPONSE NO. 13-15

The comment is incorrect. The Autry's Board of Trustees determined over six months ago the appropriate conservation and exhibition of the Collection by resolution, passed May 23, 2007. The decision was based on the exhaustive examination of whether the Southwest and its site were suitable for the long term conservation of the Collection.

COMMENT NO. 13-16

There is even more evidence that the Department's staff should be aware that gamesmanship its afoot [sic] in Autry's preparation of the DEIR. In the Initial Study, prepared by Autry's representatives and placed in the Department's hands as a pre-packaged decision to complete an

EIR, the Initial Study absolutely denies that there is any possibility of an environmental impact on Cultural Resources. However, in response to comments received in the Notice of Preparation and scoping process, the Autry's representatives buckled to community pressure and inserted an analysis of Cultural Resources.

RESPONSE NO. 13-16

As discussed in Response to Comment No. 13-6, none of the documents associated with the EIR were "prepackaged" and then sent out for review without review and modification by the Department of Recreation and Parks. Rather, the Initial Study referenced in this comment was submitted to and subsequently revised by the Department of Recreation and Parks. In addition, the Initial Study appropriately concluded that the project would not result in significant impacts to cultural resources. However, in response to comments raised by the public, a Cultural Resources section was added to the EIR to provide further demonstration that no significant impacts to cultural resources would occur as a result of implementation of the project. This responsiveness to public comments is consistent with the intent of CEQA. In addition, the environmental review process has been conducted under the direction and independent judgment of the Department of Recreation and Parks.

COMMENT NO. 13-17

Autry was forced to include some analysis in the DEIR when the Friends of the Southwest Museum Coalition brought to the attention of the Advocacy Committee of the Los Angeles Conservancy that its Executive Director, a personal friend of Brenda Levin and William Delvac, has inexplicably issued a letter to the Autry endorsing the removal of the Southwest Museum's collection from the Southwest Museum and allowing it to be converted to a new use. After the Advocacy Committee of the Los Angeles Conservancy reviewed the sensitive expansion proposal of the Friends of the Southwest Museum, the Executive Director of the Los Angeles Conservancy was directed to issue a new letter. That letter, contained in the NOP Comment Letters section of this DEIR, indicated that the Los Angeles Conservancy felt that the proposal of the Friends of the Southwest Museum Plan (the Garavaglia Plan) must be given serious consideration by the Autry National Center Board of Directors as a viable option to reuse of the [sic] site as something else.

It is particularly telling that the Autry's strategy was initially to completely deny in the Initial Study that there was any connection between the Griffith Park expansion and the Southwest Museum site and now, public comment and the Los Angeles Conservancy's endorsement of the expansion plan of the Friends of the Southwest Museum, legally required the admission that that [sic] Cultural Resources must be examined. Autry's attorney, William Delvac became so enraged that he was unable to control this aspect of the City's environmental process that at one of the Autry's Public Scoping Meetings he screamed at and tried to physically intimidate the [sic] Charles J. Fisher, a member of the Board of the Highland Park Heritage Trust. The Highland

Park Heritage Trust successfully educated the Los Angeles Conservancy's Advocacy Committee and secured the change in position. Delvac was extremely angered that the Los Angeles Conservancy's Executive Director, a personal friend of his, had been directed to revise the Los Angeles Conservancy's position to endorse the expansion and rehabilitation of the only site in Los Angeles that Autry owns outright. Many people observed this confrontation, and it is just one more reason why the Department of Recreation and Parks staff is on notice that Autry's paid consultants and attorneys are exercising unprecedented control over the Lead Agency's decision-making process.

RESPONSE NO. 13-17

The purpose of the Notice of Preparation (NOP) is to afford the public an opportunity to provide input as to the topics covered by the EIR. As provided in State CEQA Guidelines Section 15082(a)(1)(4):

The lead agency may begin work on the Draft EIR immediately without awaiting responses to the notice of preparation. The Draft EIR in preparation may need to be revised or expanded to conform to responses to the notice of preparation.

Therefore, there is nothing unusual about a topic or impact area which was "screened out" through the initial study being included in a Draft EIR following responses to the NOP. Here, cultural resource impacts were screened out because there is no evidence of any cultural resource impacts, which was thoroughly demonstrated by the Cultural Resources section of the Initial Study and again in Section IV.C, Cultural Resources, of the Draft EIR.

The balance of the comment is incorrect or irrelevant to the CEQA process but, nonetheless, will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-18

The unwillingness of the management of the Department of Recreation and Parks to carefully review some of the incredible and blatantly false statements contained in the DEIR has resulted in serious deficiencies in the accuracy and honesty of the environmental document. This failure is a violation of CEQA as the Lead Agency has a solemn duty to check the veracity and accuracy of any draft documents given to the Agency by a developer or its representatives. There is compelling evidence in this record that the Department has therefore failed to exercise independent judgment and control of its own environmental review process.

Accordingly, MWHA requests that the Department disclose for public review all copies of screen drafts of the DEIR reviewed by the Department's staff before release of the DEIR for public comment. Additionally, MWHA requests that the Department release for review all staff memoranda and notes that evidence the Department reviewed the DEIR prior to its release.

If no such evidence of independent review of the Department can be produced, this problem can only remedied [sic] by restarting the environmental review process and preferably following the direction of the pending motion of Jack Weiss: the Department should directly hire its own EIR consultant and recover the costs of such consultant from Autry. In this way, the City, and not Latham & Watkins, will have control over its own environmental review process. However, this administrative record demonstrates an extraordinary rush to judgment which if anything absolutely confirms the claims of for [sic] City of Los Angeles councilmember Zev Yaroslavsky that the City's approval and environmental processes are politically controlled by law firms like Latham & Watkins and EIR consultants like PCR Services Corporation.

RESPONSE NO. 13-18

As indicated in the Response to Comments above, the Department of Recreation and Parks has carefully reviewed all of the documents related to the EIR. In addition, the environmental review process has been conducted under the direction and independent judgment of the Department of Recreation and Parks. As discussed in Response to Comment No. 13-7 above, the CEQA Guidelines do not require the Final EIR include all screen draft versions of the Initial Study and all Departmental staff notes or memoranda evidencing the review made by City staff. Please also refer to Topical Response A for a discussion of the additional outreach conducted by the Department, which went above the requirements of CEQA to ensure that the public had substantial opportunity to provide input regarding the scope and content of the EIR.

COMMENT NO. 13-19

UNREASONABLY SHORT PUBLIC COMMENT PERIOD

If there is a theme concerning this Project, it is clearly that Autry and its representatives are trying to rush the City through the environmental process in the hope that there will be a series of public hearings on the Project during the Thanksgiving and Christmas holidays. This Project has serious public policy implications that must not be considered lightly or under circumstances clearly intended to unlawfully curtail public participation.

After this DEIR was rushed out the door on August 15, 2007, the Department, at the demand of Autry's representatives, gave the public the absolute bare minimum period for public review of the massive 900 page DEIR. This incredibly short period of time to review and prepare comments has been extremely disrespectful of the public including the community organizations in the immediate vicinity of Griffith Park. The MWHA joins the Friends of the Southwest Museum and the Greater Griffith Park Neighborhood Council and all others in demanding an additional 30 days to complete review and comment on this overwhelming environmental document.

Refusal of the Department to respect the requests of the community and Councilmember Huizar to extend the comment period will simply constitute one further piece of evidence that the

Department has abdicated its responsibility to protect the public's fundamental right under CEQA to participate meaningfully in the process. It would indicate to the public that in fact, the Autry is in control of the City's approval process, just as predicted by Zev Yaroslavsky in his You Tube speech before neighborhood council leaders.

RESPONSE NO. 13-19

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 13-20

CULTURAL RESOURCES

Latham & Watkins and PCR Services Corporation have been given one important charge from Autry management: at all costs, find a way to avoid admitting that the removal of the collection from the Southwest Museum will adversely impact the historic significance of the Arroyo Seco site. However, CEQA requires that the Lead Agency disclose and discuss not only whether the immediate Project will have a negative effect on an [sic] historic resource, but also the EIR must discuss reasonably foreseeable future related projects that themselves may have a significant effect on the environment.

The easiest illustration of this are cases involving redrawing of political boundaries in a governmental decision to allow an annexation of territory to a city or the reorganization of a school district. The case law in this area, such as the *Fullerton Joint High School District v. State Board of Education*, demonstrates this concept. In *Fullerton*, there was a proposed school reorganization to redraw school district boundaries. While it was true that the redrawing of political boundaries had no impact from the first discretionary decision of the State School Board, it was reasonably foreseeable that the reorganized school districts would require construction of new schools or significant remodeling. The California Supreme Court held the State Board of Education had a duty to conduct an environmental investigation and consider possible adverse environmental impacts stemming from reasonably foreseeable projects. In an annexation case, the decision to approve the annexation was required to include disclosure and consideration of all reasonably possible impacts from the subdivision of homes that would be enabled by the first step: approval of the annexation.

It is clear that Latham & Watkins attorneys have advised the Autry to not admit in the DEIR that they have any plan at all for the Arroyo Seco site. Indeed the Alternatives analysis at page 296 starts with the typical recalcitrant position of the Autry: "The Arroyo Campus is not a part of the

project." The reason for this strategy is readily apparent by reading the DEIR: the City's first approval of the expansion of the Griffith Park building might not have an immediate adverse impact on the significance of the Southwest Museum, but the later project, to change the use of the Southwest Museum building by removing the collection to the new "Southwest Museum" portion of the Autry Museum building, will negatively impact the significance of the Southwest Museum site by removing the very collection for which the building was uniquely designed and intended to exhibit. Whether removal of the collection to Griffith Park is regarded as part of the Project now under consideration or as a later project enabled by the current Project, this analysis must be included in the EIR.

RESPONSE NO. 13-20

Please see Topical Response E, which determines that potential impacts on the Southwest Museum are not significant, as well as Topical Response F, which determines that the relocation of the Collection is not subject to CEQA.

Fullerton Joint High School District v. State Board of Education is not on point. In that case, the first decision was a governmental discretionary decision to draw political boundaries. Here, the determination of the appropriate conservation and exhibition of the Collection was a purely non-governmental decision by a private entity and it was a decision over which the City has no power or process to regulate or approve. Moreover, the court in Fullerton concluded merely that an initial environmental study of detaching the Yorba Linda community from Fullerton High School District was necessary before the plan was approved – not that the detachment was per se an environmental impact (32 Cal.3d 779, 798 (1982)). Here, the Draft EIR has already analyzed potential effects of moving the Collection, and therefore is compliant with Fullerton.

The comment misstates the timing of actions, the nature of the impacts, and the City's authority to approve the location of the Collection. See Response to Comment No. 13-15, which discusses the Board of Trustee's resolution and the decision as to the appropriate conservation and exhibition of the Collection. As noted in Section IV.C, Cultural Resources, of the Draft EIR, the Autry's exploration of continued use of the Southwest is ongoing and so any analysis of environmental impacts would be speculative. Further, there is no evidence that any particular project will be proposed at the Southwest or whether there would be any discretionary actions required for any such potential future project. Finally, as analyzed in Topical Response F, the relocation of the Collection is not even a project under CEQA let alone a discretionary project, because there is no governmental approval required.

COMMENT NO. 13-21

Additionally, because of its significance on the Alternatives analysis, the EIR must be substantially revised and re-circulated to provide a truthful and honest assessment of the impacts

of the Project and feasible and reasonable project alternatives that will mitigate the negative impact on the historical significance of the Southwest Museum.

RESPONSE NO. 13-21

The alternatives analysis within the Draft EIR is thorough and objective and has been prepared in accordance with the CEQA requirements. Please see Topical Response C for further detail. Specifically, the alternatives analysis included a reasonable range of alternatives to address the potentially significant impact of the project associated with air quality emission during construction of the project. Furthermore, as discussed in detail in Section IV.C, Cultural Resources, of the Draft EIR, and within Topical Response E, the proposed project would not result in any significant impacts to the historic significance of the Southwest Museum. Thus, no mitigation measures or alternatives are required to mitigate such impacts.

COMMENT NO. 13-22

The City of Los Angeles is required to evaluate whether or not the separation of the Southwest Museum from the collection it was uniquely designed and intended to hold would invalidate its significance. To accomplish such analysis, the MWHA has reproduced the original nomination of the site. We set forth here the narrative elements of the National Register of Historic Places that formed the very basis the Southwest Museum was found significant for listing on the register:

> "The Southwest Museum is located in northeast Los Angeles, perched atop a hill overlooking the Arroyo Seco and Pasadena Freeway. Covering the hillside are native plants. The Museum is Spanish Colonial Revival in style, constructed of reinforced concrete covered with off-white stucco, with a red tile roof. Irregularly massed, the Museum has a prominent tower at the easterly comer and a squat tower on the westerly side. The grounds consist of the original 1912 building which was added to in 1940-41, a tunnel with a Mayan Revival entrance portal dating from 1920 and a completely separate library which dates from 1977. The main building and tunnel portal are contributors. The library is a noncontributor. The grounds also include contemporary sculpture, mature landscaping and a large parking lot north of the original, main building.
>
> The appearance of the Southwest Museum today is almost identical to the original design. Modifications include a red tile canopy over the projecting entrance at the center of the southeast elevation (date unknown); windows filled in on the northwest elevation facing the library; installation of an arcade connecting the main building, 1940-41 wing and library. The in-filled windows and arcade probably date from 1977 when the library was constructed. The integrity of the main building, however, was not compromised by the alterations. They are all

compatible with the original building in scale, materials and color, while clearly being identifiable as additions.

The Southwest Museum draws upon the Spanish Colonial Revival style. Characteristic of the style, the two-story reinforced concrete building is simple in form and detail and irregularly massed. The main volume is covered by a gabled barrel-tile roof and accented at both ends by towers. A high square tower with heavy corbelled balconies and a stepped parapet dominates the east end of the structure. The west end is marked by a shorter tower capped by a hipped roof. The narrowly proportioned fenestration is deeply recessed into the thick wall construction. The rounded arch is a recurring design motif. It appears in principal doors and windows throughout the structure including the main entrance and the east tower.

The primary organizing feature of the floor plan is the two-story entry hall located near the center of the southeast facade. A wide concrete stairway with broad landings fills this space; a tall arched window is the focal point of the southeast wall. On the ground floor, wide doorways lead to galleries, a shop, office and a terrace which extends the length of the southeast facade. Also from the ground floor of the entry hall, an elevator descends to a tunnel through which one may enter from Museum Drive. (This entrance is no longer in service reportedly due to budget cuts.) Set into the walls of this dim passage are little dioramas that illustrate various Indian ways of life. From the second floor landing of the entry hall, door open to other rooms and to a vestibule which gives access to a covered walkway. Primary access to the towers is located on this level.

For many years after its opening, the only visitor approach was up a pathway from Museum Drive. In 1920, the tunnel and elevator, mentioned above, were added. Designed by the architectural firm of Allison and Allison with Marguerite Tew, the tunnel portal is an excellent example of Mayan Revival architecture. Two stout rectangular pilasters carry an entablature incised with six small square panels representing Mayan deities. Double doors surrounded by relief-work are located in the center of the portal.

Other additions have been made throughout the years to accommodate the growing collection. In 1940-41, a new wing of similar materials and scale was added. The wing projects from the northwest elevation of the main building and is covered by a gabled roof of terra cotta tile. The Library, completed in 1978, is a separate structure, located across a landscaped area from the south wing.

The Southwest Museum is significant to Los Angeles under National Register Criteria B in that it is associated with the important local figure Charles Fletcher Lummis. As a prime representation of the Spanish Colonial Revival style as developed by the prominent local architect Sumner Hunt, the building is also significant according to Criteria C. The Southwest Museum represents the life-long work of Lummis to preserve Southern California's native cultural heritage through conservation and archeology. Constructed in the Spanish Colonial Revival style between 1912 and 1914, the building is a notable example of Hunt's attempts to address the region's heritage in his development of modern Los Angeles architecture. The Southwest Museum is the result of Hunt's architectural ideology and style which was developed through his close association with Lummis between 1890 and 1914 and their shared interest in local native American and Spanish cultural and architectural history.

Charles Fletcher Lummis is among the most prominent figures in Los Angeles history. The New England native embodied all the virtues characteristic of his adopted region, and contributed to its cultural life in a variety of ways. Lummis was a collector, a restorer and an ardent preservationist, who strove to preserve both the artifacts and traditions of the American Southwest.

An invitation to serve as city editor of the Los Angeles Times brought Lummis west from Ohio in early 1885. Traveling on foot, he discovered and embraced the beauty and spirit of the American West. Once in California, ***he devoted the rest of his life to promoting popular awareness and appreciation of the Hispanic and Native American cultures that defined the region.*** Lummis became editor-in-chief of the popular magazine Land of Sunshine, later known as Out West. He authored numerous articles and books on the Southwest. With his second wife, Eva, he translated documents essential to the history of Spanish America, for which he was awarded a Spanish knighthood. As City Librarian he encouraged development of the Western History Collection and created the important Mexican collection containing the earliest examples of printing in North America.

Lummis founded the Arroyo Seco Foundation for preservation of the regional ecology and the Sequoya League to improve government policies towards Native Americans. In addition, he was a folklorist, a Doctor of Literature, a published poet, and founder of Southern California's first museum, the Southwest Museum.

Among his many distinctions, Lummis is perhaps best known as one of the Founding Fathers of historic preservation. As turn-of-the-century Los Angeles developed at tremendous speed, Lummis reminded Southern Californians that the greatest gift to the future is an awareness of the past.

In 1895, Lummis founded the Landmarks Club of Southern California for the purpose of preserving the state's historic missions. He regarded the missions as "the most imposing, the most important, and the most romantic landmarks in the United States, architecturally and historically." The Club also focused on an educational campaign which Lummis considered as important as material repairs and preservation. The Club provided the springboard for many other conservation and historical societies. Lummis was able to secure the support of several local architects and businessmen to contribute to his efforts.

At that time, the only missions kept in repair were those still in use as Catholic churches. Other missions had fallen into ruins and were in danger of complete disintegration. Furthermore, the influx of Protestants from the Midwest to California in the 1880s had produced a wave of anti-Catholic bias that obstructed popular support of restoration efforts. By deemphasizing the religious significance of the structures and stressing instead their value as historical monuments for all Californians, Lummis succeeded in raising funds sufficient to repair several missions and was highly influential in increasing public awareness of historic architecture. The missions that benefited the most from the Landmarks Club's efforts were San Juan Capitrano [sic], San Fernando, and the Asistencia of Pala (a branch of the Mission San Luis Rey).

But architecture was only one part of Lummis's greater preservation philosophy, which embraced all aspects of historiography, including art, archaeology, ethnology, and musicology. ***Lummis believed that civilization depends upon a sense of association with the past and derives inspiration from the past. Manyana Flor de Sus Ayere- "Tomorrow, the Flower of its Yesterdays" - became the motto for his greatest preservation effort, the Southwest Museum.***

Lummis was one of the early few to recognize the importance of Native American cultures. He concentrated on recording regional history and collecting native artifacts. At a time when these cultures were being exploited, compromised, and in some cases utterly destroyed, Lummis moved to preserve a record of them; collecting artifacts, photographing tribal rituals and recording folk songs. These materials form the core of the Southwest Museum's collections, and provide vital information that would otherwise have vanished forever.

By the end of the first decade of the 20th century, Lummis had amassed a large collection of Native American artifacts and his ever-increasing interest in the culture led him to the idea of establishing the Southwest Museum. Lummis had first proposed a cultural history museum in the 1890's. In 1903, Lummis founded

the Institute of America and began to formulate the idea for a museum which would be devoted to Native American culture. The museum received the donation of several private collections and was located in two temporary sites before the museum building was finished in 1914. ***Through Lummis' intense involvement with native American and Hispanic ethnic, cultural, and architectural history, a large portion of Los Angeles' past was preserved. A past which was constantly threatened due to the area's unbridled growth and would like likely [sic] have been destroyed and forgotten.***

Lummis' vision of a local architecture which would reflect Los Angeles' unique history and climate was brought to full realization through his shared ideology and close association with several local architects. In planning for his museum, Lummis commissioned the well-known local firm of Hunt and Bums. Hunt, a close friend of Lummis, is credited with being primarily responsible for the building's design. Lummis' diary indicates that Bums had little involvement in the project and that Lummis himself had some design input.

Lummis injected himself strongly into the design process by insisting upon the massive caracol (spiral) tower that would house his personal library.

Lummis also selected the dramatic site, within sight of his home on the banks of the arroyo. Here he envisioned the eventual development of a cultural acropolis dedicated to the civilizations of the Americas, and culminating in a Mayan temple at the very top of the hill. The Mayan design elevator portal entrance was only part of this exotic extended plan to be implemented. Although this grandiose plan was never fully realized, ***the museum collections and research facilities have grown to represent the tremendous diversity of Native American cultures from Alaska to South America.***

Sumner Hunt came to California in 1889 after being trained as an architect in New York. He opened his own practice in 1895, at various points in his career working in partnership with three other architects, Theodore Eiser, A.W. Eager, and Silas Burns. Hunt was extremely active in the architectural community and belonged to several professional clubs, serving as the President of the Southern California Chapter of the AIA. Hunt and his partners were responsible for the design of many residences and a variety of institutional buildings including social clubs and schools. Hunt's work, representing several styles including Shingle, Tudor, Mediterranean, and Spanish, was viewed as quite modern in comparison to the Victorian styles of the previous decades. In 1894, Hunt designed the Casa de Rosas, one of the first modem buildings to use the Spanish courtyard arrangement and architectural traditions of Southern California. Lummis viewed this building

as the "fittest and most attractive in Los Angeles." The building was recently rehabilitated as a shelter for the homeless and his designated as a Los Angeles Historic-Cultural Monument.

The association between Hunt and Lummis began in the 1890s when Hunt was instrumental in the Landmarks Club's preservation of the missions. At this time, Hunt and Lummis collaborated on a series of articles in praise of adobe construction and the Spanish mission style. Hunt continued to work in the Mission style and to develop its representation in Los Angeles. An article by Hunt which appeared in 1908 noted how modem architecture was beautifying Los Angeles and stated how this was due in large part to the realization by architects that "any attempts to transplant bodily the styles of the East to the climate of Southern California must fail." Other architects in Los Angeles during this time were also beginning to work extensively in variations of the Spanish Colonial/Mission Revival style. These included architects such as Myron Hunt, Irving Gill, and Bertram Goodhue. The style, along with the residential bungalow, became the preferred architecture for Los Angeles. Vast numbers of buildings in the style were constructed and many remain. ***The Southwest Museum is unique in that the building's architectural style significantly corresponds to the Native American and Spanish ethnic history exhibits which it was built to contain.***

When the time had come for the Southwest Museum, Lummis again turned to his old friend who again took Lummis' ideas for the difficult hilltop site and created the "Arcopolis" that Lummis had envisioned for his great museum. ***The unusual site required a great deal of engineering and the building has demonstrated the care and precision of Hunt's design by withstanding numerous earthquakes that have shook the Los Angeles area since its construction.***

In 1912, Hunt began work on the Southwest Museum. Constructed between 192 [sic] and 1914, the building represents Hunt's fully developed Spanish Colonial Revival style. Modeled after adobe churches of Mexico and Southern California missions with its simple rectilinear masses, thick walls, and deep windows, the building is constructed of reinforced concrete covered with off-white stucco and with a red tiled roof. The building has several unique features which include a concrete spiral stairway within a square tower which was the first of its kind in the United States and modeled after a cathedral in Mexico City. ***The Museum is perched on the edge of a bluff overlooking the Arroyo, a former campsite of local Native Americans. Together, the museum building's architectural style and complete collection serve to illustrate Los Angeles' ethnic and cultural heritage. The museum serves as a unique monument to the intense concern of Lummis in preserving Los Angeles' local heritage and his association with***

Hunt in finding an architectural form which was both appropriate and representative of the area's uniqueness.

The entry portal is significant to the history of architecture in Los Angeles in that it epitomizes the popularity of exotic revival styles during the twenties. Such styles were based on Egyptian and pre-Columbian sources. The popularity of these styles was due, in part, to archeological finds and the influence of the burgeoning film industry. Besides the Mayan Theater on South Hill Street in downtown Los Angeles and the Egyptian Theater on Hollywood Boulevard, very few examples of exotic revival styles remain. The relationship of Sumner Hunt and Charles Fletcher Lummis had begun in the mid 1890s when Lummis chose Hunt as he architect in charge of the restoration of several of the original California missions that he was conducting under the auspices of the Landmarks Club. In 1900, Hunt, along with then partner, Theodore Eisen, was used by Lummis for the final design of his home, "EI Alisal". The idiosyncratic design, inspired by Spanish Colonial missions, Native American pueblos, and the Craftsman aesthetic, was Lummis' own but the stone house required someone of skill to put the concept on paper so that Lummis would have specific plans to build.

In many respects, the Southwest Museum can be considered the highpoint of Sumner Hunt's long and illustrious career especially showing the highest points of the Spanish Colonial style, amalgamated with the design of the Native Americans who the museum is intended to honor."

National Register of Historic Places, National Park Service, Registration Form dated July 2, 1992 prepared by Charles J. Fisher, Teresa Grimes, Barbara Hoff, Sandy Levis, and Jennifer Schroder of the Los Angeles Conservancy. (Bold emphasis added.) (Exhibit 2.)

RESPONSE NO. 13-22

Section IV.C, Cultural Resources, of the Draft EIR, along with Topical Response E and Topical Response F analyze any potential impacts to the Southwest or the Collection. The City and the Autry are supportive of the National Register listing of the Southwest. The Autry agreed to the listing of the Southwest Museum on the National Register in 2004. Much of the comment merely recites information regarding the Autry's listing of the Southwest in the National Register, which is not a comment on environmental impacts but, nonetheless, will be forwarded to the decision-makers. It should be noted, however, that the comment demonstrates that the overwhelming significance of the Southwest Museum is not related to the location of the Collection. In fact, in six full pages of text of the comment, the collection is referred to only nine

times; none of the references conclude that the Southwest is eligible for the National Register because of the location of collection. By comparison, Southwest founder Charles Lummis is mentioned approximately 40 times. Further, architect Sumner Hunt and the word "building" are each mentioned approximately 25 times. From the entire nomination it is clear that the Southwest Museum is eligible for the National Register due to associations with Lummis and Hunt rather than with the Collection per se.

COMMENT NO. 13-23

This discussion of the significance of the Southwest Museum was researched and written by Charles Fisher, an architectural historian of renown in Los Angeles. He has been responsible for nominating a substantial portion of the cultural-historic monuments of the City of Los Angeles. The other writers, staff members of the Los Angeles Conservancy, also participated in the drafting of this nomination. Ironically, Barbara Hoff is now the wife of William Delvac, the Latham & Watkins attorney seeking to exclude from the DEIR any admission by the City that the removal of the collection from the Southwest Museum will have a negative impact on an [sic] historical resource.

RESPONSE NO. 13-23

The comment does not state an environmental impact and therefore is not relevant under CEQA. Nonetheless, the comment will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-24

Beyond just the nomination papers for the National Register, the Southwest Museum is nationally recognized for the way in which the character defining characteristics of the building itself expresses the Hispanic and Native American cultures of the artifacts shown inside. In the early 1990s, Smithsonian Magazine enthused that the Southwest Museum building and dramatic hillside location were but the biggest jewel in the Southwest Museum's collection. Thus, the Museum has long been recognized for the unique significance of the building as part of the collection and the collection as partially expressed in the architecture of the building.

The Southwest Museum was entered into the California Historic Resources Inventory in 1981. Significance of the Museum was described as follows:

> "The Southwest Museum grew out of the Southwest Archeological Society and is considered the brainchild of Charles Fletcher Lummis whose collections formed the basis for one of the great First American Indian Museums in the United States.... In addition to the Lummis collection, the James, and other collections, particularly the Poole Basket collection, are important. ..." 1981 Historic Resources Inventory

Thus, in a second historic resources document in state files, the collection of the museum is cited as an important factor of why the Southwest Museum site is significant.

RESPONSE NO. 13-24

Please refer to Topical Response E and Topical Response F as well as the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, included as Appendix 6 of the Final EIR, which address the Collection's significance under the National Register and its impact on the building's significance. Generally, the Collection is not significant under the National Register and the majority of the Collection does not retain integrity with respect to the building.

The rest of the comment does not state an environmental impact and therefore is not relevant under CEQA. Nonetheless, the comment will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-25

In addition to the National Register and California Historic Resources Register, the Southwest Museum is also listed as a City of Los Angeles Cultural-Historic Monument, and an important contributing structure to the Highland Park HPOZ. Virtually, every ordinance and historic resources register lists the Southwest Museum as an historical resource of significance because of the unique relationship between the building's architecture and the artifacts and collection held and displayed inside.

RESPONSE NO. 13-25

The comment appears to be incorrect as to ordinances which list the Southwest Museum as a historic resource. The National Register status, and as a result the California Register status, of the Southwest is acknowledged in the Draft EIR at pages 164-165. However, the evidence indicates that the removal of the Collection would not render the Southwest ineligible for either the National Register or the California Register, and therefore would not result in a significant impact under CEQA. Further, the argument that the Collection is itself historic, or that its association with the Southwest makes it so, is not borne out by the National Register nomination or the amendment to the nomination. For further discussion, please refer to Topical Response E, Topical Response F, and the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, which is included as Appendix 6 of the Final EIR.

COMMENT NO. 13-26

The MWHA's analysis of the Cultural Resources section reveals that Autry's representatives have purposely misstated the City's 2006 CEQA Thresholds Guide. Additional words have been

inserted into the explanation of the Guidelines. Then, the Autry's representatives have listed in the two final bullet points that are not found in the City's 2006 CEQA Thresholds Guide. The Department has passively allowed Autry's reinterpretation of the thresholds.

RESPONSE NO. 13-26

The thresholds of significance factors listed on page 162 the Draft EIR are verbatim of those set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. The two bullets below the factors for determining significance represent a summary of the factors for the layperson. No reinterpretation of the thresholds occurred. Furthermore, the thresholds of significance are consistent with the specific direction for determining the significance of impacts on historic resources set forth by CEQA Guidelines Section 15064.5.

COMMENT NO. 13-27

Although Autry's representatives have been forced by public comment to include an analysis of cultural resources in the DEIR, the analysis stubbornly refuses to acknowledge or discuss the concept that the current Project's fundamental purpose is to combine the housing and display of the Autry's collections (read, Southwest Museum collections) at one location. To accomplish this articulated project purpose, the collection of the Southwest Museum will be removed from the building uniquely designed to house and display the collection. Many preservation experts are of the opinion that the removal of the collection will adversely affect the very characteristics that were identified by the Los Angeles Conservancy and other experts as why the site is historically significant.

RESPONSE NO. 13-27

For a discussion on the analysis of cultural resources in the Notice of Preparation and the Draft EIR, please refer to Response to Comment No. 13-17.

There is no substantial evidence in the record that the Southwest would be rendered ineligible as a designated historic resource as a result of the project. Please refer to the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, which is included as Appendix 6 of the Final EIR, as well as Topical Response E and Topical Response F.

COMMENT NO. 13-28

The refusal of the Autry representatives to include this analysis violates CEQA's mandate that potential adverse environmental impacts be fairly and honestly disclosed to the public and analyzed. The whole purpose of an EIR is to provide an objective analysis and to help public decision makers resolve controversy. The EIR is deficient in its stubborn refusal to acknowledge the relationship to the Autry's second wholly owned museum site to the current project.

RESPONSE NO. 13-28

Please see Response to Comment No. 13-17; the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, which is included as Appendix 6 of the Final EIR; and Topical Responses E and F for a discussion of CEQA and adverse environmental impacts.

COMMENT NO. 13-29

Autry's representatives must be aware of California case law that requires the disclosure and discussion in an EIR of likely environmental impacts from future projects enabled or necessitated by the current project.

RESPONSE NO. 13-29

The project would not enable any other future project. As discussed in Topical Response E, the Southwest Museum within the Arroyo Campus is not a part of the proposed project and the project would not result in any significant environmental impacts at the Arroyo Campus.

COMMENT NO. 13-30

At page 164 of the DEIR, the Autry provides this obtuse, vague, and factually false statement:

> "The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus.
>
> As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for the use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resources Code and the CEQA Guidelines, these resources would not be impacted by the project."

This set of incredulous and factually unsupported claims can be best described as the **"screw the public, we are not going to tell you our plans for the future of the Southwest Museum."**

RESPONSE NO. 13-30

The comment asserts that the quoted text from the Draft EIR is false or incorrect. However, no evidence is cited to contradict the Draft EIR. Please refer to Topical Response F for a discussion of the Autry's determination of the appropriate conservation and exhibition of the Collection. The comment does not state an environmental impact and so it is not relevant under CEQA but, nonetheless, will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-31

One person has already been fired by Autry for warning the public that Autry's true plan is to remove the collection and sell the site for the most money possible. Autry has publicly denied that it has any plans to sell the site to a real estate developer or anyone else.

RESPONSE NO. 13-31

The Autry has indicated that no individual has been fired based on the statement in this comment. In addition, the Autry has stated that it has no plans to sell the Arroyo Campus site as evidenced by its substantial ongoing investments associated with maintenance, repair, rehabilitation and improved disabled access within the Campus. Furthermore, as discussed in the Draft EIR and within Topical Response E, the Arroyo Campus is not a part of the proposed project and the improvements within the Griffith Park Campus would not result in any significant environmental impacts within the Arroyo Campus.

COMMENT NO. 13-32

The City of Los Angeles has the power, indeed the mandatory duty to investigate these preposterous claims. The Department needs to specifically request Autry for a copy of all meeting minutes of the Board of Directors where it voted to "move the Southwest Collection regardless of whether the expansion occurs at the Griffith Park Campus." No responsible museum operator, entrusted with charitable trust obligations to properly conserve the collection, would make such a decision. The MWHA is positive that no such board action has ever taken place and the Department must ask the Autry for a copy of its previous board action to back up the claim or remove this outrageous statement from the City's DEIR.

RESPONSE NO. 13-32

Please see Topical Response F regarding the actions of the Autry Board of Trustees. In addition, please see the letter from Steve Koblik, president of the Huntington Library, Art Collections, and Botanical Gardens, dated January 16, 2008 regarding the appropriate conservation and exhibition of the Collection. A centralized collection storage facility would allow for the most efficient collections management; the Southwest building is not suited to

properly serve as a collections storage facility due to the lack of space and environmental control.

COMMENT NO. 13-33

Instead, MWHA suggests to the Department that the motive to make this claim is to falsely try to sever a connection between the removal of the collection from the Southwest Museum that will be enabled by approval of the current Project. The stated purpose of the Project is to place the collections of the Autry together in one location. However, completely inconsistent with this stated project objective, Autry preposterously claims: "If you do not give us permission to expand in Griffith Park, absolutely, positively we will move the Southwest Museum collection out of the Arroyo Seco campus."

RESPONSE NO. 13-33

The comment is incorrect. Please refer to Response to Comment No. 13-32, above.

COMMENT NO. 13-34

We suppose that Autry could possibly rent space somewhere else and move the Southwest Museum collection. The MWHA asked for this alternative to be analyzed in the EIR and the Autry representatives stubbornly refused to provide it to the City. Any such rented space would have to meet museum standards for storage temperature, humidity and pest control. But why would Autry do this when it actually made the decision to convert the Southwest Museum into its own inexpensive warehouse?

RESPONSE NO. 13-34

As discussed in Section V, Alternatives, of the Draft EIR, alternatives that were considered and rejected from further analysis in the Draft EIR include those that involve storage of a substantial part of the Autry's collections at an off-site location. Specifically, as discussed in more detail in Section V on page 266 of the Draft EIR, such alternatives would be directly counter to the underlying purpose and key objectives of the project. Thus, the Draft EIR did address this alternative and appropriately provided the basis for its rejection in accordance with the direction of CEQA. As discussed in Response to Comment No. 13-8, the Draft EIR accounted for all of the relevant environmental comments raised during the NOP comment period. In addition, the Autry has not converted the Southwest Museum into an inexpensive warehouse. Rather, separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation and improved disabled access within the buildings of the Arroyo Campus are underway. Such investment includes repair and stabilization of the Caracol Tower within the Southwest Museum (where much of the Collection has been stored) due to damage sustained during the Northridge Earthquake. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. Please refer to Topical Response E.

COMMENT NO. 13-35

On July 1, 2006, the Autry closed the Southwest Museum and removed exhibits from all its exhibition halls. It then secured its exhibition halls, erected floor to ceiling shelving, and began moving the collection into these rooms. Despite false statements that Autry management makes to the public, the collection is safe and secure in the Southwest Museum building while earthquake retrofit of other portions of the building and the building envelope received long deferred maintenance to secure a few water leaks.

RESPONSE NO. 13-35

As discussed in Section IV.C, Cultural Resources, of the Draft EIR, the Autry National Center has taken steps towards restoring the Southwest Museum Building, which was in disrepair due to deferred maintenance, age, and general building deterioration. The proposed project demonstrates the Autry's commitment to preservation of the Southwest Collection by providing a state-of-the-art facility in which the Collection can be properly cared for while providing greater public access to the Collection – most of which has been hidden from public view for decades due to a lack of space in which to properly display and care for these artifacts. Currently, the inadequate exhibit space in the Southwest Museum Building requires 98 percent of the 250,000 items in the Collection to remain in storage at any given time. The Collection has been largely stored in the seven-story Caracol Tower, which is inappropriate in size and condition for the conservation, documentation, and scholarly requirements of the Collection. These deficiencies put the stored Collections at critical risk to dust, pests, and water intrusion. The steps taken in 2006 to temporarily relocate the Collection into secured exhibit halls further demonstrates the Autry's commitment to the Collection as well as preparing the building for substantial rehabilitation. By placing the Southwest Collection in a state-of-the-art facility, these historic resources will receive the best care available while achieving a higher public display value than if they were to remain at the Arroyo Campus.

COMMENT NO. 13-36

Autry also grossly understates the significance of "the 2004 reuse report" referenced above. (Exhibit 3.) This report was prepared by Autry's current architect Brenda Levin and a team of experts, BEFORE Autry fired Overland Partners as the Project architect and hired Brenda Levin. The purpose of the report was to determine if the Southwest Museum could feasibly be rehabilitated and continue to be used as a museum. Economic feasibility of the Southwest Museum is relevant in CEQA to the question of whether it is a reasonable alternative to the Project proposed by Autry.

Brenda Levin concluded the answer to physical and economic feasibility question was YES:

"This report has analyzed what would be required to prepare the Southwest for continued museum use, with its envelope and infrastructure meeting museum standards.

It has been shown by the respective consultants who collaborated on this report that the Southwest Museum building can achieve these standards [museum standards]. (Option A), ...

RESPONSE NO. 13-36

As discussed in Topical Response C, the Rehabilitation Report was issued to determine how to rehabilitate and preserve the Southwest Museum. It did not analyze the type of large development similar to the one proposed which allows collection storage to be co-located with exhibition galleries and scholarly research. Also, while there were financial analyses conducted as part of the study, the results provided overwhelming support for the Autry Trustees' decision to reject a museum-only use. Please see the letter from James Parks, who was Chair of the Autry Trustees at the time of the Autry's merger with the Southwest, and Tom Lee, a Trustee of the Southwest Museum at the time of the merger and current Trustee Chair, which is included as Appendix 9 of the Final EIR, for further information. The comment misstates the relevant CEQA Guidelines – an alternative can be determined to be infeasible despite possible economic findings of a totally different project report.

COMMENT NO. 13-37

... and further, with some additional investment it can provide greatly enhanced service to the community, attract more visitors, and earn more income (Option B)." Levin Report p. 20. (Exhibit 3.)

The report goes on to observe that the Southwest Museum will recover around 38% of its operating expenses which is average for a typical museum.

The sub-consultant to Brenda Levin on the economic feasibility analysis, Economic Research Associates, in 1999, completed a similar economic analysis of the economic feasibility of the Southwest Museum with the new rail transit station established at the museum's front door. Projecting that significant new audiences of regional tourists staying at hotels along the Metro rail system and better access for regional residents, Economic Research Associates projected attendance would rise as high as 150,000 visitors per year. (Exhibit 4.)

However, under the thumb of the Autry management, in the Brenda Levin Report quoted above, the same firm, Economic Research Associates, concluded that rehabilitation of the Museum under Option A would only attract 46,000 visitors and modest expansion of the Southwest Museum under Option B would only attract 64,000 visitors. Because of the huge disparity of projected attendance by the same "expert" museum feasibility firm, the Friends of the Southwest Museum hired a national expert on historical niche museums to conduct a review of the economic analysis contained in the Brenda Levin report.

ConsultEcon, the expert firm retained by the Coalition, concluded that Economic Research Associates grossly underestimated the market penetration of the Southwest Museum and inappropriately shifted overhead costs of the Autry National Center to the Southwest financial analysis. When the study was adjusted for these factors, ConsultEcon concluded the Brenda Levin study projections were grossly low. (Exhibit 5.)

ConsultEcon projected attendance would more realistically be about 90,000 visitors per year. This seems reasonable in light of the fact it is about in the middle of the two wildly differing projections by Economic Research Associates. Based upon 90,000 visitors per year, the Southwest under Brenda Levin's expansion plan would generate revenues to recover about 66% of its operational costs. This is dramatically above the average museum in the United States and far better than the Autry's own below average 25% cost recovery.

RESPONSE NO. 13-37

The expansion plan provided through the Friends of the Southwest Museum Coalition was merely a review of the Southwest Museum Rehabilitation Study. It concluded that the Rehabilitation Study showed the use of the Southwest Museum, upon proper rehabilitation, would be economically feasible as a museum. This assessment is irrelevant to the proposed project. Although the Rehabilitation Study considered the possibility of adding additional space to the Arroyo Campus, it was not meant to be a contemplation of either carrying out the large degree of development or pursuing the goals and objectives of the proposed project. As discussed in greater detail in Topical Response C, the Rehabilitation Study was therefore rejected as a feasible alternative.

COMMENT NO. 13-38

None of this talk of economic feasibility was of interest to Mrs. Autry. Even before the Brenda Levin report was forced into the public by City officials, she gave an interview to the magazine "Cowboys & Indians" that she envisioned the Autry would "absorb" the Southwest Museum into its site in Griffith Park. (Exhibit 6.) Such a plan was contrary to the contractual promises Mrs. Autry signed in the Merger Agreement when Autry was ENTRUSTED with the Southwest Museum assets. The Southwest Museum Board of Directors, in exchange for going out of existence, extracted these key promises from Autry:

1. The immediate conduct of a comprehensive Master Plan process open to public review that would assess the sites, assets, and issues of bringing the Autry Museum and the Southwest Museum under the umbrella of a new organization called the Autry National Center.

2. A promise that any facility constructed in Griffith Park would be sited adjacent to the Autry Museum building.

3. A promise to maintain all Southwest Museum artifacts and displays on Mount Washington unless or until the Master Planning process demonstrated otherwise.

4. A promise to maintain the independence and separate identity of the Southwest Museum. (Exhibit 1.)

The Autry, in this Project proposal, and in other actions or neglect, seeks to breach all of these promises.

RESPONSE NO. 13-38

Much of this comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration. With regard to the merger, the goal was to manifest a general commitment to blend aspects of the Southwest and Autry museums to include the shared use of facilities, preservation of the collections, integration and interaction of staff, and the development of exhibitions and programs. In furtherance of this goal, the Autry included the Southwest as part of its master planning process. The merger did not provide a definite plan for future development or expansion of either site, nor did it manifest a "promise" to construct facilities at Griffith Park adjacent to existing buildings, or to maintain all artifacts and displays at the Southwest. The Autry continues to support the independence and separate identity of the Southwest. Please also refer to Topical Response D, which discusses the Autry's compliance with the merger agreement in greater detail.

COMMENT NO. 13-39

No comprehensive master planning process exposed to public review has been undertaken. (There was a period of negotiations with Autry over a draft vision statement that Autry tried to characterize as a "master plan" but Autry abruptly terminated these discussions with the Friends of the Southwest Museum when the Friends merely asked Autry to abide by the promises it signed in the Merger Agreement as part of the master plan. Autry refused to implement these contractual promises as part of the plan.)

RESPONSE NO. 13-39

Please refer to Topical Response D, which discusses the Autry's ongoing stewardship of the Southwest and the Merger Agreement, despite the fact that the Southwest is not part of the project.

COMMENT NO. 13-40

The current Project calls for the Southwest Museum collection and 20,000 sf of exhibition space to be added to the Autry Museum building. By absorbing the space into the Autry Museum

building, Autry will fail to help maintain the independent name and identity of the Southwest Museum.

RESPONSE NO. 13-40

Please refer to Topical Response F, which describes that it is likely that a portion of the collection may remain at the Southwest. Please refer to Topical Response E for further discussion regarding the Autry's recognition and respect of the historic significance and independent name and identity of the Southwest Museum.

COMMENT NO. 13-41

Autry has moved portions of the collection to Griffith Park and is showing exhibits there contrary to this promise which remains enforceable unless Autry prepares a master plan that credibly establishes that the Southwest Museum cannot be economically feasible. Autry refuses to conduct such master planning.

RESPONSE NO. 13-41

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration.

Please refer to Topical Response D, which discusses the Autry's compliance with the merger agreement and commitment to stewardship of the Southwest.

COMMENT NO. 13-42

Every week in the newspaper, Autry only promotes or advertises the Autry National Center which was supposed to be the administrative arm of the new institution. The Autry consistently fails to market or identify to the public that it has three separate institutions under its wing: the Southwest Museum, the Museum of the American West, and the Institute for the Study of the American West.

Autry has moved in a direction completely contrary to public proclamations it made about saving the Southwest Museum. (Exhibit 7.) In this proceeding, the City is requested by Autry to join its action to breach its fiduciary duties owed to the assets of the Southwest Museum include those duties articulated in the Merger Agreement. If the City grants the request to allow absorption of the Southwest Museum, the City itself will become a knowing and willing participant in violation of Autry's duties as a trustee.

RESPONSE NO. 13-42

Please refer to Topical Response D, which discusses the Autry's compliance with the merger agreement and commitment to stewardship of the Southwest.

COMMENT NO. 13-43

Finally, and perhaps most outrageous, is the claim in the DEIR that Autry has no specific proposal for reuse of the Arroyo Seco campus after the Museum is robbed of its collection. In the political realm, and this is the crux of the dispute, Autry for years has refused to comply with the Merger Agreement and refuses to say that its publicly declared plans for the Southwest Museum are binding if it is allowed to expand in Griffith Park.

Apparently using campaign contributions and other short political promises, Latham & Watkins attorneys has obtained, at least for now, the tacit cooperation of Los Angeles elected officials who may be willing to trade their interest in continued financial support of their campaigns for the overriding of the public interest in the Southwest Museum and some of this City's most important cultural heritage.

The claim there is no plan for the future of the Southwest Museum is a huge falsehood. On October 19, 2006, Autry announced a plan to convert the Museum to new uses as a cultural and educational center. Extensive plans and presentations have been made to the public and a special website at www.swmfuture.org sets forth Autry's "commitments" to the Southwest Museum site. (Exhibit 8.) The community is highly skeptical of Autry's willingness to actually commit funds to this plan and implement it. Autry's stubborn refusal to make the commitment a condition of this Project or the subject of a separate enforceable agreement seems to underscore the idea that the employee who was fired may have been right: the Autry's real plan is to take the collection for its own ego-driven expansion[1] and then sell the property to the highest bidder AFTER the City grants the entitlements requested in this proceeding.

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1. Autry has not convinced donors to give much money to the Project in Griffith Park. (Exhibit 9.)

RESPONSE NO. 13-43

The Autry is committed to the merger agreement and has publicly announced its plans to continue to save, repair and upgrade the existing structures at the Arroyo Campus (which are not part of the project). For additional detail, please refer to Topical Response D.

COMMENT NO. 13-44

The DEIR must include a discussion of the Autry's plans that it has put out before the public. A failure to do so clearly violates the requirements of CEQA. The failure of the Department to adequately review the DEIR has resulted in such outrageous false statements being placed in the City's DEIR.

RESPONSE NO. 13-44

Please refer to Topical Response C for a discussion on expansion at the Southwest Museum. There are currently no specific proposals related to the Arroyo Campus, although the Autry National Center is currently exploring different avenues for rehabilitation and use of the site. The website statements referred to in the comment refer to this exploration. As there are no specific proposals, however, any analysis of environmental impacts would be speculative. Further, the claim that the Draft EIR made "outrageous false statements" is unsubstantiated, and so cannot be answered in the response. Nonetheless, the comment will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 13-45

Based upon all of the foregoing, major revisions and additions to the DEIR are required to properly disclose and analyze the potential impacts of the project Autry represents to the public it will carry out after the removal of the Southwest Museum collection. Autry cannot have it both ways: either it has a project to secure the future of the Southwest Museum or it really does not. If it really does not, as claimed in this DEIR, it would be irresponsible for our elected officials to simply allow the great robbery of the Southwest Museum's collection which will surely be followed by the sale and complete loss of one of the City's most important cultural resources. Nothing could be more offensive to the residents of Los Angeles.

RESPONSE NO. 13-45

As discussed in detail in Topical Response E, the Autry and its Griffith Park Campus Improvements Project would not "rob" the City of Los Angeles of the Southwest Museum. Rather, since the Autry Museum merged with the Southwest Museum in 2003, the Autry National Center has spent substantial resources on the Southwest Museum. Upon completion of the building rehabilitation projects already underway at the Arroyo Campus, the Southwest will, in fact, continue to operate the exhibition, some conservation, and storage of a portion of the Collection in addition to other compatible uses.

LETTER NO. 14

Gerry Hans (Dated September 30, 2007)
President
The Oaks Homeowners Association
PO Box 29155
Los Angeles, California 90029-0155

COMMENT NO. 14-1

The Oaks Homeowners Association asks that the comment period for above mention EIR be extended by 60 days for these reasons:

* The EIR is so long that one could not be expected to read it all and formulate comments within the short 45 day period.

RESPONSE NO. 14-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 14-2

* Awareness of the EIR has not adequately been made by Autry, the Department of Recreation and Parks, and Council District 4.

RESPONSE NO. 14-2

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 14-3

* Various homeowners associations and NCs can not be expected to agendize for both the respective committee meeting and the full Board meeting, and officially act in such a short time frame.

RESPONSE NO. 14-3

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 14-4

* Oaks Homeowners has requested (twice) a hard copy of EIR for circulating in the neighborhood and have not yet received. Not all interested parties have computers. No hard copy nor CD was sent to Oaks Homeowners. A personal CD copy was received on Sept 21st in response to my request.

RESPONSE NO. 14-4

A CD version of the Draft EIR was sent via certified mail to the Oaks Homeowners Association on August 16, 2007. On November 8, 2007 the CD was returned to sender indicating that after several notices it had been unclaimed even though it was sent to the same address provided on the Oaks Homeowners Association letterhead on which other comment letters were submitted. In addition to mailing a CD copy, hard copies of the Draft EIR were available for review at the Atwater Village Branch Library, the Los Feliz Branch Library, the Central Library, and the Department of Recreation and Parks throughout the public review period to ensure that all interested parties, including those without computer access, had the opportunity to review and comment on the proposed project. In addition, please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 14-5

The shortness of time to respond to the EIR, [sic] is complicated by the fact that there was previous confusion and possible misrepresentation regarding the extent of the Autry expansion (LA TIMES, "the building footprint will be maintained".) This confusion needs to be adequately dismissed by outreach with the facts, so that the public may comment on the facts.

Oaks Homeowners Association would like to comment on the EIR. However, at this date can simply not do so in complete and official manner.

RESPONSE NO. 14-5

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. In regards to the article in the Los Angeles Times stating that the building's existing footprint would be maintained, this was a misstatement that should have stated that the total project site area would be maintained and that no new additional land would be acquired for the proposed project.

LETTER NO. 15

Gerry Hans (Dated October 1, 2007)
President
The Oaks Homeowners Association
PO Box 29155
Los Angeles, California 90029-0155

COMMENT NO. 15-1

The Oaks Homeowners Association has previously requested extension of the comment period for the Autry draft EIR. Short of a last minute extension, we would like to go on record claiming that the City's allowed comment period for this proposed project was inadequate to an extent that provided insufficient time for public review and comment.

Please also include in the record our previous request for extension of the comment period with pertinent arguments for such, per attached document.

RESPONSE NO. 15-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). Attached to this letter is an e-mail from the Oaks Homeowners Association, which is presented as Comment Letter No. 14 of this Final EIR.

LETTER NO. 16

Gerry Hans (Dated October 17, 2007)
President
The Oaks Homeowners Association
PO Box 29155
Los Angeles, California 90029-0155

COMMENT NO. 16-1

The Oaks Homeowners Association, representing approximately 800 Griffith Park-adjacent households, previously asked for 60 day extension. Only a 17 day extension was granted. Considering the size project and complexity of the issues, it seems that more time should have been granted. We understand that the Southwest artifact collection is protected, so why is there such time pressure?

Our Association has made an effort to digest the DEIR document and assess the important environmental concerns regarding the Autry expansion. Frankly, we have not had time to study it adequately, nor time to conduct ample outreach with our constituents. However, we will provide a cursory review.

RESPONSE NO. 16-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 16-2

Some of our initial concerns put forth in our letter of June 28th, in response to the two relatively unadvertised and unattended scoping meetings, were not addressed and largely remain intact.

RESPONSE NO. 16-2

As discussed in Topical Response A, the notice of the scoping meeting was included in the Notice of Preparation (NOP) for the Draft EIR. The NOP was distributed to over 3,000 agencies and individuals and was not unadvertised or unattended. Specifically, the first scoping meeting, which was held on May 29, 2007, was attended by approximately 50 individuals. The second scoping meeting, which was held on June 11, 2007, was attended by approximately 24 individuals. In addition, the relevant environmental comments set forth in the

commentor's letter dated June 28, which was included in Appendix A of the Draft EIR with all other NOP comments, were addressed in the Draft EIR and are discussed in greater detail below.

One concern in the commentor's June 28 letter was that the revised draft Griffith Park Master Plan should be completed before the proposed project. As stated in Section IV.E, Land Use, of the Draft EIR, in October of 2004, the Department began work on a revised draft of the Griffith Park Master Plan (the "Draft Plan"), iterations of which were at various times made publicly available on the Department's website. The Draft Plan has gone through numerous changes and the planning process is still underway. As a result, any analysis of whether the proposed project is consistent with a revised version of the Draft Plan would be premature. Moreover, as explained in the Preface of the latest publicly available version of the Draft Plan, the specific facility master plans of the Autry take precedence over the Draft Plan. As a result, the proposed project's development is reasonably presumed to be consistent with the future site use anticipated in the Draft Plan and its future iterations. Thus, this topic was adequately addressed in the Draft EIR.

In addition, the commentor's concern regarding the impact of the proposed project on current park users was also analyzed in Section IV.H, Transportation and Circulation, of the Draft EIR. As stated therein, the portion of the existing equestrian trail, which is utilized by equestrian enthusiasts and runners, that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the project. Modified portions of the trail would be the same width as the existing trail. In order to build the new parking area and realign the trail, portions of the existing vegetation in this area would be removed and replaced with new landscaping intended to screen the trail from both the new parking area and the existing Zoo wastewater treatment facility. The existing corral, which is used mainly by visitors to the Campus, will need to be relocated. However, the new corral would be within a short distance from its current location and would be the same total size and have the same features and amenities as the existing corral.

Pedestrian and bicycle safety were also analyzed in Section IV.H of the Draft EIR. As stated therein, due to the 25 mile per hour speed limit of Western Heritage Way combined with various speed bumps, the potential for conflicts with vehicles and pedestrians would be low. Additionally, the bike lanes along Western Heritage Way would return to existing conditions after completion of the project. Because the number of driveways accessing the project would be reduced from four driveways to two driveways, there would be a decrease in the number of vehicle/bicycle conflict points. In addition, these driveways would be stop-controlled with bicycle priority. Thus, impacts to pedestrian and bicycle safety would be less than significant. Thus, this topic was addressed in the Draft EIR.

The project's impact on golfers utilizing the Woodrow Wilson and Harding Municipal Golf Courses south of the project site was analyzed in Section IV.F, Noise, of the Draft EIR. In addition, Mitigation Measure E-1 has been revised to include a temporary noise barrier at the project's southern boundary that will provide a minimum 14 dBA noise reduction. With the proposed noise barrier, construction noise levels at the golf courses would be reduced to 65 dBA, which would be less than significant. Thus, this topic was addressed in the Draft EIR.

Another concern presented in the commentor's June 28 letter was that the Southwest Museum should be analyzed as an alternative to the proposed project. As discussed in Section V, Alternatives, of the Draft EIR, consideration was given to locating the project at alternative locations in accordance with CEQA Guidelines Section 15126.6(f)(2). Specifically, as the Autry National Center also operates the Arroyo Campus in the Mount Washington area of Los Angeles, the Arroyo Campus was given consideration as an alternative site for expansion of some of the project uses as Alternative E, Arroyo Campus Expansion, in the Draft EIR. Consideration was also given to relocating the entire Griffith Park Campus building area, including the project's additional 129,000 square feet of development, to the Arroyo Campus. However, based on the physical constraints discussed in the evaluation of Alternative E, the Arroyo Campus does not lend itself to development of a 287,000 square foot facility, which is the building area that would result upon completion of the proposed project within Griffith Park. Further, the physical constraints of the Arroyo Campus would also not readily accommodate the 129,000 square foot expansion proposed for the project. Thus, based on the substantially greater environmental impacts that would result, both of these scenarios were rejected from further analysis.

An additional concerned raised in the commentor's June 28 letter is the cumulative impacts of the Los Angeles River Revitalization Master Plan (LARRMP) with the proposed project. As discussed in Section III, General Description of Environmental Setting, of the Draft EIR, since the Los Angeles River is separated from the project site by both the Interstate-5 and State Route-134 Freeways, the LA River Master Plan is not expected to result in impacts that would be cumulatively considerable. Thus, this topic was addressed in the EIR.

Please see Response to Comment No. 14-5 for a discussion of the misquote in the Los Angeles Times regarding the building footprint. Additionally, please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

Regarding quality of experience issues raised by the commentor in the June 28 letter, CEQA Guidelines Section 15131(a) states that social effects shall not be considered as significant impacts on the environment, except as they may cause physical changes to the environment related to the project. As such, quality of experience issues are beyond the scope of this EIR. However, environmental issues such as aesthetics and land use are addressed in detail in the Draft EIR.

COMMENT NO. 16-3

In summary:

1. Alternative venues for the primary exhibition of the Southwest collection and related activities must be seriously considered. It is obligatory to explore and consider alternative plans, especially those which are obvious. Until they are considered, we question the need to consume valuable park space for this private entity.

RESPONSE NO. 16-3

Alternatives that locate the additional 129,000 square feet of area proposed by the project to the Autry National Center's Arroyo Campus and that move the entire Griffith Park Campus to the Arroyo Campus were considered and rejected as part of the analysis of alternatives (refer to page 267 of Section V, Alternatives). In addition, an alternative in which additional facilities would be located at the Arroyo Campus was evaluated in the Draft EIR. Furthermore, page 276 of Section V, Alternatives, of the Draft EIR also provides a discussion of why relocating the project site to other sites not operated by the Autry National Center would not be feasible.

It is important to note that the proposed improvements would occur on a site that is already developed and used for museum-related uses. This area of the park is surrounded by urban uses, including Intersate-5 to the east. Upon completion of the project, the project site would continue to provide a cultural amenity with open space areas for use by the community.

As discussed in Topical Response E, separate from the proposed project, the Autry has invested over $5 million on the preservation of the Collection and rehabilitation of the buildings at the Arroyo Campus. These projects are underway and, upon completion, the Southwest Museum will, in fact, continue to operate the exhibition, some conservation, and storage of a portion of the Collection as well as other compatible uses.

COMMENT NO. 16-4

In considering alternatives, in particular a restoration or addition to the Southwest Museum, proximity to mass transportation (Gold Line), and proximity to other

historically-related venues (El Alisal, the Southwest Museum founder's historically significant home) should be considered.

RESPONSE NO. 16-4

In accordance with the direction provided under CEQA, alternatives that should be evaluated in an EIR are those alternatives that would substantially lessen any of the significant effects of the project while attaining the basic objectives of the project. Thus, the alternatives analysis set forth in Section V, Alternatives, of the Draft EIR focuses on the ability of alternatives to feasibly reduce the short-term air quality impacts associated with construction activities. In addition, in accordance with CEQA requirements, a No Project Alternative has been evaluated and an alternative site has been addressed.

The alternatives analysis is not required to consider alternatives related to proximity to the Gold Line and proximity to other historic-related venues as impacts with such issues would not result from the proposed Griffith Park Campus Improvements Project. Furthermore, although not required by CEQA, Alternative E, Arroyo Campus Expansion, has been evaluated within the Draft EIR in response to community input received during preparation of the Draft EIR.

COMMENT NO. 16-5

For utility storage of artifacts, which a portion of the proposed expansion would provide, it is most certainly not to the public's best interest to consume valuable park land.

RESPONSE NO. 16-5

As discussed in detail in Section V, Alternatives, of the Draft EIR, primary objectives of the project are to create synergies between the Autry National Center's display, interpretation, conservation and education role and to create a "museum-inside-out" design with visible collections and staff areas and large amounts of the collection on display. Thus, storage of artifacts within the Griffith Park Campus is key to the basic objectives of the project but is only one facet of the proposed project.

While the project would occur within Griffith Park, it is important to note that the proposed improvements would occur on a site that is already developed and used for museum-related uses. This site was not part of the original Park donation, but was instead annexed to the Park in connection with the development of Interstate-5. This area of the Park is surrounded by urban uses on the north and east, including Intersate-5. It is a high activity area bordered by a substantial amount of Zoo parking. Upon completion of the project, the project site would continue to provide a cultural amenity with open space areas for use by the community.

COMMENT NO. 16-6

2. The River Revitalization Plans, as a multi-agency project, has chosen an "opportunity area" in close proximity to the Autry venue. A goal of the River Plan is to connect significant natural areas ecologically via the LA River and to expand riparian habitat areas along the River. As a lease holder, any Autry improvements should be closely checked for potential conflicts with the LA River Plan and should take a back seat to any goals of the LA River Plan. The cumulative impact again should be considered, rather than looking at separate plans piecemeal. That includes Autry's impact on the LA River Revitalization effort, especially with respect to native flora/fauna and the important wildlife corridors by which both flora and fauna depend.

RESPONSE NO. 16-6

Section III, General Description of Environmental Setting, of the Draft EIR describes the Los Angeles River Revitalization Master Plan (LARRMP), which was recently approved by the City of Los Angeles. Its primary purpose is to enhance the general environment of the Los Angeles River by improving natural habitat, water quality, recreation, open space, and economic values. Other purposes include providing public access to the river, identifying incidental recreation space, delineating trails, and reinvesting in the urban infrastructure system to encourage economic growth. Since the Los Angeles River is separated from the project site by both the Interstate-5 and State Route-134 Freeways, the LARRMP is not expected to result in impacts that would be cumulatively considerable.

COMMENT NO. 16-7

3. Current Park users, including equestrians, runners, hikers, golfers, and bikers may be impacted by further development of Autry's leased property. During this EIR process, we have heard several times from Autry staff that one of the proposed parking lots will be put in an area of "unusable space". Since any space in a park is valuable, often called "open space", we suggest that those statements are misguided and incorrect. The impact of buildings and parking lots should be studied carefully, whether direct or indirect. Quality of experience should be given high consideration since this is a public park, and especially since it is being occupied by a private institution. Quality of experience is an attribute that a park user expects above and beyond that which one expects in a non-park setting.

RESPONSE NO. 16-7

The impact of the new buildings and parking areas is thoroughly evaluated in the Draft EIR. In particular, Section IV.A, Aesthetics, of the Draft EIR includes a detailed discussion of impacts on open space, valued visual elements, and impacts regarding contrast. As discussed therein, the project would have an amount of landscaped open space that would be similar to that

occurring on the site today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. Please also refer to the supplemental graphics, including elevations and a conceptual rendering, provided in Section II, Corrections and Additions, of the Draft EIR.

The quality of experience issues discussed in this comment are beyond the scope of this EIR. As explained in CEQA Guidelines Section 15121, the purpose of an EIR is to identify and analyze "the significant environmental effects of a project, [the] possible ways to minimize the significant effects, and reasonable alternatives to the project." More specifically, Section 15131(a) of the CEQA Guidelines states that social effects shall not be considered as significant impacts on the environment, except as they may cause physical changes to the environment related to the project.

COMMENT NO. 16-8

One specific recommendation we would like to make is to share the vast parking lot (across Autry Way) with the Zoo.

RESPONSE NO. 16-8

Please refer to Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center.

COMMENT NO. 16-9

4. A comprehensive Master Planning process is currently underway for Griffith Park. Until such time that environmental clearances are given for the final accepted Griffith Park Master Plan document, approvals for proposed Autry improvements should not be given. Goals of the Griffith Park Master Plan should take precedence over those of any Park lease holder. Furthermore, the cumulative impact of multiple plans needs to be considered.

Please look to the Oaks Homeowners Association to provide further input in the near future in order to protect the best interests of the stakeholders and users of Autry facilities and of Griffith Park.

RESPONSE NO. 16-9

As discussed in Topical Response G, a revised draft of the Griffith Park Master Plan has not been completed by the Department of Recreation and Parks. As stated in Section IV.E, Land Use, of the Draft EIR, in October of 2004, the Department began work on a revised draft of the Griffith Park Master Plan (the "Draft Plan"), iterations of which were at various times made publicly available on the Department's website. The Draft Plan has gone through numerous changes and the planning process is still underway. As a result, any analysis of whether the proposed project is consistent with a revised version of the Draft Plan would be premature. Moreover, as explained in the Preface of the latest publicly available version of the Draft Plan, the specific facility master plans of the Autry take precedence over the Draft Plan. As a result, the proposed project's development is reasonably presumed to be consistent with the future site use anticipated in the Draft Plan and its future iterations.

The Oaks Homeowners Association will continue to be included on the mailing list for environmental notices regarding the proposed project.

LETTER NO. 17

Scott R. Piotrowski, Director
66 Productions
PO Box 60463
Pasadena, California 91116-6463

COMMENT NO. 17-1

On behalf of 66 Productions, I would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City of Los Angeles and which also affects the greater 2400-mile-long community of Route 66.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

66 Productions still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles. Furthermore, with an organization as diverse and widespread as the Route 66 community, this process becomes even more difficult and strained within such a short timeframe.

RESPONSE NO. 17-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 17-2

Additionally, 66 Productions would like to go on record that an [sic] DEIR process for this project must include the effects of such expansion on the future of the Southwest Museum of the American and the Casa de Adobe, especially in regard to the commitments made by the Autry National Center in regard to the Casa de Adobe via their agreement with the National Park Service's Route 66 Corridor Management Program.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 17-2

Based on information from the National Parks Service, the National Park Service Route 66 Corridor Preservation Program is not involved with a Route 66 Corridor Management Plan that has included the Autry National Center. In addition, as discussed in Topical Response E, the proposed project located within Griffith Park will not result in any significant impacts to the Southwest Museum or the Casa de Adobe located in the Mount Washington area. Thus, the proposed project will not have any significant impact on the National Park Service Route 66 Corridor Preservation Program that includes an MOU between the National Park Service, the Autry National Center and other archival institutions along Route 66 for the purpose of providing mutual assistance in the planning, development, and implementation of a Route 66 Archives and Research Collaboration.

LETTER NO. 18

Laurie L. Arroyo
Co-President
Arroyo Arts Collective
PO Box 50835
Highland Park, California 90050-0835

COMMENT NO. 18-1

Due to the official review period of only 45 days the Arroyo Arts Collective was unable to formally submit comments regarding the DEIR for the Autry National Center Griffith Park Campus expansion. As a volunteer, grassroots organization, our time is committed to our projects within the community. While 45 days might be sufficient if digesting and commenting on this document were our only project it is insufficient time given the importance of this project to our community and the City of Los Angeles as a whole.

It is our understanding that many organizations, including Friends of the Southwest Museum Coalition (of which we are founding members), Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties have requested that the City of Los Angeles extend the public comment period to as long as December 31, 2007 and that the City has repeatedly denied these requests.

The Arroyo Arts Collective still requests a formal extension to the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment. Neighborhood Councils and other publicly chartered organizations have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

We appreciate you submitting this as a formal comment into the DEIR process.

RESPONSE NO. 18-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 19

Tim Brick
Managing Director
Arroyo Seco Foundation
PO Box 91622
Pasadena, California 91109-1622

COMMENT NO. 19-1

The Arroyo Seco Foundation (ASF) is very concerned about the Griffith Park Campus Improvements for the Autry Center and its impacts on our city and its park and cultural resources. ASF wanted to formally submit comments regarding the DEIR for this project but we were not able to finalize our comments because the official review period of forty-five days is inadequate for such a substantial document.

I understand that a variety of organizations have requested that the City of Los Angeles extend the public comment period to at least 60 days and even as long as until December 31, 2007. These include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. ASF joins with these other organizations to request a formal extension in the comment period.

Inadequate review time leads to poor decisions that neglect important issues and undercut the credibility of the agencies involved. The Autry Center needs broad community input and support for its project and is not well served by a process that is lacking in credibility.

Since today is the deadline for official comments, ASF would like to go on record that the City of Los Angeles' comment period for this proposed project is inadequate and does not provide sufficient time for the public to review and make meaningful comments.

Thank you for including this as a formal comment in the DEIR process.

RESPONSE NO. 19-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 20

Elva Yanez
Director
Audubon Center at Debs Park
4700 North Griffith Avenue
Los Angeles, California 90031

COMMENT NO. 20-1

The Audubon Center at Debs Park would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length for non-profit organizations with limited staff. In our case, 45 day is not enough time to download, print out, read, understand and comment on such an extensive document, especially for a project of such importance to the City as a whole and the Northeast Los Angeles community in particular.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition. Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties.

The Audubon Center still would like to request a formal extension in the comment period. But, in light of today official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 20-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 21

Helen Driscoll (Dated October 1, 2007)
Averroes Corporation
450 South Raymond Avenue
Pasadena, California 91105

COMMENT NO. 21-1

I just sent a letter by FAX in error. I was editing my husband's letter, and he represents the A.S.N.C. I do not, but represent another supporter of the Friends of the Soutwest [sic] Coalition and am helping to read the D.E.I.R. I am resubmitting my letter to replace the one I sent a couple of minutes ago.

I would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short.

A variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

I request a formal extension in the comment period. But, in light of today's official comment deadline, I would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 21-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 22

Helen Driscoll (Dated October 1, 2007)
Averroes Corporation
450 South Raymond Avenue
Pasadena, California 91105

COMMENT NO. 22-1

I would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

A variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31,2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

As a helping reader to the F.S.W.C., I request an extension But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 22-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 23

Diana Barnwell
630 West Avenue 46
Los Angeles, California 90065

COMMENT NO. 23-1

I write this letter in response to the Draft EIR with what I believe is a unique perspective. I am a former member of the Board of the Southwest Museum and, briefly, of the merged entity, the Autry national [sic] Center, for a year after the 2003 merger.

Prior to this, I had been a founding Co-chair of a broad-based organization called Save Our Southwest Museum (SOS). S0S had been formed in the early 1990s, in response to the Southwest Museum's announcement of plans (for the 2nd time) to move from its present and historic site on Mt. Washington. This being seen as the answer to and a way out of the results of long-term neglect, if not outright mismanagement, of financial and curatorial duties. Subsequent to an ultimately successful effort by S0S and their member organizations to keep the Museum in place, the Southwest Museum Board determined that their base of members could benefit from a new perspective and I was voted on to the Board in 1996.

When it became, unfortunately, clear that the merger with the Autry Museum of the American West was the best available alternative for any semblance of the Southwest's survival, I voted, with reservations, for it. I believed that the language in the adopted Merger Agreement and the honorable intentions of my colleague Board members would assure that the integrity and the continued operation of the SWM as a museum would be assured, barring entirely unexpected circumstances.

It gives me no pleasure in taking the position I do now. But, the historic and cultural integrity of the Southwest Museum are again in jeopardy and I must speak out.

I will specifically address the many related, false and misleading statements contained in Parts IV and V of the EIR.

RESPONSE NO. 23-1

Please see Topical Response E for a discussion of the Southwest Museum.

COMMENT NO. 23-2

There is an underlying assumption made throughout the entire EIR and it is specifically stated in Appendix A and referenced in the introduction to 1V [sic] that "*the project would not result in*

significant impacts regarding cultural resources." The term *"Project"* as used and understood here, refers ONLY to the new construction at the Griffith Park site. There is no consideration given to cultural impact of the *"Project's"* full realization on the Southwest Museum.

RESPONSE NO. 23-2

Relocation of the Collection is not a CEQA project. Please see Topical Response F regarding the CEQA implications of the decision of the Autry, a private entity, to relocate the Collection. Further, please refer to Topical Response E regarding the analysis of potential impacts on the Southwest Museum.

COMMENT NO. 23-3

To preserve its position as a formally recognized historic property at the City, State and National levels, the Southwest Museum must maintain the characteristics and attributes permitting such recognition. Altering, removing or destroying these seriously jeopardizes the recognition and the associated prestige. Not to mention the effects of stripping away primary components of the Museum's contextual relevance as a cultural resource and treasure.

RESPONSE NO. 23-3

Please see Topical Response F, which determines that the relocation of the Collection would not jeopardize the Southwest's listing as a historic resource in the National Register.

COMMENT NO. 23-4

The ultimate consequence of the *"Project"* is the removal of the entire Collection of the Southwest Museum to the Griffith Park site thereby severely compromising the National Register requirement to have and maintain its *"integrity." "Integrity is the ability of a property to convey its significance."* (National Register Bulletin 15, p.44)

RESPONSE NO. 23-4

Please refer to Topical Response F. As noted therein, Dr. Margarita Wuellner has concluded that the proposed project or the Autry's private determination regarding the Collection would not threaten the National Register listing of the Southwest Museum. As the location, design, setting, materials, and workmanship of the Southwest will not be impacted by the proposed project or the private action of the Autry regarding the location of the Collection, the Southwest will retain more than sufficient historic integrity. While the Collection is not listed in the National Register, the relocation of the Collection would not destroy the integrity of the Southwest Museum.

COMMENT NO. 23-5

Without question the great cultural significance of the Southwest museum [sic] is linked to the reasons for which it was originally nominated, submitted and approved for National Register listing: Criterion B, for its association with its founder, Charles Fletcher Lummis and its architect, Sumner Hunt, and Criterion C, for its architectural style, executed by Hunt. Without Lummis, however, the Museum - the City's first - would never have been what it is or where it is. This particular and unique building is inextricably and culturally linked with its site and extraordinary collection of artifacts. Removing the collection to another location could accurately be compared to removing the jewels from the English, Royal Crown. They're still dazzling jewels but their historical and cultural context is broken.

RESPONSE NO. 23-5

The comments regarding Lummis and Hunt as the basis for the National Register are correct and are noted for the record. The hypothetical regarding removing jewels from the English Royal Crown is an inaccurate comparison and is insignificant under CEQA. Removal of a portion of the Collection would not be a significant cultural impact. Please see Topical Response F as well as Response to Comment No. 13-12. Moreover, the Southwest Museum will remain listed in, and eligible for, the National Register despite removal of a portion of the Collection.

COMMENT NO. 23-6

V. Alternatives
E. Alternate Site - Arroyo Campus Expansion

2. Environmental Impacts
(5) Land Use

Here, reference is made to the Northeast Community Plan, noting that the *"Alternative"* was subject to its provisions and guidelines. The implication is thereby drawn that the *"Project"* is as well.

RESPONSE NO. 23-6

Alternative E, Arroyo Campus Expansion, within Section V, Alternatives, of the Draft EIR contemplates physical improvements within the Arroyo Campus. This alternative was included in the Draft EIR in response to public input and was not required by CEQA. The Northeast Community Plan is referenced in the analysis of land use impacts for this alternative since the Arroyo Campus is located within the Northeast Community Plan area. As discussed in Topical Response E, the Arroyo Campus is not part of the project. In addition, the project would

not result in any environmental impacts within the Arroyo Campus. Thus, policies within the Northeast Community Plan are not relevant to the proposed project, which is located within the Hollywood Community Plan.

COMMENT NO. 23-7

The claim is then made in this EIR (P.301) that, like the *"Arroyo Campus Expansion Alternative,"* which we would agree is supportive of the Community Plan's Provisions and Guidelines, the *"Project"* is as well. This is simply not true.

RESPONSE NO. 23-7

Contrary to the commentor's statement, the text from page 301 of the Draft EIR is correct. As discussed in Section IV.E, Land Use, of the Draft EIR, the project would be consistent with the relevant goals and objectives of the Hollywood Community Plan. As discussed in Response to Comment 23-6, the proposed project does not include any improvements to the Arroyo Campus.

COMMENT NO. 23-8

The following is an excerpt from the adopted Northeast Los Angeles Community Plan, with inapplicable references omitted:

> **Chapter 3: Land Use Policies and Programs:**
>
> **"PRESERVATION OF HISTORIC AND CULTURAL AMENITIES [sic]**
>
> This section provides a basis to effectively preserve, enhance and maintain sites and structures which have been deemed culturally and/or historically significant. Policies and programs for historic preservation are also addressed in the residential section of this Chapter.
>
> **GOAL 14**
>
> **A COMMUNITY WHICH PRESERVES AND RESTORES THE MONUMENTS, CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.**
>
> **Objective 14-2** To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.

Policies
Objective 14-3 To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

Policies
14-3.1 Support the Southwest Museum as a cultural resource, encourage expansion both on and off site, and preserve its present location in Mt Washington.

Program: The Plan's policies and programs, [sic] regarding transit stations and transit-oriented districts improve the viability and accessibility of the museum and reinforce its significance as a focal point of the community."

The Southwest Museum is specifically and uniquely called out in Policy 14-3.1 And [sic] calls for its *"support"* and preservation at *"its present location on Mt. Washington."* The Program then speaks to policies and programs to strengthen its existence as a *"museum."*

RESPONSE NO. 23-8

As discussed in the above responses and in Topical Response E, the Arroyo Campus is not part of the project and the proposed project would not result in any significant impacts within the Arroyo Campus. Thus, consistency of the proposed project with the goals of the Northeast Community Plan is not relevant. The proposed project is located within the Hollywood Community Plan.

Nonetheless, substantial investment has already been made by the Autry to repair and rehabilitate buildings within the Arroyo Campus separate from the proposed project. These activities have been made by the Autry to ensure that the Southwest Museum remains a valued cultural resource and supports the goals and objectives of the Northeast Community Plan.

COMMENT NO. 23-9

I served on the Northeast Community Plan Advisory Committee (CPAC) for all of its extraordinary 13-years of existence. (January 1990-0ctober 2003). I was Chair for some of that period and am intimately familiar with the CPAC's concerns, deliberations and its ultimate final product: The Northeast Los Angeles Community Plan, which was approved by the Los Angeles City Council in June, 1999. The CPAC was operating during the years when the Southwest Museum was clearly seen as threatening to leave and therefore, close attention and deliberate language regarding the Southwest Museum, as a museum, was used in the Land Use Section.

The CPAC understood well that a properly conducted Land Use Study includes examining the history and events that helped shape the community's built environment. Along with a basic

historical understanding, the styles and variations of the architectural resources are also examined. The overall intent is to identify the historical resources of the community, their contextual attributes, current designations and community status, and the issues affecting their future. Then, in the resulting Land Use Plan, applicable goals include promoting the preservation and restoration of the sites that have architectural, historical, and/or archaeological significance to the City and community. The history and events that helped shape the community's built environment are no less an important part of a proper land use study. And, it is here that the *"Project"* is out of compliance with the land Use Requirement as called for in the Northeast Los Angeles Community Plan.

RESPONSE NO. 23-9

As discussed in the above responses and in Topical Response E, the Arroyo Campus is not part of the project and the proposed project would not result in any significant impacts within the Arroyo Campus. Thus, an analysis of the project's compatibility with the Northeast Community Plan, within which the project site is not located, is not necessary.

Furthermore, substantial investment has already been made by the Autry to repair and rehabilitate buildings within the Arroyo Campus separate from the proposed project. These activities have been made by the Autry to ensure that the Southwest Museum remains a valued cultural resource and supports the goals and objectives of the Northeast Community Plan. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 23-10

In Conclusion:

Culturally

- The Collection and the Site Belong Together
- The building is part of the Collection
- The Smithsonian Institution has called the building the
- "largest gem in the Collection"
- The Arts & Crafts Movement in Southern California was born in the Arroyo Seco along with the museum and the tremendous involvement of Charles Lummis

RESPONSE NO. 23-10

The comment does not state an environmental issue but, nonetheless, will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 23-11

Legally

- The *"Project"* is out of compliance with an adopted Los Angeles City Ordinance

RESPONSE NO. 23-11

As discussed in Section IV.E, Land Use, of the Draft EIR, with approval of the proposed discretionary actions, the proposed project would be consistent with relevant zoning and land use regulations that guide development of the project site.

COMMENT NO. 23-12

- The *"Project"* is counter to assurances made in the adopted and legally binding Merger Agreement between the Southwest Museum and the Autry Museum of the American West

RESPONSE NO. 23-12

Please refer to Response to Comment No. 13-38, which describes the purposes of the merger and the proposed project's consistency therewith. Please also refer to Topical Response D.

COMMENT NO. 23-13

- The full realization of the *"Project"* would impact the "integrity" of the Southwest Museum's eligibility as a National Register property

RESPONSE NO. 23-13

Please see Topical Response E, for a discussion of how the proposed project would not threaten the National Register listing of the Southwest Museum.

COMMENT NO. 23-14

I am confident you will consider my letter and these issues, as you will the many others you will receive with similar concerns.

The great importance of this matter is that if the Southwest Museum is stripped of its cultural heart - its collection - it will become merely a lovely, old building on a hillside reduced to a cultural "destination," as some are already calling it. It will have lost its rich, rambuncuous and messy complexity in the service of the *"Project,"* efficiency and the *"burden on potential visitors to attend to (sic) facilities in two different parts of the City……"*

Please don't let this happen - I implore you.

RESPONSE NO. 23-14

The Southwest will continue in operation for exhibition, some conservation, and storage of a portion of the Collection. Further, it is possible that additional compatible uses could be added in the future to secure a vibrant future for the site. Please see Topical Response E for further discussion.

LETTER NO. 24

Mary J. Button
2624 Green Oak Place
Los Angeles, California 90068

COMMENT NO. 24-1

I am writing to you to request an extension on the public comment period regarding the Gene Autry Expansion in Griffith Park.

Given the fact that the Environmental Impact Report released on August 16th is approximately 1,000 pages long, I believe the public should have longer than the standard 45 day period to review this lengthy report and make comments.

I respectfully request that we, the public, have at least another month to review the content of this lengthy document.

Thank you for your consideration.

RESPONSE NO. 24-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 25

Dennis Chew
2235 Hobart Boulevard
Los Angeles, California 90027

COMMENT NO. 25-1

WITH THE PRESENT PROJECT CONFIGURATION AND THE FUTURE PROJECT, HOW IS THE TRAFFIC GOING TO CHANGE DUE TO THE ADDITIONAL TRIPS GENERATED.

RESPONSE NO. 25-1

As outlined in the Traffic Study prepared for the project, which was included as Appendix F of the Draft EIR, traffic in the area would be affected by a variety of factors including density, development, ambient growth, and future land use patterns. Section IV.H, Transportation and Circulation, of the Draft EIR has documented the anticipated traffic impact that would result from the incremental increase in traffic volumes that are added by the project. Future conditions, including related projects and an ambient growth factor of 1 percent per year, are combined with anticipated project traffic to assess future traffic conditions. As analyzed in the Draft EIR, implementation of the proposed project would not result in any significant traffic impacts.

COMMENT NO. 25-2

IS CALTRANS GOING TO ALTER THE RAMPS TO ACCESS THIS AREA? THE RAMPS WILL BE IMPACTED WITH QUEUE TRAFFIC.

RESPONSE NO. 25-2

According to Caltrans' website, no improvements are scheduled for any of the on- or off-ramps included in the study area for the Autry National Center. There is an improvement project slated to begin in 2009 that will add a High Occupancy Vehicle Lane (HOV) to I-5 between SR-170 and SR-134 in the cities of Burbank and Los Angeles. In addition, modifications are planned to the Burbank Boulevard on- and off-ramps, however specific design changes are not provided. These improvements are the result of Proposition 1B, passed by voters in November 2006, and federal, state, and local funds. Addition of an HOV lane and modifications to interchanges are expected to improve traffic conditions in the surrounding area. However, due to the distance of these improvements from the project site, such improvements are not expected to affect traffic operations at studied intersections. At this time there is no knowledge of Caltrans' plans to improve other on- and off-ramps in the project area that might affect traffic operations at intersections selected for analysis. Refer to the following website address for information about improvements proposed by Caltrans:

http://www.dot.ca.gov/dist07/travel/projects/index.php?pib=det&id=35#hrule

COMMENT NO. 25-3

AND WHAT ABOUT LOS FELIZ AT RIVERSIDE DRIVE?

RESPONSE NO. 25-3

There are no known improvements to Los Feliz Boulevard/Riverside Drive that are planned or underway. In addition, as discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, the proposed project would not result in any significant impacts at the intersection of Los Feliz Boulevard and Riverside Drive.

COMMENT NO. 25-4

IS THERE A NEED FOR THE AUTRY TO HAVE A RESEARCH INSTITUTE WITHIN THE PARK?

RESPONSE NO. 25-4

As discussed in Section II, Project Description, of the Draft EIR, the underlying purpose of the project includes "...creating an accessible, enlightening, inspiring, innovative and scholarly Campus to provide a deeper understanding of the art, history, and cultures of the American West." In addition, a key objective to implement the underlying purpose of the project is to create synergies between the Autry National Center's display, interpretation, conservation and education roles. Thus, the research institute is important to fulfilling the underlying purpose of the project. The Institute Building would also provide uses that would benefit the community in a way that is similar to existing uses within the project site. These public areas would include the Institute Reading Room, seminar rooms and an exhibition space.

COMMENT NO. 25-5

WHERE ARE THE CONSERVATOR'S GOING TO RESIDE WHILE WORKING IN THE AUTRY?

RESPONSE NO. 25-5

The conservators and conservation equipment would be located in the Griffith Park Campus, adjacent to collection storage facilities. As a portion of the Southwest Collection would likely remain at the Southwest Museum, conservation activity may be conducted at that location, but it is anticipated that the primary laboratories would be located at the Griffith Park Campus.

COMMENT NO. 25-6

HOW "GREEN" WILL BE THIS [sic] BUILDING?

RESPONSE NO. 25-6

Please refer to Response to Comment No. 11-21 for a discussion of the proposed project's LEED aspects. Additional detail regarding specific aspects identified by the LEED Green Building Rating System to be included in the project, as well as those additional measures that will be considered, is discussed in Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 25-7

THE INTERCEPTS AT THE WESTERN HERITAGE AND THE ACCESS DRIVEWAYS INTO THE AUTRY PROPERTY; THEY SHOULD HAVE PEDESTRIAN CROSSING MORE DEFINED WITH LIGHTED INDICATORS FOR PEOPLE COMING FROM AUTRY TO THE ZOO PARKING AND VICE VERSA.

RESPONSE NO. 25-7

As discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, the existing crosswalk from the Zoo parking area would remain. In addition, improved bus drop-off areas would be provided as part of the project and driveways into the project site would include crosswalks and stop-signs to ensure the safety of pedestrians along Western Heritage Way.

COMMENT NO. 25-8

MORE QUEUES TURNING FROM SOUTHBOUND WESTERN HERITAGE ONTO AUTRY PROPERTY.

RESPONSE NO. 25-8

As stated in Section IV.H, Transportation and Circulation, of the Draft EIR, neither LADOT nor the *City of Los Angeles' CEQA Thresholds Guide (2006)* has established a threshold of significance regarding a project's potential impact on driveway access and on-street queuing at project driveways. Thus, impacts to access and queuing associated with the project would be considered significant if the project resulted in on-street queuing that regularly interfered with traffic flow more than current conditions. A queuing analysis was conducted applying the Highway Capacity Manual (Transportation Research Board, 2000) methodology for unsignalized intersections. As discussed in Section IV.H of the Draft EIR, the configurations for both the north and south driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, the project would not result in a significant impact on access and queuing.

LETTER NO. 26

J. Corral
No address provided

COMMENT NO. 26-1

City of LA Department of Recreation & Parks needs to review this problem – see attachment.

Refer Parcel 5581-001-001 Owner J. Corral
Tel. (323) 550-1241

Our comments re: Griffith Park Improvement – Impact – Refer to Parcel 5581-001-001

See attachment

Re Parcel 5581-001-001

Please have someone in Recreation, review this problem.

We own a parcel of land in the vicinity of Forest Lawn Drive & Ventura freeway (in the pathway of equestrian trail, and proposed bicycle path, this area can best serve the public for park and other recreational uses that will benefit the public and avoid encroachments

Please have someone contact me via mail – correspondence or telephone Mr. Corral 323550-1241

NOTE: (Will consider sale or trade for other parcel of land)

RESPONSE NO. 26-1

This comment and the attachment do not raise specific environmental information related to the project, but are acknowledged and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 27

Joyce Dillard
PO Box 31377
Los Angeles, California 90031

COMMENT NO. 27-1

As per your notice, enclosed please find the hard copies of the comments faxed to you on October 1, 2007.

Please note that my comments to the Initial Study listed in Appendix A, Page 157-167 is missing the attachment "Final Concept Report-Proposition O-Los Angeles Zoo Parking Lot: Demonstration on Environmental Sustainability Project dated December 12, 2006."

RESPONSE NO. 27-1

The attachment that was mistakenly omitted from the commentor's NOP comment letter has been included with her most recent comment letter (dated October 1, 2007), which is included in Appendix 1 of the Final EIR.

COMMENT NO. 27-2

Project is described as follows:

EIR-RP-013-07: The Autry National Center proposes to renovate and modernize portions of its Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows:

Phase 1: Expansion of the existing
Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements;

Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff offices; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

RESPONSE NO. 27-2

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment describes information in the Draft EIR and does not address the analyses within the Draft EIR. Also refer to Section II., Corrections and Additions of this Final EIR for a description of the proposed changes to the project that will reduce parking and provide increased open space areas.

COMMENT NO. 27-3

This expansive museum project is not in line with the Griffith Park Master Plan. The current draft plan is not adopted and therefore, not applicable. Autry National Center Specific Plan does not exist. The Environmental Impacts of the Negative Declaration of March 7, 1986 does show that the Autry National Center, then known as the Gene Autry Western Heritage Museum is part of the Griffith Park Master Plan. The main thrust of the all the [sic] adopted Master Plans is to keep the park natural, appreciable of the wildlife and conservation and recreation leisure time within the rugged terrain.

The massive extension of the building footprint with its variance to code on the height limits hardly places this expansion within the "rugged terrain" definition. The proposed building and parking lot are in opposition to recreational parking space as described above in the Long Range Plan Primary Objectives 1990-2025 (1968).

The 1978 Griffith Park Master Plan states:

A master plan charts a course for future actions that are responsive to the public's needs and to the physical capabilities of that resource. The plan presented here contains recommendations for specific improvements and management techniques aimed at enhancing the parklands, and consequently, the Griffith Park experience. For clarity, the various recommendations are grouped according to an easily recognizable park structure: recommendations for a large natural zone; recommendations for the existing developed zone that includes most of the manmade facilities; and several special concepts for Griffith Park Drive corridor, where the developed zone and the natural zones merged...

The Master Plan foresees an evolutionary process of improvement for the Park. Many of its recommendations can be implemented immediately through new management policies; others may require a series of events to achieve full maturity. In all cases, the recommendations are directed at maintaining the entire 4,043 acres as recreational park space. Uses which do not meet this classification should be located elsewhere in the City.

Take the last statement to heart-this museum needs to be located elsewhere in the City. It is NOT CONSISTENT with future site use.

RESPONSE NO. 27-3

Please refer to Topical Response G, Response to Comment No. 16-9, and Section IV.E, Land Use, of the Draft EIR for analysis of the relationship of the Griffith Park Master Plan to the project. As discussed in Section IV.E, Land Use, of the Draft EIR, the project is consistent with the goals of the existing Griffith Park Master Plan, which was adopted in 1978. For example, the project site is located within an area designated as the "Zoo Gateway Area" by the 1978 Griffith Park Master Plan. The Zoo Gateway Area is identified as an area for focused visitor activities. Furthermore, as discussed in detail in Section IV.A, Aesthetics, of the Draft EIR, the project would not contrast with the visual character of the surrounding areas within Griffith Park.

COMMENT NO. 27-4

In fact, this project denies the CITIZENS its voice in matters of the City. An amended lease agreement needs to be drafted. There is no option but for the Board of Recreation and Parks Commissioners and/or the City Council to approve an amended and extended lease.

RESPONSE NO. 27-4

The Autry's public process, which this commentator has clearly participated in, has complied with the requirements under CEQA and has not denied anyone a voice regarding the proposed project. Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). In addition, please refer to Topical Response D. Please refer to Topical Response B regarding the ground lease between the City of Los Angeles and the Autry.

COMMENT NO. 27-5

Mission Objective: To maintain the economic stability of the Autry National Center.

EXECUTIVE SUMMARY, Page 5 states:

Specifically, if the Autry National Center was required to purchase, develop and maintain an off-site parcel for off-site parking, the requirement to use and maintain such a facility may compromise the Autry National Center's economic stability.

This statement is directly opposition to a conversation we had with John Gray, Autry National Center Director, at the Scoping Meeting of May 29, 2007. He stated he had plenty of funding and was in no need.

RESPONSE NO. 27-5

The Draft EIR text cited in this comment is correct. The Autry has indicated that while funds can be raised for the proposed project, any additional expense, such as purchasing, developing and maintaining an off-site parcel for off-site parking, would create a need to limit other services, such as education, exhibitions, or programs. This would prevent the Autry from fully realizing its Mission Objectives of supporting expanded exhibition and classroom space and providing greater services for visitors and scholars, which is key to maintaining the Autry's economic sustainability. In addition, as parking is a fundamental convenience of visitors, it could be reasonably expected that relying on an off-site parking facility rather than on-site parking could limit the number of visitors to the Griffith Park Campus. This comment does not raise specific environmental information related to the proposed project, but is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 27-6

PROJECT DESCRIPTION, Page 9 states:

Mission Objective:

Establish the Griffith Park Campus as a premier interpretive site for the exhibition and conservation of art and artifacts of the American West, and the education about the histories, cultures and mythologies of the American West and its diverse peoples. Provide a campus that supports:

An enhanced visitor experience.

Expanded exhibition and classroom space.

Greater educational/research services for visitors and scholars

Create synergies between the Autry National Center's display, interpretation, conservation and education roles.

Enhance the Campus as a cultural resource for the people of Southern California and the nation.

Enhance the campus as a visitor destination for travelers to the region.

Maintain the Center's economic sustainability in order to provide long-term stewardship of the collection and establish a long term ability to serve the public.

Nowhere do you state the tremendous financial impact to the Northeast Los Angeles and Arroyo Seco Regions. The Indian artifact collection of the Southwest Museum should be estimated in the range of $1,000,000,000 ($1 Billion.) We have not included the Braun Research Library collection. The Southwest Museum, Los Angeles' first museum, and part of the Museums of the Arroyo Seco, is a valuable asset to the economic viability of the community. Many moderate to low income census tracts in the surrounding area contribute to the City receiving Federal Department of Housing and Urban Development Community Development Block Grant funding used for economic development. Here you are taking away the asset in the form of the museum collection and stating NO IMPACT. What is offered to replace this asset- nothing!

RESPONSE NO. 27-6

Economic impacts are not considered environmental impacts under CEQA and therefore are not necessary to analyze. (See CEQA Guidelines section 15064(e): "Economic and social changes resulting from a project shall not be treated as significant effects on the environment."). It is also not clear from the comment what economic impacts are asserted. Nonetheless, the comment will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 27-7

No where do you mention the assets of the non-profit corporation, formerly a foundation. You are missing their investments including Fair Market Value of their securities and land assets including the Southwest Museum, both cost and Fair Market Value. The Southwest Museum Indian Artifact Collection is not even reflected. The Autry National Center is rich in assets and is unlikely to be considered a candidate for "compromise" of their economic stability.

Again, the Autry National Center is rich and the Northeast Los Angeles and Arroyo Seco communities of Los Angeles are poor and the financial impact of the loss of the Southwest Museum Collection to a Griffith Park Campus Improvements is MORE THAN SIGNFICANT.[sic]

RESPONSE NO. 27-7

Economic impacts are not environmental impacts under CEQA and therefore are not necessary to analyze. See CEQA Guidelines Section 15064(e). Nonetheless, the comment will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 27-8

Executive Summary, Page 25 states:

Furthermore, the Los Angeles Zoo Parking Lot Sustainability project would improve drainage and water quality.

This project has NO CONSIDERATION for an expanded Autry project. A non-profit corporation is not qualified to receive funding from Proposition O. Only the existing Zoo Parking Lot is considered in this funding.

RESPONSE NO. 27-8

The proposed project would not rely on the renovated Los Angeles Zoo parking lot as a source of funding for the project's inclusion of permeable pavement. Nor would the proposed project rely on the renovated Los Angeles Zoo parking lot to address the project site's drainage needs, as indicated by the project's inclusion of permeable pavement and bioswales. Please refer to Response to Comment No. 11-21.

COMMENT NO. 27-9

Executive Summary, Page 38 refers to Public Transportation. No plan is included.

In fact, Transportation and Circulation is an unplanned arena In Los Angeles. There exists, to our knowledge, no current transportation plans that include the increase in population, density and construction of homes and industrial. There are no specific plans for biking, hiking and recreational trails except state-mandated Rim of the Valley Corridor.

RESPONSE NO. 27-9

In accordance with the requirements of CEQA, the analysis of public transportation within the Draft EIR focuses on impacts to public transit. Potential impacts are evaluated based on the number of transit users per peak period. As discussed in the Draft EIR, the project would not result in a demand for transit that cannot be accommodated by existing transit service, nor would the project result in any physical or scheduling changes to existing transit services or interfere with existing infrastructure supporting alternative transportation.

COMMENT NO. 27-10

Hydrology and Water:

Missing is the US Environmental Protection Agency Section 303(d) Other Impaired Water for LA River Watershed High Coliform Count.

RESPONSE NO. 27-10

The project would meet City standards and be approved by the City, therefore Section 303(d) of the Clean Water Act would be addressed by the City as part of the approval process. However, it is assumed that the only source of coliform that could occur in the vicinity of the proposed project would be in the form of horse manure. No part of the existing equestrian trail or corral in the vicinity is part of the project site. The portion of the equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment and the existing corral would be relocated, but neither would be located on the project site. Furthermore, the project would include bioswales and permeable pavement that would reduce the amount of pollutants present and improve the quality of runoff before it enters the drain outflow pipes, thereby minimizing the proposed project's contribution to the pollution of the Los Angeles River.

COMMENT NO. 27-11

Missing is the compliance from:

UNITED STATES COURT OF APPEALS
FOR THE NINTH CIRCUIT
No. 01-16111
D.C. No. CV-OO-00132-CAL
Clean Water Act ("CWA"), 33 U.S.C.
§ 1365(b), seeking a declaration that the State of California had failed to implement an adequate water pollution control program and failed to establish total maximum daily loads ("TMDL") of pollutants which could be introduced into polluted waters. BayKeeper contended that California was years behind in implementing a TMDL program, and consequently the U.S. Environmental Protection Agency ("EPA") had a non-discretionary duty to establish water pollution standards for California because the State had failed to make the required submissions.

RESPONSE NO. 27-11

The City of Los Angeles is responsible for complying with requirements set forth by the Environmental Protection Agency (EPA). In addition, the proposed project would comply with the City's requirements for meeting EPA requirements, which may be modified over time.

COMMENT NO. 27-12

Missing is the Greater Los Angeles County Region Integrated Regional Water Management Plan (IRWMP) and its water management strategies consistent with statewide objectives.

RESPONSE NO. 27-12

The City of Los Angeles is a primary stakeholder of the Greater Los Angeles County Integrated Regional Water Management Plan (IRWMP). The proposed project would meet IRWMP objectives through compliance with the City's storm water and sanitation requirements.

COMMENT NO. 27-13

California is in a drought. This EIR fails to mention plans around that fact. Two recent meetings have been held, outside the California State Water Plan, addressing the water shortage:

SOUTHERN CALIFORNIA WATER DIALOGUE July 25,.2007[sic]:
Drought? Insights from the Past and Prospects for the Future
Dr. Glen MacDonald, Professor of Geography and Ecology and Evolutionary Biology at UCLA will be discussing long-term drought in the southwest. He will outline evidence that multidecadal droughts were produced between AD 800 and 1300 in southern California, the Sierra, and the Colorado Basin at the same time. The worst of those droughts lasted 60 years. Dr. MacDonald then will examine the recent climate model conclusions and other research to explore the very real possibility that we are heading this way again.

Bill Hasencamp, Metropolitan Water District's Program Manager for Colorado River water supplies, and other southern California water supply planners will discuss the challenges of managing water supplies in the southwest and southern California in anticipation of a potential multi-year drought.

METROPOLITAN WATER DISTRICT CUMATE CHANGE BOARD WORKSHOP September 25,.2007 [sic]:

Climate Change Impacts on the Colorado River Basin:
Dr. Glen MacDonald, Professor of Geography/Ecology and Evolutionary Biology, UCLA

Dr. Bill Patzert, Climatologist, Caltech Jet Propulsion Laboratory

RESPONSE NO. 27-13

As discussed in the Initial Study, which was included as Appendix A of the Draft EIR, the Department of Water and Power (DWP) provides water service to the site. Based on the

DWP's 2005 Urban Water Management Plan, sufficient water supply exists to serve projects such as the proposed project through the year 2030. In addition, the project would be required to comply with water conservation measures such as those required by Title 20 and Title 24 of the California Administrative Code.

Other water conservation measures that would be implemented as part of the project would include the use of reclaimed water for landscape and possibly advanced water conservation measures including use of sensor/dual flush fixtures. In addition, as indicated in Figures 4 and 5 in Section II, Corrections and Additions, of the Final EIR, the Autry is committed to the use of permeable pavement for surface parking areas and bioswales in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project. Permeable pavement would act as a detention storage basin for high rainfall events, infiltrate storm water into the ground to replenish the groundwater during low rainfall events, and filter trash, sediment, and oils out of storm water runoff.

Furthermore, in order to meet future water demands within its service area, water conservation and recycling will continue to play an important role in the provision of water by DWP. DWP has implemented water conservation and recycling measures with efforts to further promote and increase the level of such programs. Thus, DWP is committed to supplying a higher percentage of the City's water demand through water conservation and recycling.

In addition, the Metropolitan Water District (MWD), of which DWP is a member agency, is also engaged in identifying solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan to address water supply shortages and interruptions to meet water demands. Campaigns for voluntary conservation, curtailment of replenishment water, and agricultural water delivery are some of the actions outlined in the RUWMP. If necessary, reduction in municipal and industrial water use and mandatory water allocation could be implemented.

COMMENT NO. 27-14

None of the projects from IRWMP were included:

Greater Los Angeles County Region
Integrated Regional Water Management Plan

Project No. 103
Los Angeles River
Revitalization Master Plan,

OPPORTUNITY SITE .# 11 –
Verdugo Industrial Green Park

City of Los Angeles

"Verdugo Industrial Green Park" This project will create regional water quality treatment areas, and will provide substantial and needed beneficial uses including the development of riparian and upland habitat; and valuable urban open space. The project will create: a. Removal of concrete on the north bank of the LA River in areas where it is hydraulically feasible. b. [sic]
Diversion of base flows of the wash into a constructed wetland that will be established by modification of the channel at the point of the confluence. c. A linear multi purpose trail along the north bank of the river with future connections to regional and neighborhood trails within Griffith Park and North Atwater Park. d. A bike/pedestrian bridge and trail connection from the site to potential trail connections across the river and the Golden State Freeway into Griffith Park. e. Expansion of habitats at the confluence. If the project is not implemented water quality will not be enhanced and the river will remain disconnected from adjacent parkland.

Project 104
Los Angeles River Revitalization Master Plan,
OPPORTUNITY SITE # 9-Spreading Grounds
City of Los Angeles

"Spreading Grounds" The relationship between river restoration, water quality enhancements, recreational enhancements and habitat creation will be determined in a public process during detailed design. The project will create: a. Regional-scale on site water quality treatment. b. Potential berming or installation of cisterns in selected areas to increase flood storage. c. A linear multi-purpose trail along both sides of the river, connected to regional and neighborhood trail access at the
perimeter
of the basin. d. Restoration of the river bottom and banks where feasible, including potential re-establishment of meander patterns to include sand and gravel beds for potential steelhead spawning, other aquatic habitat and shorebirds. e. Expansion of habitats to interconnect existing and new habitat within the river and in adjacent Griffith Park, If the project is
not implemented the water quality of the river will not be improved, and the river will remain disconnected from adjacent parkland.

Project 105
Los Angeles River Revitalization Master Plan,
OPPORTUNITY SITE # 10- Ferraro Fields
City of Los Angeles

"Ferraro Fields'" The relationship between river banks, recreational facilities and habitat creation will be determined in a public process during detailed design. The project will create: a. Removal of concrete on the south bank of the LA River in areas where channel hydraulics permit. b. A linear multi purpose trail along the south bank of the river that will connect to regional and neighborhood trails within Griffith Park. c. An equestrian bridge and trail connection from the equestrian center to existing equestrian trails in Griffith Park. d. Expansion of habitats to interconnect existing and new habitat within the river and in adjacent Griffith Park. If the project is not implemented, water quality will not be improved, and the river and equestrians will remain disconnected from adjacent parkland.

Project 125
Griffith Park-Fern Dell
Stream Ecosystem Restoration
City of Los Angeles; Dept. of Recreation and Parks

Stream ecosystem restoration involving the use of bioengineering applications, channel modifications, where necessary, streamflow augmentation, and the removal of invasive plants and planting of native aquatic and riparian vegetation to improve stream-side buffering, bank stability, wildlife habitat values, stormwater infiltration, and water quality through a reduction in nutrient, trash, bacterial and sediment loadings. Trails, picnicking areas and other public access and recreational improvements will be provided in proximity to the stream channel. "Smart" irrigation systems will be installed to meet the watering needs of the planted areas.

Project 129

Environmental Mgmt. of Equestrian Operations -Griffith Park Pony Ride
City of Los Angeles; Dept. of Recreation and Parks

Identification and implementation of equestrian related Best Management Practices (BMPs) at the Griffith Park Pony Ride and the development of a citywide equestrian public education program in order to reduce bacteria levels in the LA River. Site specific controls will include developing BMPs for handling horse manure, installing vegetated buffer strips to capture and infiltrate surface runoff, and other BMPs. The public education program will target the equestrian community, children, and visitors to the Griffith Park area and inform them on how horses impact water quality and how impacts can be mitigated through the use of good housekeeping practices and BMPs. The project will reduce bacteria and nutrient loads to the LA River and help attain recreational water quality standards

Project 130

Golf Course BMPs -
Wilson/Harding Golf Courses (Griffith Park)
City of Los Angeles; Dept. of Recreation and Parks

Installation of dry swale drainage systems throughout the golf course to replace existing concrete drainage channels for capture and infiltration of storm flows; installation of new wash rack systems at the golf course service yard with a new state-of the art [sic] water treatment and recycling system to capture, treat and reuse mechanical equipment wash water[sic]

Project 186
Albion Dairy Park
City of Los Angeles, Bureau of Engineering

Project Description:

Create a new riverfront park on an approximately 6-acre site adjacent the River and the existing Downey Recreation Center. The site has an advantageous location which would allow capture and treatment of both onsite and offsite stormwater flows- resulting in water quality improvements in a particularly impaired reach of the River. River edge greening from Albion Street to N. Broadway connecting site and nearby residential to the River and recreational components would be installed with detention/retention features and landscaping would facilitate runoff capture and treatment (vegetated bioswales, rain gardens, porous pavement). Park amenities would include both active and passive recreation with environmental education components (info kiosks, signage, and artwork), and community gathering opportunities (e.g., picnic areas, benches, and outdoor entertainment areas). Ball fields and other recreational components would be installed with subterranean water quality treatment features [sic]

Project Integration:

L. A. River Revitalization Master Plan

Project Need:

The site has an advantageous location which would allow capture and treatment of both onsite and offsite stormwater flows-resulting in water quality improvements in a particularly impaired reach of the River. The site would also offer a critical opportunity to create riparian habitat for terrestrial and avian species that would provide connectivity to nearby upstream open spaces, such as Griffith Park. Ball fields and other recreational components would be installed with . . .

Project 213

The Los Angeles Zoo Parking Lot

City of Los Angeles, Department of Public Works Watershed Protection Division

Project Description:

The proposed network of best management practices improvements for both Phase I and Phase II of the Zoo Parking Lot site include the following:

1.Trash capture devices to address runoff from the neighboring Zoo Drive which still enters the storm drain system
2. Porous pavement in the parking area
3.Gravel and vegetated swales (bioswales) around the perimeter of the parking lot
4. Potential reclaimed water usage for irrigation
5. Evapotranspiration controllers and drip irrigation
6. California native drought-tolerant landscaping
7. Detention pond
8.Sand filtration system

Project Need:

Storm water runoff from the Los Angeles Parking Lot site has the potential to contribute trash, heavy metals, pathogens, total suspended solids, oil and grease to the storm water conveyance system within the Los Angeles River Watershed. The Los Angeles Zoo Parking Lot Demonstration on Environmental Sustainability Project goal is to minimize introduction of pollutant of concerns from site runoff to the storm water conveyance system to the . . .

Project 444:

Los Angeles Zoo and Botanical Gardens

Project Description:

The Zoo Project seeks.. [sic]

Project Location:

The 134-acre Los Angeles Zoo is located in the Upper Los Angeles River Region at the northeast center of the Griffith Park near the intersection of the interstate 5 and the State Highway 134 in the City of Los Angeles.. [sic]

Project Need:

Strom (sic) water runoff from the Los Angeles Zoo Parking Lot. . .

RESPONSE NO. 27-14

This comment includes projects that have been proposed within the Greater Los Angeles County IRWMP to improve water quality within the greater Los Angeles Area. Project No. 213, which is comprised of improvements to the Los Angeles Zoo Parking Lot, including the use of bioswales and permeable pavement, is included as a related project within the Draft EIR. Project Nos. 103, 104, and 105 are part of the LA River Revitalization Plan, which was discussed in Section III, General Description of Environmental Setting, of the Draft EIR. Please also refer to Response to Comment No. 16-6 for further discussion regarding the LA River Revitalization Plan. As the remaining IRWMP projects listed in this comment involve ecosystem restoration and BMPs that would improve water quality, cumulative impacts from these projects are expected to be less than significant.

As discussed in Response to Comment No. 11-21, similar to the measures set forth in several of the projects mentioned in this comment, the proposed project would include measures such as bioswales to capture and infiltrate runoff to reduce bacteria levels as well as the use of permeable pavement in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project.

COMMENT NO. 27-15

AIR QUALITY:

Water and energy go together. Where is AB 32 compliance and energy consideration?

RESPONSE NO. 27-15

Section IV.B, Air Quality, of the Draft EIR includes a detailed discussion of climate change, greenhouse gas (GHG) emissions, and California's AB32 as well as features that would reduce the project's energy consumption. Furthermore, Section IV.B of the Draft EIR expressly states on pages 124-125 that "[t]he consumption of fossil fuels to generate electricity and to provide heating and hot water creates GHG emissions." As provided in Section IV.B of the

Draft EIR, many design features, including the use of compact fluorescent light bulbs (CFLs) and "energy tune-ups" for equipment connected with the expansion of the Griffith Park Campus, would result in a reduction in air quality emissions. In addition, the project would include water conservation features such as the use of reclaimed water for landscape and possibly advanced water conservation measures including use of sensor/dual flush fixtures. Thus, the project's green building and sustainability features described in Section IV.B of the Draft EIR would reduce both energy demand and vehicle miles traveled (VMT) associated with the proposed project, resulting in a reduction of GHG emissions from those anticipated.

Section II, Project Description, of the Draft EIR provides additional details on the project's green building techniques and sustainability features. For example, the project would be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects. These include maximizing operational efficiency through the reduction of energy consumption and vehicles miles traveled so as to achieve certification under the LEED Green Building Rating System. The project would promote alternative transportation and implement other improvements to promote alternative transportation methods aimed at reducing the amount of employee vehicle miles traveled when commuting to the Campus. Convenient access to nearby public transportation lines, passenger bus shelters, and enhanced bus lanes would also be provided to further promote the use of alternative transportation methods by both employees and visitors. Energy performance at the Campus would be optimized to maximize energy efficiency through the use of CFLs, other low energy lighting fixtures and lighting control systems, the use of skylights and daylight to reduce lighting requirements, the use of low water flow devices within restroom and kitchen areas, and the use of Low-E windows. Furthermore, existing on-site equipment improvements would include the replacement of chillers and boilers with new energy efficient equipment to reduce electricity and natural gas demands, commissioning of the heating and cooling systems to maximize energy efficiency, and the use of an integrated building controls system to manage and monitor building systems efficiency. The landscaping of the project site would also promote environmental sustainability by including plants that are "drought tolerant" in order to lower water demand, the use of recycled water for landscape watering, and the use of landscaped bioswales for stormwater run-off.

No changes to the Draft EIR are warranted based on this comment.

COMMENT NO. 27-16

Executive Summary, Page 16 states:

In addition, the project is designed with a number of features which is consistent with the following City of Los Angeles goal:

Increasing the use of energy efficient appliances and equipment;

Reducing water consumption;
Promoting ridesharing, walking and biking to large events and venues;
Planting trees; and
Collaborating with the private sector to foster public-private partnerships to reduce C02 emission beyond the city's jurisdiction.

Where are the plans for regulatory compliance, measurement and monitoring? None are stated throughout the documents whether it is emissions, bacteria or any other mitigation.

RESPONSE NO. 27-16

As indicated in Section I, Summary, and Section II, Corrections and Additions, of the Final EIR, the bullet point mentioned above, which can be found on page 15 of the Draft EIR and states "[c]ollaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction", has been modified to reflect that it is part of the "Green LA" plan rather than a project design feature.

According to CEQA Guidelines Section 15097, a Mitigation Monitoring and Reporting Program (MMRP) is required when a public agency has made the findings required under CEQA Guidelines Section 15091(a)(1), which states that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessens the significant environmental effect as identified in the final EIR". As the features described in the comment are project features that have already been incorporated into the design of the project and are already committed to by the Autry, rather than mitigation measures that have been included to reduce the project's impact to less than significant levels, it is not necessary to specify their regulatory compliance, measurement, or monitoring or include them as part of the MMRP. A MMRP for the project has been prepared and is included as Section VI, Mitigation Monitoring and Reporting Program, of the Final EIR.

LETTER NO. 28

Marian and Steve Dodge
2648 North Commonwealth Avenue
Los Angeles, California 90027

COMMENT NO. 28-1

We feel the Autry National Center's Griffith Park Campus Improvements Project Draft Environmental Impact Report is inadequate, and we object to the conclusions of the traffic and parking studies therein. In particular the following five items need much more data gathering and further analysis to reach valid conclusions about the traffic impact and number of parking spaces required.

1. **Green house gas reduction** - Page 15 of the executive summary: One of the methods for the reduction of green house gasses is by "promoting ridesharing, walking, and biking to large events and venues." Nowhere in the entire Draft EIR are specifics given to utilize these steps in reducing traffic and parking impacts.

RESPONSE NO. 28-1

In order to present a more conservative analysis, ride-sharing, walking, and biking were not included as part of the analysis in Section IV.H, Transportation and Circulation, of the Draft EIR. However, because the Autry is committed to promoting ride-sharing, walking, and biking, actual project impacts on traffic and parking would be less than anticipated in the Draft EIR. For example, the proposed project would include the provision of bicycle storage and shower/changing rooms to promote bicycle commuting as an aspect identified by the LEED Green Building Rating System, which is discussed in detail in Section II, Corrections and Additions, of the Final EIR. The Autry is sensitive to the parking concern and has made substantial efforts to reduce the number of parking spaces required by the proposed project in a manner that would have a positive impact on the amount of open space on the site. As discussed in Section II, Corrections and Additions, of the Final EIR, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand, thereby providing additional landscaped open space (approximately one-half acre) when comparaed with the previous parking layout included in the Draft EIR which included paved surface parking in the southern portion of the site. In addition, please see Response to Comment No. 28-10 for a discussion of the Transportation Management Plan that will be prepared for the proposed project.

COMMENT NO. 28-2

The EIR makes claims of "less than significant impact" on the 2010 and 2014 traffic increases because there is already so much congested traffic in the area of the seven intersections studied

in the traffic analysis. The fact that the traffic is already congested should rule against any additional construction of this scope.

RESPONSE NO. 28-2

As outlined in the Traffic Study, which was included as Appendix F of the Draft EIR, existing conditions indicate that one of seven intersections analyzed is operating at level of service E or F. When cumulative base conditions for Phase 2 are calculated, three of seven intersections are expected to operate at a LOS E or F. In addition, when cumulative plus Phase 2 project conditions are analyzed, three of seven intersections are expected to operate at LOS E or F. No significant impacts are found because increases in vehicle to capacity ratios, as per LADOT thresholds for significant impacts, are not met. A diminished level of service does not automatically result in a significant impact.

COMMENT NO. 28-3

The Autry's programmatic needs should be accommodated at the existing Southwest Museum site which has twice the available acreage and is not a public leasehold in an overdeveloped area of the park.

RESPONSE NO. 28-3

The Griffith Park Campus is approximately 11.93 acres, while the Arroyo Campus is approximately 12 acres. Thus, the Arroyo Campus does not have twice the available acreage as indicated in the comment. In addition, the Southwest has a much smaller buildable area due to site topography. As stated in section V.E.1. of the Draft EIR, only one street provides access to the Southwest Museum; the street is too narrow to provide bus or freight deliveries. Moreover, the site is built on a steep hillside, which limits the construction size. Further, some of the Autry programmatic needs will continue to be accommodated at the Arroyo Campus.

The portion of the comment regarding the degree of development in Griffith Park states an opinion which will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 28-4

2. **Exclusive employee parking** - On page 36 of the executive summary a claim is made that each member of the 160-person staff should have his own parking space and that these are primarily used only during the week days. There are currently 179 spaces for exclusive employee use. Page 42 of the traffic report states that the employee lot "will seldom be used on weekends." Therefore over 100 spaces would be available for visitor use during the presumably peak weekends. The parking structure planned for Phase 2 only nets 100 new spaces over those in the Phase 1 parking lot. Because of the available empty employee spaces on weekends, more than 100 spaces are available for the public. On weekdays the car pooling and public transportation plans as well as overflow

parking at the Zoo lot across the street, which is closer than the proposed lot, would more than make up for any perceived deficiency in parking needs for the visitors.

RESPONSE NO. 28-4

As indicated in Section II, Corrections and Additions, of the Final EIR, if the Autry National Center continues staff operations during construction, approximately 50 staff would use trailers or other temporary structures during construction, not 160 as indicated in the Draft EIR. Assigning one space per member of the estimated 50-person staff, there would be at least 259 spaces available for construction employees and visitors. In addition, please see Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center.

COMMENT NO. 28-5

3. **Employee and visitor census** - Nowhere in the Draft EIR is any mention made of the number of employees in the base period, Phase 1, or Phase 2 and what percentage of that employee base is present on weekends.

RESPONSE NO. 28-5

Currently, the Griffith Park Campus has a total of approximately 129 employees. In addition, the Autry has over 300 volunteers. During peak hours, there are approximately 17 volunteers on-site at one time. Upon completion of the proposed project, the Griffith Park Campus would have a total of approximately 159 employees. In addition, there would be approximately 35 volunteers on-site at one time during peak hours. These updated employee numbers are included in Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 28-6

Also no attendance figures are included for any of the three stages of the project.

RESPONSE NO. 28-6

In 2006, annual attendance for the Griffith Park Campus was approximately 150,000. The Autry estimates that upon completion of the proposed project, yearly attendance is expected to roughly double so that yearly attendance upon the completion of Phase 2 would be approximately 298,000.

COMMENT NO. 28-7

The traffic studies counted only two days of parking lot ingress and egress to arrive at traffic generation and parking needs. The projected attendance figures would seem to be a much more

valid method of determining the daily demand and what percentage of this could be met by the use of public transportation, ridesharing, and offsite shuttle provisions.

RESPONSE NO. 28-7

The standard source of trip generation data, Trip Generation, 7th Edition, does not provide "standard" data applicable to museums. As explained in Section IV.H, Transportation and Circulation, of the Draft EIR, the trip generation rates were based on floor area rates. Counts were conducted in November in anticipation of the opening of a new exhibit, which typically results in higher than average attendance. Using these counts, a trip generation rate was calculated based on existing square footage. The resulting rate was then applied to the amount of square footage proposed by the project in order to provide an empirical calculation for trip generation. This methodology is consistent with standard traffic engineering practice, as floor area rates are frequently used in traffic impact assessments for other land uses. As square footage will almost double by the end of Phase 2, the trip volume at the end of Phase 2 would almost double as well.

A parking demand analysis was prepared in 2006 and upated in 2008 to evaluate whether the project would provide sufficient parking on-site to accommodate the demand generated subsequent to implementation of the project. The demand analysis was prepared based on the analysis procedures recommended in the second edition of the Shared Parking Manual published by the Urban Land Institute (ULI). As described in the Draft EIR, based on a study conducted in 2006, the existing uses on the project site generate a demand for 192 parking spaces on a Saturday peak and 182 parking spaces on a weekday peak. To further validate this demand information, additional study was conducted during the same period during 2008. The additional study showed a similar demand for parking with a demand of 199 parking spaces on a Saturday peak and 199 parking spaces on a weekday peak based on the updated net floor area of 141,340 gross square feet. This demand number is conservative since the methodology used in the 2008 study conservatively assumed that the employee lot will be full at midday on a weekday and will have 37 cars parked in the early afternoon on a weekend, similar to the methodology used for calculating existing demand in the 2006 study. The 2006 study calculated future demand for parking by applying the parking space per square foot ratio of the existing net floor area to the new floor area upon completion of Phase 1 and Phase 2 of the proposed project and then applying a contingency factor. Using this same methodology, but with a more realistic contingency factor, the more recent demand analysis results in a demand for 311 parking spaces upon completion of Phase 1 of the project and 377 parking spaces upon completion of Phase 2 of the project. Thus, the proposed supply of 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2 is sufficient to accommodate the demand associated with the project. Thus, as set forth in the Draft EIR, parking impacts associated with the project would be less than significant. As discussed in more detail in Section II, Corrections and Additions, of the Final EIR, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing parking to meet actual demand.

As discussed in Response to Comment No. 28-6, the Autry expects that annual attendance at the completion of Phase 2 would be approximately 298,000. Such an increase would not result in significant traffic or parking impacts. As discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, given the amount of new building square footage proposed by the project, the number of trips is expected to roughly double. This increase would be consistent with a doubling of current attendance.

COMMENT NO. 28-8

There is only one inadequate bus route (#96) that serves the zoo and the Autry. In contrast, the Southwest Museum site has direct access to the Metro Gold Line and other more frequent bus routes making public transportation a much more viable option.

RESPONSE NO. 28-8

Please see Topical Response E for a discussion of the Southwest Museum, which is not a part of the project. In adddition, based on information provided by the Autry, the Southwest Museum did not experience a substantial lasting increase in the number of visitors after the Gold Line opened in 2003. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 28-9

4. **Ridesharing** - Companies of a certain size are required to have a ridesharing plan and reward programs for major percentages for ridesharing participants. Because of the proximity of the Zoo and Zoo Magnet School to the Autry, all these venues are a common employee parking and traffic location. All three entities should be considered as a whole for the purposes of parking space allocation, traffic demands, and mitigation programs.

RESPONSE NO. 28-9

Please refer to Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 28-10

Since neither the number of employees nor the projected attendance figures are stated in the EIR, it is difficult to determine how many traffic trips by employees and visitors would be reduced by proper implementation of a required transportation plan. This would reduce both the demand for unique employee parking spaces and reduce the traffic congestion below existing levels. A proper plan would eliminate the need for any additional parking in either phase. You could still expand with a reduced number of parking spaces.

RESPONSE NO. 28-10

As discussed in Response to Comment Nos. 28-1 and 28-7, the methodology used to address traffic and parking associated with the project has been conservative. In addition, as discussed in Response to Comment No. 11-19, the Autry National Center will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. Furthermore, although not required, a Transportation Management Plan will be prepared for the proposed project that will include the following elements as outlined in the memo provided in Appendix 4 of the Final EIR: (1) preferential on-site parking for carpoolers; (2) transit service kiosks; and (3) enhanced visitor information via the Autry's website. Please also refer to Response to Comment No. 28-7 regarding attendance associated with the proposed project.

COMMENT NO. 28-11

5. **Parking code variance** - The LA City codes requirements for parking spaces for museums is 1 per 500 square feet. The EIR applies this arbitrarily in trying to determine the number of parking spaces needed only on the basis of the square footage. No distinction is made among the various uses of the space, either existing or planned. A more detailed study of the existing utilization of the various space types by employees and visitors is required. For example the storage area has no permanent staff. Surely a variance from the arbitrary and unsupported code application could reduce the parking space requirement.

RESPONSE NO. 28-11

Please see Response to Comment No. 28-7 for a discussion of the parking analysis contained in Section IV.H, Transportation and Circulation, of the Draft EIR.

COMMENT NO. 28-12

Therefore, we ask that you develop a specific greenhouse gasses reduction plan, perform an employee and visitor census for each phase, develop a meaningful shared location ridesharing plan, and submit a request for a parking code variance.

Thank you.
Hard copy to follow.

RESPONSE NO. 28-12

Please refer to Response to Comment Nos. 28-1 through 28-11 for a discussion of the proposed project's greenhouse gas reduction plan, employee and visitor census, ride-sharing plan, and parking code variance.

LETTER NO. 29

Katherine Sullivan Farlow
4338 Ben Avenue
Studio City, California 91604

COMMENT NO. 29-1

I support Phase 1 and Phase 2. I also support saving the Southwest Museum and its extensive collections – one of which was given by my grandmother Roberta Lindsay Davids (native [sic] American baskets and rugs).

I also support saving and restoring the horse trails in the area.

RESPONSE NO. 29-1

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 30

Charles J. Fisher, Historian
140 South Avenue 57
Highland Park, California 90042

COMMENT NO. 30-1

This letter is in response to my review of the above environmental document regarding architectural and cultural resources, specifically as they are dealt with in sections III, VI and V of the document.

I am a professional historian with over 20 years experience specializing in the history of real estate in Southern California. I have written and or researched and advocated over 90 Historic Cultural Monuments for the City of Los Angeles and have prepared assessments on various historic properties in the Southern California area.

I have also been a board member and past president of the Highland Park Heritage Trust, as well as a former co-chair of the Los Angeles Conservancy Cultural Resources Committee and a past president of the Heritage Coalition of Southern California. I was also a contributor to the 1992 National Register nomination for the Southwest Museum and wrote the Los Angeles Historic Cultural Monument nomination for the Casa de Adobe in 1990.

There are a number of issues with the EIR documents that ask more questions than they answer. This is especially in the areas of cumulative impacts and alternatives. In this letter, I will address two of these impacts as well as the lack of a viable alternative that needs to be brought into the process, that of a split project.

First, The [sic] document describes the present state of the Autry building as: "The Campus Building appears as a two-story, rectangular building, with some articulation and an architectural tower that adds visual interest to the setting." This is a fair, though highly abbreviated description of the building. The document goes on to discuss the various open spaces in the structure. It is important to emphasize the importance of these open spaces in helping to ensure a visual experience that enhances the visitor's experience.

However, it fails to relate how the redesigned building will relate visually to its environment.

RESPONSE NO. 30-1

The comments regarding the commentor's background and viewpoint are acknowledged and will be forwarded to the decision-makers for review and consideration, particularly

regarding the general comment on the Draft EIR. In regards to the specific comment on visual impact, the Draft EIR does indicate how the project would relate to its environment in Section IV.A, Aesthetics. As stated therein, the determination of significance on visual quality/aesthetics was based on those factors set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. The analysis of aesthetic impacts addressed thresholds related to: (1) potential detraction from the visual character of a community by conversion of large areas of visible natural open space and the removal of valued visual elements; (2) inappropriate contrast between project elements and an area's valued aesthetic image; or (3) substantial inconsistencies with the goals and policies of the applicable plans. In addition, the analysis addressed impacts with regard to impacts on views of visually prominent resources as seen from public vantage points. The analysis concludes that the project would not have a significant impact on aesthetics or views. The analysis notes that the development would primarily consist of the expansion of the existing facility with the new building being placed interior to the site, and with the conversion of current parking areas to landscaped area. As further noted, this would improve the visual conditions along Western Heritage Way, while maintaining the open appearance of the site. The analysis also notes that the buildings would have building heights similar to those of existing buildings; and landscaping that would improve the visual quality of the developed project. It also notes that elements such as mechanical equipment and trash receptacles would be screened from view, and the location of new building area would be such that it would not affect views of valued view resources.

Notwithstanding, additional graphics have been provided in Section II, Corrections and Additions, of the Final EIR including conceptual site plans and rendering, which illustrate project open space and landscaping. In addition, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand that, by eliminating the proposed surface parking area south of the project site, would allow for additional open space and further enhance the overall aesthetics of the area. The additional graphics and information in Section II, Corrections and Additions, provides clarification regarding the final appearance of the site. This information is consistent with the information already presented in the Draft EIR, and would not affect any of the conclusions reached therein.

COMMENT NO. 30-2

While no final designs of the Autry expansion have been released, the conceptual ones that are in the EIR document show a very different structure, with considerably less articulation or open space. Furthermore, the architectural tower that "adds visual interest to the setting" has been reconfigured into a stark box with no positive design. The redesigned structure appears stark and uninteresting at least and downright ugly at the worst. It appears as an ill-conceived design that will call attention to itself for all of the wrong reasons.

The result will be a major visual blight in Griffith Park.

RESPONSE NO. 30-2

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. As discussed in Section IV.A, Aesthetics, of the Draft EIR, proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Development would respect and promote the natural existing setting of the site, and the introduction of new landscaping would serve to further enhance the natural setting of the site. In particular, the landscaped areas adjacent to the expanded building, and various other landscaped courtyards, walkways, and gardens throughout the site would improve the visual quality of the developed project. Most of the existing parking lot in the western portion of the site would be converted to landscaped areas, thereby visually improving off-site views from Western Heritage Way while maintaining the openness of this area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the South Lawn and, therefore, would not break up the continuity of the open area fronting Western Heritage Way. The amount of landscaped open space area would be about the same as occurs today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions.

Additional information has been added to the Draft EIR regarding the appearance of the proposed structure, including additional elevations and a site plan with updated landscaping concept. As indicated in the Draft EIR, and as supported by the additional information, articulation would be added through building shape, material and colors. The building materials include hand troweled plaster, with wood screeds, corten steel horizontal panels which will weather to a reddish brown and channel glass which will bring naturally filtered light into the building and warmly glow at night. Additional details include a combination of wood and steel-woven fencing, wood gates and wood windows and doors. Natural light-filled spaces reference the expanse of sky; the warm earthy colors integrated into the exterior building materials are representative of the decomposed granite within Griffith Park.

The commentor's opinion regarding the appearance of the tower is again noted. The tower is proposed to be stripped to its structural frame and re-clad in louvered channel glass,

allowing vertical slivers of views through the form. During the day, the glass would take on the hue of the sky, while at night it would glow from internal lighting. While the tower would continue to be the beacon it currently is, it is intended to respond to the characteristics of western light and sky rather than be a representation of an architectural style or element.

As the design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography and structures, the end result would be a visually unified project that harmonizes structures and landscaping.

COMMENT NO. 30-3

The document also fails to adequately discuss how much of an impact this new design will have on the overall aesthetics of the area.

RESPONSE NO. 30-3

Please refer to Response to Comment Nos. 30-1 and 30-2 for a discussion of how the proposed project, including the parking reduction variance that would be sought by the Autry, would impact the overall aesthetics of the area.

COMMENT NO. 30-4

Second, the document discusses various alternatives to the present project, including option "V-F", which would be to move the entire project to the site of the Southwest Museum, which the document describes as "the Arroyo Campus". The building, originally constructed in 1914, was listed as a Los Angeles Historic Cultural Monument in 1984 and was placed on the National Register of Historic Places a decade later.

The Southwest Museum is the historic site of the first major museum of Native American history and the people that made it. It was the vision of Charles Fletcher Lummis, who was emphatic that it be built in its present location in 1914. It remains as Lummis' most visible legacy to the present day. Unfortunately, the Southwest museum has had a poor history of adequately advertising it's [sic] virtues and its valuable collection of Native American cultural and historical artifacts have remained unknown to a vast proportion of the American public.

The Autry EIR discusses doing the entire expansion project at the Mt. Washington site as an alternative to the expansion at the Griffith Park location, even stating that these changes could be done in accordance with the Secretary of the Interior's Standards for additions and changes to an [sic] historic site. Yet the expansion of the Southwest Museum location is discounted by the Autry because "it would not allow the Autry National Center to enhance its relationship to the Griffith Park setting".

RESPONSE NO. 30-4

It is assumed that the commentor is referring to Alternative E, Arroyo Campus Expansion, as there is no "Option V-F" in the Alternatives analysis of the Draft EIR. Section V, Alternatives, of the Draft EIR was prepared in accordance with CEQA Guidelines. Specifically, CEQA Guidelines Section 15126.6(c) states that among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is "failure to meet most of the basic project objectives," which are identified in Section II, Project Description, of the Draft EIR. As discussed in Section V of the Draft EIR, Alternative E would only lend small support to meeting the project's Mission Objectives and would not meet the project's Program Objectives or Design Objectives, one of which is to "provide a project design that supports and enhances the Griffith Park setting." Thus, in addition to the fact that Alternative E would result in an overall increase in impacts, including potential additional significant impacts, when compared to the proposed project and other Alternatives, it would also fail to meet most of the Project Objectives and was therefore not identified as the environmentally superior alternative.

The analysis of expansion at the Arroyo Campus in Mt. Washington does not address locating the entire expansion project at the Mt. Washington site as stated in the comment. As described under the Alternatives Considered but Rejected discussion on page 266 of the Draft EIR, alternatives that would relocate the entire Autry National Center and/or just the proposed expansion were considered infeasible due to the size of these uses and limitations at the Arroyo Campus. The analysis in Section V.E, Arroyo Campus Expansion, of the Draft EIR addresses an alternative that would allow some expansion of the Mt. Washington site, consistent with community recommended plans for the site, and limitations to development at the alternative site.

COMMENT NO. 30-5

This analysis appears shortsighted in light that the Autry EIR fails to explore the viability or the practicality of doing smaller expansion projects at both sites, which could be coordinated to work together for a more full and enjoyable museum experience for the visitor as well as a more complete use of research facilities through the use of both locations.

RESPONSE NO. 30-5

Please refer to Topical Response C, which addresses the analysis of Alternative E, Arroyo Campus Expansion, as well as the rejection of a decentralized campus alternative. In accordance with CEQA, the alternatives analysis addresses a reasonable range of alternatives to address the potentially significant impact of the project. Please also refer to Section V.B, Reduced Program, of the Draft EIR, which describes Alternative B, Reduced Program Alternative. This discussion provides a full analysis of how smaller expansion at the Griffith Park Campus would not meet the basic objectives of the project. As stated therein, a Reduced Program Alternative would not provide the educational research facilities and storage and

collection management facilities necessary to meet future needs. Moreover, it would not fulfill the Autry National Center's objective that the project create synergies among the Autry's display, interpretation, conservation, and education roles. Nor would it enhance the Griffith Park Campus as a visitor destination.

COMMENT NO. 30-6

The argument that this alternative would "limit the ability to attain the Program Objective to stimulate a convergence dialogue among researchers, curators and the public" fails to make sense in light of the existing institutions to be found in the United States. Many universities maintain campuses in various locations and many businesses carry on in locations scattered throughout the globe. Modem media creates a virtual office environment that can bring the various parties together in an instant. Furthermore, museums have started doing this very thing.

One needs only to look across town to the Getty, which successfully maintains the museum in Brentwood and the original Getty Villa in Malibu, which specializes in the Greco-Roman collection. This option is very viable, yet the EIR fails to even look at it.

RESPONSE NO. 30-6

Please refer to Topical Response C, which addresses the rejection of a decentralized campus alternative, despite the use of media, as well as Response to Comment No. 54-24. Additionally, as discussed in Section V, Alternatives, of the Draft EIR, a decentralized campus would not meet the objective of stimulating a convergence dialogue among researchers, curators, and the public.

Relative to the portion of this comment that uses the Getty for the basis for having a decentralized campus, the operations of the Griffith Park Campus and the pre-merger Southwest have significant operating budget constraints, which make infeasible substantial duplication of operations at both facilities.

COMMENT NO. 30-7

Furthermore, the proximity of the Southwest Museum and the Autry's Griffith Park location is such that the two sites could become a very viable mix, with the Autry building focusing on the development of the American West as well as the movie industries take on it, while the Southwest Museum could continue to specialize in the history and culture of our earliest Americans. Our Spanish-Mexican heritage is one that is be [sic] the full link between the two periods that have been outlined here. A full use of the Casa de Adobe as it is intended helps to bring this part of our history as Americans, while both sites can help to enhance and tell that history.

RESPONSE NO. 30-7

As discussed in Topical Response E, the proposed project would not result in any significant impacts to the Southwest Museum. Rather, separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation and improved disabled access within the buildings of the Arroyo Campus are underway. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. As demonstrated by the analysis in Section IV.A, Aesthetics, of the Draft EIR, the proposed improvements within Griffith Park are consistent with the existing scale of buildings within the project site and such improvements would be compatible with surrounding land uses.

COMMENT NO. 30-8

In conclusion, in order for the Autry National Center establish [sic] itself as the premier institution for the study of the American West, it must work to preserve the legacy of that American West. The Southwest Museum is an integral part of that history and by maintaining and enhancing the historic use of that structure, as well as the designing of a less massive more compatible addition to the Griffith Park building, the Autry will help to ensure that the people of America will have the most enjoyable an [sic] educational museum experience possible.

RESPONSE NO. 30-8

Please refer to Topical Response C, which addresses the rejection of a decentralized campus alternative. The decentralized campus alternative was considered but ultimately rejected because it would not allow the Autry to meet several of its Project Objectives.

LETTER NO. 31

Ann Walnum, Co-Chair
Friends of the Southwest Museum Coalition
755 Crane Boulevard
Los Angeles, California 90065-4038

COMMENT NO. 31-1

The Friends of Southwest Museum, various associates, and our environmental consultants have reviewed the subject Project Environmental Impact Report. We enclose our detailed comments regarding the many deficiencies, errors, inadequacies, absences and incompleteness. The large numbers expressed in the comments are only a small portion of those noted. Because of the many comments, we have not completed all comments and are submitting these based on the deadline date provided. After our initial review, we requested but were refused an extension for the 30-day review period. We will submit additional substantive comments within the next two weeks.

RESPONSE NO. 31-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 31-2

Our primary concerns include inadequacies and incompleteness as follows:

- Absence of many documents referenced but not generally available to the public

RESPONSE NO. 31-2

The commentor is not specific as to what documents are being referred to. As indicated in Section II, Corrections and Additions, of the Draft EIR, an updated Geotechnical Report, updated Hydrology Study, and the LADOT letter, among other documents, have been provided in the Final EIR. All documents that provide the basis for analysis in the EIR, such as the Hydrology Study and Traffic Study, have been included as part of the EIR and, thus, were available for public review.

COMMENT NO. 31-3

- Phase 2 elevation of the project is not provided

RESPONSE NO. 31-3

The aesthetics analysis of the Draft EIR provides a site plan that shows the location of the additional Phase 2 building and an elevation of the Phase 1 project that shows the general building appearance (Figures 18 and 19 on pages 91 and 93, respectively). Additional information, including building elevations and a conceptual rendering, have been added to Section II, Corrections and Additions, of the Final EIR, inclusive of an elevation with the Phase 2 Institute Building included. The additional information provided is consistent with the information in the Draft EIR and offers no new information that would change the basis of the analysis and conclusions in the Draft EIR regarding the project's less-than-significant impact on Aesthetics.

COMMENT NO. 31-4

- No landscape plan is provided, especially for the Phase 2 and South Lawn

RESPONSE NO. 31-4

The aesthetics analysis of the Draft EIR provides a site plan that shows the location of the additional Phase 2 building, the configuration of the South Lawn area under Phase 2, and general tree locations. It also includes a conceptual open space plan for Phase 1. The open space plan would be the same for Phase 2, as the additional Phase 2 building would be constructed over a parking area, and would maintain the same surrounding landscaping. (See Figures 18 and 20 on pages 91 and 95, respectively.) Notwithstanding, additional information, including building elevations and a conceptual rendering, have been added to Section II, Corrections and Additions, of the Final EIR, inclusive of an elevation with the Phase 2 Institute Building included. The additional information provided is consistent with the information in the Draft EIR and offers no new information that would change the basis of the analysis and conclusions in the Draft EIR regarding the project's less-than-significant impact on Aesthetics.

COMMENT NO. 31-5

- Tree inventory does not include the entire site

RESPONSE NO. 31-5

An update to the Tree Survey has been prepared that includes any trees that have the potential to be affected by the project. Please refer to Section II, Corrections and Additions, of the Final EIR. As indicated therein, there are 274 trees on site and within the vicinity of the

project site that were surveyed, 35 of which are oak trees and 42 of which are sycamore trees.[1] Of the 274 trees on-site, approximately 123 would be left in place, approximately 86 trees would be removed and approximately 65 trees would be removed or relocated. Of the 86 trees that would be removed, none are oak or sycamore trees. Of the 65 trees that would be removed or relocated, approximately 20 are oak trees and approximately 9 are sycamore trees.

While the project site includes City-protected tree species, based on the Tree Ordinance, such trees are not themselves protected specimens because they were planted as part of project planting or landscape program. Nonetheless, the Autry has volunteered to implement the mitigation measures specified in the Initial Study, which was included as Appendix A of the Draft EIR, which are based on the requirements for replacement of "protected" trees as set forth in the Tree Ordinance. These mitigation measures are provided in Section IV, Mitigation Monitoring Plan, of this Final EIR. As part of these mitigation measures, any tree of the quercus genus (excluding scrub oak), southern California black walnut trees, western sycamore trees, and California bay trees that will be removed will be replaced within the property by at least two trees of species that are protected by the Tree Ordinance. Each replacement tree will be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees will approximate the value of the tree to be replaced. Furthermore, additional trees would be planted as part of the landscape concept proposed by the project such that the number of trees on-site and in the vicinity would be similar to existing conditions.

COMMENT NO. 31-6

- Air quality overlooks the proximity of the project to the I-5/SRI34 interchange and the local polluted air in this portion of NE LA and in proximity to the primary sources of exhaust pollutant;

RESPONSE NO. 31-6

The SCAQMD maintains a network of air quality monitoring stations located throughout the Basin and has divided the Basin into air monitoring areas or source receptor areas. The project site is located in the East San Fernando Valley Monitoring Area. The monitoring station for this area is the Burbank Monitoring Station, which is located at 228 West Palm Avenue, approximately 2.7 miles west of the project site and near the Interstate-5/State Route-134 interchange. Section IV.B, Air Quality, of the Draft EIR incorporated ambient monitoring data from this monitoring station into characterization of ambient air quality conditions near the project site and modeling analyses. Specifically, Table 4 on page 117 of the Draft EIR provides a summary of ambient monitoring data at this station. Localized construction and operational

[1] *Although the list of individual trees only goes up to 265, there are 12 additional trees that are labeled as -b, -c (i.e., 241b, 241c) and three numbers (73, 128, and 212) that were skipped for a total of 274 trees.*

impacts were evaluated using SCAQMD recommended methodology, in which combined incremental emissions from the project and the peak concentrations measured at the Burbank Monitoring Station were compared to the most stringent air quality standards. Therefore, Section IV.B, Air Quality, of the Draft EIR accounts for both the proximity to the Interstate-5/State Route-134 interchange and air pollution of northeast Los Angeles.

COMMENT NO. 31-7

- Noise analysis are distorted to lower modeled effects

RESPONSE NO. 31-7

This comment does not provide sufficient specificity for a response regarding lower modeled effects. Nonetheless, the noise analysis within the Draft EIR was prepared by acoustical engineers using the methodology set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the Los Angeles Municipal Code. The noise analysis is based on actual site noise measurements at three locations in the vicinity of the project site over a four-day period and use of noise models that are standard in the industry.

COMMENT NO. 31-8

- Hydrologic measures are not consistent with those in the project description and plans

RESPONSE NO. 31-8

As indicated in Section II, Corrections and Additions, of the Final EIR, the conceptual site plans, Section IV.D, Hydrology, and the Hydrology Study have been updated to accurately reflect the location of the bioswales and permeable pavement to be included as part of the proposed project.

COMMENT NO. 31-9

- Land use does not indicate LAMC violations of the existing facilities and

RESPONSE NO. 31-9

Section IV.E, Land Use, of the Draft EIR discusses how the Griffith Park Campus operates under a ground lease agreement between the City of Los Angeles and the Gene Autry Western Heritage Museum. As described therein, the City did not require a Conditional Use Permit (CUP) at the time the lease was approved. The ground lease was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities. The ground lease covers the legal framework by which both the City and the Gene Autry Western Heritage Museum are bound. Please also refer to Topical Response B which

discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-10

- Land use inconsistencies of the project to existing City plans, lease agreements, and requirements of the Griffith donation

RESPONSE NO. 31-10

The Draft EIR has addressed the project impacts in relation to the various land use plans and regulations that are applicable to the project site. Of particular note, Section IV.E, Land Use, of the Draft EIR on pages 191 through 195 addresses the relationship of the project to the City's General Plan Framework Element, Community Plan and Griffith Park Master Plan, as well as to the Los Angeles Municipal Code. It also notes the project's operations under the Ground Lease Agreement. The Draft EIR also discusses regulatory consistency on pages 96 through 99 of Section IV.A, Aesthetics. Some of the key points noted in those discussions include the following:

- The project includes as project actions the approval of a Conditional Use Permit (CUP) with a height allowance.
- The CUP allows discretion to the City to find that the uses and height limits are appropriate for the proposed project.
- Museum uses are uses that can occur within the project site's OS-1XL zoning designation.
- The proposed building heights are consistent with the intent of the municipal code requirements, and would not substantially alter the aesthetic appearance of the site. In particular: (a) the site appearance from the west and south which includes most of the site view occurrences would be similar to the height of the existing buildings; would be that of an essentially two-story building; and at 43 feet, would be negligibly different in appearance than existing conditions; (b) the site appearance from the east side of the project where heights are up to approximately 57 feet would be similar to the existing buildings on site; occur due to the steep site slopes; and is only of limited visual accessibility; and (3) the taller tower is an architectural treatment that would add articulation and interest to the site.
- Proposed site uses are an extension of the existing site uses within a developed site. At the same time, existing parking frontages along Western Heritage Way would be replaced by landscaping, thus reducing the impacts of the added building area as seen by the majority of the public. Further, it may be noted that the amount of open

space/landscaping area and the number of trees would be approximately similar with implementation of the project. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, the proposed parking variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions..

Please also refer to Topical Response B regarding the project's relationship to the existing Lease Agreement between the City and the existing site uses, and Topical Response G regarding the project's relationship to the Griffith Park Master Plan. For the reasons mentioned above, as elaborated upon in the Topical Responses, the Draft EIR concluded that the proposed project would not result in a significant impact in regards to consistency with land use policies and regulations.

COMMENT NO. 31-11

- Inadequate land use and facilities description and project quantification

RESPONSE NO. 31-11

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The Draft EIR fully describes the project components in Section II, Project Description, of the Draft EIR. That description is used throughout the Draft EIR. This comment is general in nature and provides no specific comments regarding the contents of the Draft EIR. Further comments in support of the assertion made here are presented below. Therefore, further response is provided as appropriate to specific comments of the commentor.

COMMENT NO. 31-12

- Use of Draft (rather than Final) Transportation Study for analysis

RESPONSE NO. 31-12

The Traffic Study included as Appendix F of the Draft EIR is the final study. As indicated in Section II, Corrections and Additions, of the Final EIR, the word "Draft" on the first two pages of the Traffic Study has been removed in order to indicate that the traffic study is not a draft but is, in fact, the final traffic study for the proposed project. This traffic study was reviewed and approved the City of Los Angeles Department of Transportation.

COMMENT NO. 31-13

- Transportation does not analyze impacts during events and operations during Phase 2

RESPONSE NO. 31-13

The assessment methodology utilized in the Traffic Study, which was included as Appendix F of the Draft EIR, was developed in consultation with LADOT. The methodology accounts for both operation of Phases 1 and 2 of the proposed project. It is also important to note that special events already occur within the site. These events have and will continue to generally take place during weekends and evenings. In addition, traffic from these events generally occurs outside of the peak hours.

COMMENT NO. 31-14

- Utilities and services are not described although upgrades are indicated

RESPONSE NO. 31-14

As stated in Section VI, Other Environmental Considerations, of the Draft EIR, impacts of the proposed project on wastewater, water, solid waste, electricity, and natural gas services would be less than significant. As stated therein, should any enhancements be required to the proposed project's wastewater system, they would consist of minor modifications to the existing infrastructure system. In addition, sewer availability has been confirmed from the City Bureau of Sanitation.

Concerning water service, the Los Angeles Department of Water and Power (DWP) is currently in the process of upgrading the water supply to the Griffith Park area and proposes to add additional reservoirs/water pumps that would enhance the water supply system serving the project site. As stated in Section VI of the Draft EIR, if at the time the project is implemented there is insufficient water flow to meet project needs, the project would be required to modify the local system to meet the flow requirements. Such infrastructure enhancements, if they are needed, would be consistent with otherwise proposed improvements in the area such as an upgrade to existing pumps and pipe fittings. Such improvements constitute minor modifications of existing facilities, and would not substantially affect the environment. In adition, water supply from existing infrastructure is being finalized with LADWP.

Section VI of the Draft EIR states that, while the proposed project would generate a small fraction of the regional solid waste generated, the Initial Study, attached as Appendix A to the Draft EIR, included a mitigation measure that promotes the recycling of paper, metal, glass, and other recyclable material. Thus, the proposed project's impact on solid waste would be less than significant.

As further stated in Section VI of the Draft EIR, the existing electrical service to the Campus Building would be adequate to supply the increased demand of the building expansion due to the installation of energy efficient equipment and lighting in the Campus Building, although, as stated in Section II, Project Description, of the Draft EIR, upgrades to the on-site electrical supply system may be necessary. Similarly, the proposed project's annual consumption of natural gas would be negligible and, thus, would be less than significant.

COMMENT NO. 31-15

- Substantive compliance with energy conservation for existing, Phase 1, or Phase 2 elements is provided

RESPONSE NO. 31-15

Please refer to Response to Comment No. 11-21 for a discussion of the proposed project's LEED aspects. Additional detail regarding specific aspects identified by the LEED Green Building Rating System to be included in the project, as well as those additional measures that will be considered, is discussed in Section II, Corrections and Additions, of the Final EIR. As stated therein, the proposed project would include the provision of thermal storage to achieve 14 percent energy savings beyond code requirements and enhanced commissioning of mechanical systems in order to conserve energy.

COMMENT NO. 31-16

- A Mitigation monitoring and Reporting Plan is not provided

RESPONSE NO. 31-16

CEQA Guidelines do not require that a Mitigation Monitoring and Reporting Program (MMRP) be included and circulated with a Draft EIR. A MMRP has been prepared for the proposed project in accordance with CEQA Guidelines Section 15097 and is included as Section VI of this Final EIR.

COMMENT NO. 31-17

Recent LA City/ANC announcements are confusing as they contain different terms and conditions from those project objectives and measures in the EIR and will require clarifications during subsequent hearings and meetings.. [sic]

RESPONSE NO. 31-17

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 31-18

We believe additional more environmentally sound alternatives exist that were not considered and which may be raised during later meetings.

RESPONSE NO. 31-18

The alternatives analysis set forth in the Draft EIR was completed in accordance with the requirements of CEQA. Please refer to Section IV, Alternatives, of the Draft EIR and Topical Response C, which provides a detailed discussion of the selection of alternatives in the Draft EIR. Furthermore, although not necessary to address the significant impacts of the project, an alternative that expands the Arroyo Campus was included in the Draft EIR in response to public comments. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 31-19

We recommend that the City of Los Angeles and Recreation and Parks Department request a major revision of the current draft and issue a subsequent EIR incorporating the requested amendments, expansions, etc. for circulation of a truly adequate and complete EIR for the considerations by the various LA City organizations in their discretionary deliberations concerning this project.

RESPONSE NO. 31-19

The Draft EIR for the proposed project was prepared in accordance with the CEQA Guidelines. Specifically, the analysis of all potential impacts was based on factual information that is referenced throughout the document and utilized those thresholds set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. As such, the Draft EIR is compliant with CEQA and provides an accurate analysis of the proposed project's impacts on the environment. In addition, there is no new information that has been added to the Draft EIR that indicates that the proposed project would result in any new significant impacts that were not already addressed in the Draft EIR. Therefore, recirculation of the document is not necessary.

COMMENT NO. 31-20

Section I, Executive Summary

Comment:

I.A, p.2 Incorrect and misleading descriptive discussions, as the expansion will almost double the footprint, rather than just "...to renovate and modernize portions of the existing Griffith Park Campus..."

Request:
Review and revise Executive Summary and correctly describe the project and remove misleading statements or omissions.

RESPONSE NO. 31-20

As discussed in Section II, Project Description, and illustrated in Figures 4 and 5 on pages 52 and 56 of the Draft EIR, respectively, Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east and west, while Phase 2 would involve the construction of a 50,000 square foot Institute Building. As these building improvements would "renovate and modernize certain portions of the existing Griffith Park Campus," the description of the proposed project is accurate. Therefore, no revisions are necessary.

COMMENT NO. 31-21

Comment:
I. A, p.2 Incorrect description as the expansion will provide for the first ever physical facilities to support the "Institute for the Study of the American West" which was not originally part of the Autry Museum and the lease for Griffith Park.

Request:
Review and revise Executive Summary and correctly describe the project and remove misleading statements or omissions.

RESPONSE NO. 31-21

The description in Section I, Executive Summary, of the Draft EIR adequately describes the proposed project. Section I does not include any misleading statements or omissions. Therefore, no revisions are necessary.

COMMENT NO. 31-22

Comment:
I.A, p.2 Incorrect description as "The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West." since the proposed Project include relocation of most if not all of the collections of the SW Museum from the Arroyo Campus on private lands to the Griffith Campus on public lands.

Request:
Review and revise Executive Summary and correctly and fully describe the project and remove misleading statements or omissions.

RESPONSE NO. 31-22

Please see Topical Response F for a discussion regarding the Southwest Collection. As discussed in Section II, Project Description, of the Draft EIR, the Autry National Center is comprised of three entities: the Museum of the American West, the Institute for the Study of the American West, and the Southwest Museum of the American Indian. The Museum of the American West and the Institute for the Study of the American West are located within the Autry National Center's Griffith Park Campus. The Southwest Museum is located within the Autry National Center's Arroyo Campus, which includes the Southwest Museum Building, the Casa de Adobe and the Braun Library. Thus, the statement in Section I, Executive Summary, of the Draft EIR that "the Griffith Park Campus includes the Autry National Center's Museum of the American West and the Institute for the Study of the American West" is accurate. Therefore, no revisions are necessary.

COMMENT NO. 31-23

Comment:
I.C/p.2 "Areas to be Resolved..." does not include references to: Cultural Resources, Land Use, and Trees, although later sections include text, impacts, and appendices.

Request:
Revise and make this and related section consistent with Sec. IV.

RESPONSE NO. 31-23

Section I, Executive Summary, of the Draft EIR does include Cultural Resources under Subsection C, Areas of Controversy/Issues to be Resolved. As stated therein, in response to Notice of Preparation comments, an analysis of cultural resources is provided in the Draft EIR.

As indicated in Section I, Executive Summary, of the Final EIR, the second sentence in the second full paragraph on page 2 of the Draft EIR has been revised to include "land use."

As the topic of trees is analyzed as part of the larger environmental issue of Section IV.A, Aesthetics, of the Draft EIR, it is not necessary to specifically include trees under Areas of Controversy/Issues to be Resolved in Section I of the Draft EIR.

COMMENT NO. 31-24

Comment:
I.C/p.2 "Areas to be Resolved..." states that, "NOP and scoping meeting comments regarding the environmental implications of the project have also been addressed within this EIR.", although later sections do not include specific text, impacts, and appendices for the various issues raised in the scoping process and submissions.

Request:
Review scoping submissions, compile a list of specific public and agency issues, indicate the sections where these issues are addressed, and provide additional analyses and assessments for those issues not covered adequately and completely within the DEIR.

RESPONSE NO. 31-24

The Draft EIR does address Notice of Preparation (NOP) comments. For example, as stated in Section I, Executive Summary, of the Draft EIR, in response to NOP comments, an analysis of cultural resources was provided in the Draft EIR. Alternative E, Arroyo Campus Expansion, was also included in the Draft EIR in response to NOP comments requesting that the Southwest Museum be analyzed as an alternative to the proposed project. In addition, please see Response to Comment No. 16-2 for an example of how NOP comments were addressed in the Draft EIR.

COMMENT NO. 31-25

Comments:
1.D, p.2-6 Alternatives discussions are too lengthy for the Executive Summary and do not include feasible alternatives that would meet the project objectives without many of the adverse effects.

Request: Summarize and tabulated the Alternatives and their comparisons.
Add one alternative of all floor area within the existing or Phase 1 footprint, extend as needed in East-West direction so that the Zoo frontage remains as it is now, and concentrate all parking in a parking structure within the footprint.

RESPONSE NO. 31-25

Section I, Executive Summary, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. Specifically, CEQA Guidelines Section 15123 requires that the Executive Summary identify:

(1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;

(2) Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and

(3) Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

The discussion of alternatives provided in Section I of the Draft EIR comprises approximately 4 pages in a section that is 41 pages in length and provides an overview of all five alternatives analyzed. The discussion meets the CEQA Guidelines by noting areas of controversy, issues to be resolved, and alternatives to reduce possible significant effects. Furthermore, the request that the document summarize and tabulate the alternatives has already been fulfilled by the inclusion of Table 33 in Section V, Alternatives, of the Draft EIR, which provides a summary matrix that compares the impacts associated with the project with the impacts of each of the proposed alternatives.

Please see Topical Response C for a discussion of the alternatives selected and considered in the Draft EIR. As stated therein, the range of alternatives addressed numerous mechanisms for potentially reducing the project's significant impact and incorporated information mentioned by the public during the EIR scoping process. The alternative suggested by the comment does not specify whether or not the parking structure would be above or below ground. If it were to be a semi-subterranean or subterranean parking structure, air quality emissions generated during construction would be similar to emissions generated by the proposed project and, thus, no reduction in impacts would be achieved. If the parking structure were to be above ground, the alternative suggested would be similar to Alternative C, Above Ground Parking Alternative, in which an above ground parking structure would be developed in lieu of the Phase 2 two-level semi-subterranean parking structure that would be located below the Phase 2 Institute Building. Alternative C would reduce the project's construction impact on air quality, and its overall impact profile would be very similar to that of the proposed project. However, providing a substantial portion of on-site parking in a semi-subterranean structure has allowed the project's design to reduce the extent of the project's impacts on aesthetics, and to provide a more attractive overall site design. This incremental reduction of the aesthetic impacts would not be achieved under the Above Ground Parking Alternative, and the alternative represents a trade-off between construction-related air-quality impacts and long-term operational impacts regarding aesthetics.

COMMENT NO. 31-26

Comments:

I.E, p.6-41 The Summary provides totally unwarranted unbalanced summarization as some "summary" is longer (total 35 pages of summary) than the original text of Sec. IV. Furthermore, this Summary, the Section IV assessments, and those of Section VI "Secondary Impacts" repeat the same discussions without summarization in the Summary and actual secondary impacts in the Section VI. Other Sections V-VIII are not summarized nor included.

In order to assure proper review, the Executive Summary, Section IV elements. and Section VI.E Secondary Impacts must be read in concert during which conflicting statement arise without

direction and prioritization. Therefore, this Section I is considered as inadequate, incomplete, and purposefully confusing in its content.

RESPONSE NO. 31-26

Please refer to Response to Comment No. 31-25 for a discussion of how Section I, Executive Summary, of the Draft EIR complies with CEQA Guidelines. Section I is not required to include a summary of Section VI, Other Environmental Considerations, Section VII, Persons and Organizations Consulted, or Section VIII, References, under CEQA. Section I does contain a summary of Section V, Alternatives, and this fact is acknowledged by the commentor in Comment No. 31-25.

None of the environmental impact summaries contained in Section I of the Draft EIR exceed the length of the corresponding impact analysis contained in Section IV, Environmental Impact Analysis, of the Draft EIR. Section I of the Draft EIR summarizes Section IV, which is approximately 192 pages in length, in approximately 35 pages. Considering the fact that this discussion provides an overview of all environmental impacts analyzed, a 35 page discussion is not unreasonable. Furthermore, the fact that the summary of environmental impacts analyzed is 35 pages compared to 192 pages of analysis is a clear indicator that the information contained in Section IV was summarized in Section I and is not merely a duplicate of Section IV. As Section I summarizes the information contained in Section IV, the information presented in both sections is identical. Thus, no inconsistencies between the two sections exist.

COMMENT NO. 31-27

This presentation method purposefully detracts and confuses the presentation, reviews, and commenting as different sections differ from the summary.

RESPONSE NO. 31-27

Please refer to Response to Comment Nos. 31-25 and 31-26 for a discussion of how Section I, Executive Summary, of the Draft EIR complies with the CEQA Guidelines and how the information presented in Section I is consistent with the analysis provided throughout the Draft EIR, respectively.

COMMENT NO. 31-28

Requests:
Review and summarize the entire impacts summary to less than ten (10) pages of tables.

RESPONSE NO. 31-28

Please refer to Response to Comment No. 31-26 for a discussion of the length of the environmental impact analysis contained in Section I, Executive Summary, of the Draft EIR.

COMMENT NO. 31-29

Detailed I.E Comments:
I.E/p.19 includes Cultural Resources not referenced as Area to be Resolved in I.C.

I.E/p.25 includes Land Use not referenced as Area to be Resolved in I.C.

I.E.1, p.6 Aesthetics and I.E.2 p.11 Air Quality
Included in Section I.E.3 Cultural Resources added raised by agencies and the public, p.19.

I.E.4. Hydrology, p.23
Included in Section I.E.5 Land Use. p.25, but without reference elsewhere.

I.E.6. Noise, p.28
I.E.7. Fire Protection (Public Services), p.33
I.E.8. Traffic (Transportation and Circulation) p.35
Including Parking and Access

No reference to trees or biological resources other than as things to relocate or replace.

No reference to other issues raised by the public (see Appendix A) but not herein included.

Request:
Review. revise, and summarize entire impacts summary to <10 pages of tables.

RESPONSE NO. 31-29

Please refer to Response to Comment No. 31-25 for a discussion of how Section I, Executive Summary, of the Draft EIR complies with CEQA Guidelines. Section I of the Draft EIR does include Cultural Resources under Subsection C, Areas of Controversy/Issues to be Resolved. As stated therein, in response to Notice of Preparation comments, an analysis of cultural resources is provided in the Draft EIR.

As indicated in Section I, Executive Summary, of the Final EIR, the second sentence in the second full paragraph on page 2 of the Draft EIR has been revised to include "land use."

Please refer to Response to Comment No. 11-22 for a discussion regarding the proposed project's impact on biological resources. The discussions regarding Noise, Public Services – Fire, and Transportation and Circulation contained in Section I, Executive Summary, of the Draft EIR do not contain a discussion about trees or biological resources. The summary of Aesthetics in Section I does state that, as part of the project, any protected trees and street trees that would be removed would be replaced in accordance with City requirements, which is analyzed in greater detail in Section IV.A, Aesthetics, and Appendix B, Tree Survey, of the Draft EIR. Please also see Response to Comment No. 31-5 for a discussion of the updated Tree Survey, which is included as Appendix 5 of the Final EIR.

Please refer to Response to Comment No. 31-26 for a discussion of the length of the environmental impact analysis contained in Section I of the Draft EIR.

COMMENT NO. 31-30

II. Project Description
Comments:
II.1, p.42 The project description uses a different heading format (11.1 rather than II.A) which causes confusion in referencing and citations between different sections and appears to be symptomatic of inadequate editing and consistency by the preParers of the document.

Requests:
Review, revise, reformat, and reissue headings, terminology, and references/citations included in all sections.

RESPONSE NO. 31-30

The different heading formats used in the Draft EIR do not detract from the analysis presented in the document or prevent readers from locating specific sections and subsections of the document. As all sections and subsections are clearly labeled and are referred to by their respective headings and subheadings throughout the Draft EIR, no revisions are required.

COMMENT NO. 31-31

Comments:
II.4, p.46 Floor and hard-/soft-scape schedules are not provided for the existing, Phase 1, and Phase 2 and thereby assignments (public areas, collections, offices), changes, floor...area-ratios, and other related features can not be reviewed and undocumented statements can not be confirmed or denied. The document and description therefore is inadequately supported and incomplete without original referenced/cited documents.

Requests:
Provide total floor areas (>10 separate categories) and hard-/softscape areas for existing conditions, proposed changes for Phase 1, and proposed changes for Phase 2. Provide derived floor-area-ratios and other typical building use ratios. Clearly state the floor areas and use within the parking assignment sections. Reissue.

RESPONSE NO. 31-31

The Draft EIR includes all of the necessary project information to provide a thorough evaluation of project impacts. For example, the existing floor area numbers and proposed floor area numbers within Phase 1 and Phase 2 of the project are set forth in Section II, Project Description, of the Draft EIR as well in other sections of the Draft EIR. A specific breakdown of all of the individual uses is not required as such uses are all related to a museum. In addition, Section IV.A, Aesthetics, of the Draft EIR includes text and graphics describing the open space areas within the project site with and without the proposed project. In addition, a detailed analysis of parking demand associated with the proposed project is provided in Section II, Corrections and Additions, of the Final EIR. Furthermore, the project description meets the requirements of CEQA.

The floor area ratio (FAR) within the project site is currently 0.26. Following completion of Phase 2, the FAR of the proposed project site would be approximately 0.49. Upon completion of the project, the amount of landscaped open space areas would be similar to that which currently exists on-site. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions.

COMMENT NO. 31-32

Comments:
II.3, p.45 Reference is made to the "ground lease agreement" and its provisions are provided which are inadequate or incomplete without copies of the primary documents (i.e., final lease, terms and conditions, Recreation and Parks Dept. terms and conditions, and related building/occupancy LA City permits).

Requests:
Provide copies of all relevant documents to confirm and review statements made in texts and reissue.

RESPONSE NO. 31-32

CEQA Guidelines Section 15132 sets forth the requirement for the contents of the final EIR: "Draft EIR or a revision of the draft," "[c]omments and recommendations received on the Draft EIR either verbatim or in summary," "[a] list of persons, organization, and public agencies commenting on the Draft EIR," [t]he response of the Lead Agency to significant environmental points raised in the review and consultation process," and "[a]ny other information added by the lead agency." The CEQA Guidelines do not require the Final EIR include all relevant secondary reference materials such as those mentioned in the comment above. Nonetheless, this comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The Ground Lease Agreement is provided in Appendix 11 of the Final EIR.

COMMENT NO. 31-33

Comments:
II.4, p.47, Figure 3 (p.44, Fig.2, p.S2, Fig.4) Property and project site boundaries do not coincide between these drawings (and thereby all other drawings). If boundaries can not be confirmed no review can be adequately or completely performed.

Requests:
Review, revise, and reissue all project drawings with boundaries or implied boundaries and provide ONE consistent boundary placement on all appropriate drawings. Assure that calculated area agrees with those of the text and with the land lease agreement.

RESPONSE NO. 31-33

Due to the scale of Figure 2 of the Draft EIR, the boundary of the project site included therein is approximate and meant to provide readers with a general idea of the project site's boundary. However, please see Section II, Corrections and Additions, of the Final EIR for an updated Figure 2. Specific project site boundaries are discussed in Section II, Project Description, of the Draft EIR. As indicated in Section II, Corrections and Additions, of the Final EIR, a project site boundary has been added to Figure 3. In addition, please refer to Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-34

Comments:

II.4, p. 46 Reference to LAMC heights avoids the basic issue for the Existing Site Characteristics: the existing site does not comply with existing and the then current regulation and processing of construction. Height calculations have been applied throughout the Hollywood Hills and those throughout NE LA without major issues.

II.4, p. 48 Reference to LAMC Open Space zone avoids the basic issue for the Existing Site Characteristics: the existing site facilities were not subject of a Conditional Use Plan and review (Site Plan Review). Such reviews have been applied throughout the Hollywood Hills and those throughout NE LA without major issues.

Requests:

Review, revise, and reissue all project description and include adequate and complete discussion and characterization of the original land lease agreement, all zoning and construction application, terms and conditions, and approval for construction of existing site facilities.

RESPONSE NO. 31-34

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Also refer to Topical Response B regarding the project's lease arrangements. The project's proposed heights and site uses as well as existing regulations are evaluated in Sections IV.A, Aesthetics (pages 98-99), and IV.E, Land Use (pages 191-195), of the Draft EIR. As indicated therein, the project would not result in a significant impact regarding the environmental issues raised in this comment.

COMMENT NO. 31-35

Comments:

II.6, p.48-50 Project Objectives do not include comparisons of previous and current objectives and existing facilities as described in 11.4 and thereby satisfactory achievement of previous efforts, activities, and facilities.

Requests:

Provide comparisons of previous and current objectives in quantified terms, current satisfaction/gaps, and how proposed Phase 1 and Phase 2 will achieve the ANC and Project objectives.

Provide comparisons of ANC/Project objectives and the Standards of the Museum Industry in quantified terms, current satisfaction/gaps, and how proposed Phase 1 and Phase 2 will achieve the satisfaction of industrial standards.

Reissue relevant revisions and provisions.

RESPONSE NO. 31-35

Section II, Project Description, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. Specifically, CEQA Guidelines Section 15124(b) requires "a statement of the objectives sought by the proposed project" be included in the Project Description and does not require a comparison of project objectives to any other data or criteria. Thus, no modification or addition to the project objectives is necessary.

COMMENT NO. 31-36

Comments:
II.5, p.48 Project Objectives do not include violations and non-compliance of land use rules. regulations, and procedures and proposed rectifications of existing violations without penalties.

Requests:
Provide current regulatory conditions and incorporate rectifications as part of the ANC and Project objectives and reissue.

RESPONSE NO. 31-36

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations.

COMMENT NO. 31-37

Comments:
II.5, p.48-50 Project Objectives do not include levels of public services achieved by the existing illegal facilities and those of Phase 1 and Phase 2. As a public facility, the facility should demonstrate and focus on services to the Public, and especially the school-aged children. Available documents clearly show that the Southwest Museum had double the school-aged trips compared to the Griffith Campus and <15% of the field-trip visits of the Zoo.

The ANC does not provide public service justification of the existing facilities much less the future proposed Project facilities.

Requests:
Provide current levels of public services, entry conditions, and proposed rectifications as part of the ANC and Project objectives, e.g., 100,000 LAUSD field trip visitors/year; 100 visitsJ1000 sq ft of visitor space (50 visits/gross sq ft, etc.) and reissue.

RESPONSE NO. 31-37

The Project Objectives listed within the Draft EIR have been provided in accordance with the requirements of CEQA. Specifically, CEQA Guidelines Section 15124(b) requires that the project description include a statement of objectives which should include the underlying purpose of the project. Contrary to the assertions made in this comment, the Project Objectives demonstrate that the Autry is and will remain committed to serving the public. For example, the underlying purpose of the project is described on page 49 of the Draft EIR to include "[e]ngaging all peoples in the inclusive stories of the American West[.]" Accordingly, project objectives such as "establish a long term ability to serve the public" and "[i]nclude public amenities to provide a welcoming and enjoyable experience for visitors" show that the project is clearly intended to serve the public. School-aged children are a subset of the "all peoples" specified in the underlying purpose of the proposed project.

COMMENT NO. 31-38

Comments:
II.8, p.50 The ANC mission is quoted without reference to the document and the document may not have been provided.

Requests:
Provide the citation for the mission statement quotation and provide a copy of the document from which it was taken as an appendix and reissue.

RESPONSE NO. 31-38

The Mission Statement for the Autry National Center can be found on the Autry National Center's website at http://www.autrynationalcenter.org/about.php. As indicated in Section II, Corrections and Additions, of the Final EIR, a footnote has been added that reads: "Autry National Center website, http://www.autrynationalcenter.org/about.php, accessed November 14, 2007."

COMMENT NO. 31-39

Comments:
II.6, p.51 The Project Description is inadequate and incomplete as a consistent site boundary, detailed building elevations of Phase 2, and hydrologic features due to inconsistencies, errors, omissions, without reference to the document and the document may not have been provided.

Changes of the top of the Tower are not indicated and the compliance with the architectural objectives is not achieved. The pointed top is replaced by a flattop, and the flattop removes the tiled roof image which is the only unifying architectural element with the other Griffith Park buildings.

Requests:
Review, revise, make consistent, and reissue all drawings, boundaries, and facilities in the Project as described in Sections I, II, IV and VI.

Revise and reissue architectural images - Provide an elevated peaked roof of tiles consistent with other Park facilities, provide additional tiled lines in elevation to breakup the clear spans of stucco walls and to integrate the Tower, walls, and Park facilities.

RESPONSE NO. 31-39

Please see Response to Comment No. 31-33 for a discussion of the project's site boundaries. Section II of the Draft EIR is adequate as it complies with all of the requirements set forth in CEQA Guidelines Section 15124. As indicated in Section II, Corrections and Additions, of the Final EIR, Figures 16a through 16f, which illustrate the building elevations of the proposed project, have been included in Section IV.A, Aesthetics.

Please see Response to Comment No. 30-2 for a discussion of the new tower design included as part of the proposed project. Furthermore, the commentor provides no evidence that tiled roofs are a unifying architectural element of buildings within Griffith Park. Therefore, the new design of the tower would not have a conflicting contrast with buildings of different architectural characteristics of the surrounding area.

COMMENT NO. 31-40

Comments:
II.6 Phase 1 designs as presented are inadequate, incomplete (omissions), erroneous, and inconsistent with those of other sections.

RESPONSE NO. 31-40

As indicated in Section II, Corrections and Additions, of the Final EIR, Figures 16a through 16f, which illustrate the building elevations of the proposed project, have been included in Section IV.A, Aesthetics.

COMMENT NO. 31-41

II.6, p.55, Fig.4 Phase 1 plan relocates South Equestrian Trail into the adjacent Course lands.

RESPONSE NO. 31-41

The existing equestrian trail located in the project vicinity would not be disturbed along the segments adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility during either Phase 1 or Phase 2 of the project. Thus, the equestrian trail would not be relocated into the adjacent golf courses. Upon completion of the proposed project, equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions. As discussed in Section II, Project Description, of the Draft EIR, the portion of the existing equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the project. However, modified portions of the trail would be the same width as the existing trail and would be restored to current conditions. In addition, the existing corral, which is used mainly by visitors to the Campus, will need to be relocated. However, the new corral would be within a short distance from its current location and would be the same total size and have the same features and amenities as the existing corral.

COMMENT NO. 31-42

Bioswales and retention areas not consistent with IV.D and Appendix D, Hydrology.

RESPONSE NO. 31-42

As indicated in Section II, Corrections and Additions, of the Final EIR, the conceptual site plans, Section IV.D, Hydrology, and the Hydrology Study have been updated to accurately reflect the location of the bioswales and permeable pavement to be included as part of the proposed project.

COMMENT NO. 31-43

Curbside "New Park Trail- is not consistent with either Equestrian Trails, bike trails, or pedestrian-jogger trails; unclear purpose and uses.

RESPONSE NO. 31-43

Please see Section II, Corrections and Additions, of the Final EIR for refined conceptual site plans. As shown therein and on the plan included in the Draft EIR, a new park trail is proposed between the Campus Building and Western Heritage Way. This new trail would enhance the existing trail system by providing another route around the Griffith Park Campus for joggers and hikers. Please see Response to Comment No. 54-21 for a discussion of why the proposed park trail would not be designated for equestrian uses.

COMMENT NO. 31-44

Trees and Appendix B, Trees are inconsistent.

RESPONSE NO. 31-44

This comment does not specify the inconsistencies between Figure 4 in Section II, Project Description, and Appendix B, Tree Survey, of the Draft EIR. Figure 4 provides a conceptual site plan of the project site upon the completion of Phase 1, while Appendix B provides an analysis of existing trees on-site. As Figure 4 and Appendix B describe the site at different points in time (existing condition in Appendix B as opposed to Phase 1 completion in Figure 4), they are not intended to convey the same information and thus are not inconsistent with one another. Also refer to Response to Comment No. 31-5 regarding the update to the Tree Survey that has been prepared for the proposed project.

COMMENT NO. 31-45

Phase 1 Trails to Wastewater Treatment Plant are not consistent with existing trails and do not provide access except along equestrian trails through Course on south and without entry from the southern parking areas as they are at present.

RESPONSE NO. 31-45

Figure 4 of the Draft EIR accurately portrays the equestrian trails around the project site upon the completion of Phase 1 as being identical to existing conditions in terms of operation and access. Please see Response to Comment No. 31-41 for a discussion of how existing equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions.

COMMENT NO. 31-46

A total of eight (8) bus spaces along the main street although no capacity and passenger traffic requirements have been provided
Turning radii of bus are inconsistent with safe turnings into the driveway outside of the plot boundary, the secondary driveway into the southside access and parking, and "turn-around" South Parking entrance within the site.

RESPONSE NO. 31-46

Bus turnarounds can be accommodated through the proposed driveway configuration at the south end of the site as shown in Figures 2A and 2B of the Traffic Study, which was included as Appendix F of the Draft EIR. Design and compliance with specified turning radii will undergo further review with the Los Angeles Bureau of Engineering and other city agencies as

the project advances. As indicated in Section II, Corrections and Additions, of the Final EIR, one curb cut for bus loading would be located along Western Heritage Way between the two driveways. This loading area could hold up to approximately five 40-foot busses for loading and unloading.

COMMENT NO. 31-47

Requests:
Review the various design comments, revise for consistency, omissions, and errors, and reissue.

RESPONSE NO. 31-47

Please refer to Response to Comments Nos. 31-40 through 31-46 for a discussion of the specific design comments. Section II, Project Description, of the Draft EIR is adequate as it complies with all of the requirements set forth in CEQA Guidelines Section 15124. Thus, recirculation of the Draft EIR is not necessary.

COMMENT NO. 31-48

Comments:
II.6, p.53 Parking Phase 1 and **II.6, p.55** Phase 2 do not provide floor areas and other quantified areas to demonstrate compliance (incomplete) and adequacy of existing, phased, and total Project parking. Also vehicular, pedestrian, and equestrian circulation within the site appears to be in conflict and could generate undisclosed impacts.

Requests:
Provide adequate and complete floor areas, area/parking space ratios for each use type, vehicle space allocations (sq ft/space), and total space and circulation. Review, revise, and reissue drawings and test with regard to interference and crossings between vehicles, pedestrians, bikes, and equestrians within and along the perimeter of the site.

RESPONSE NO. 31-48

Please see Response to Comment No. 28-7 for a discussion of the parking analysis contained in Section IV.H, Transportation and Circulation, of the Draft EIR. As indicated therein, the analysis demonstrates that sufficent parking will be provided by the project and no further study is required. In addition, an analysis of the interface of pedestrians, bicycles, equestrians and traffic in the vicinity of the project site is provided in Section IV.H of the Draft EIR.

COMMENT NO. 31-49

Comments:
II.6, p.54+55 Pedestrian access appears in conflict, especially for the isolated northern most parking in all phases and therefore would be inadequately designed and protected and has been incompletely reviewed in the analysis of impacts due to the inadequacy of the project description.

Requests:
Review, revise, re-design, and reissue drawings and test with regard to demonstrate conflicts, interference, risks, and mitigation of adverse impacts.

RESPONSE NO. 31-49

Pedestrian access to the northernmost parking lot would be provided in a manner similar to existing conditions. As the northernmost driveway would be stop-controlled and Western Heritage Way has a 25 mph speed limit with various speed bumps, the potential for conflicts with vehicles and pedestrians would be low. In addition, a new pathway would run parallel to Western Heritage Way and could be used by pedestrians walking to and from the northern parking lot. In addition, as discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, no significant impacts to pedestrian, bicycle or equestrian access would result from implementation of the proposed project.

COMMENT NO. 31-50

Comments:
II.6, p.50+55 Equestrian trails are inadequately and incorrectly presented texts and figures. Phase 2 statement of trails being "essentially the same location" is incorrect. Based on Figure 4-5 statements for "...equipment would continue to have access..." to the WWTP is in error.

Requests:
Review, revise, re-design, and reissue drawings, tables, and text with regard to demonstrate the proposed similarities and access of adverse impacts.

RESPONSE NO. 31-50

Please see Response to Comment No. 31-41 for a discussion of how existing equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions.

COMMENT NO. 31-51

Comments:

II.6, p.54 Phase 1 Landscaping discusses new surface area, parking in southeastern portion South Lawn shifted, South side road, and WWTP, and interpretative landscape area to create a same view "visible to the public" of the project without adequately providing the required elevations of buildings and South Lawn from the Zoo and the quantified tables of areas. Without tables and elevations, the architectural package and design is totally incomplete for analysis and review.

II.6, p.57 No landscaping discussion regarding the critical South Lawn and major changes during the Phase 2.

Requests:

Review, revise, re-design, and reissue drawings, tables, and text with regard to demonstrate the proposed landscaping similarities and access of adverse impacts.

RESPONSE NO. 31-51

The aesthetics analysis of the Draft EIR provides a site plan that shows the location of the additional Phase 2 building, the configuration of the South Lawn area under Phase 2, and general tree locations. It also includes a conceptual open space plan for Phase 1. The open space plan would be the same for Phase 2, as the additional Phase 2 building would be constructed over a parking area, and would maintain the same surrounding landscaping. (See Figures 18 and 20 on pages 91 and 95, respectively.) The landscaped open area shown in Figure 20 reflects the relocation of landscaping from interior parts of the site to the Western Heritage Way frontage, enhancing the site's relationship to the surrounding park setting. Notwithstanding, additional information has been added to Section II, Corrections and Additions, of the Final EIR, inclusive of an elevation with the Phase 2 building included. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. The additional information provided is consistent with the information in the Draft EIR and offers no new information that would change the basis of the analysis and conclusions in the Draft EIR regarding the project's less-than-significant impact on Aesthetics.

COMMENT NO. 31-52

Comments:
II.6, p. 55+57 No "Green Building" or LEED in Phase 1, and "Green Building" or LEED in Phase 2 does not reflect the LAMC requirements.

Requests:
Review, revise, re-design, and reissue drawings, comparative tables, and text with the LAMC, CUP requirements and others with regard to demonstrate the proposed LEED and conservation impacts and mitigation.

RESPONSE NO. 31-52

Please refer to Response to Comment No. 11-21 for a discussion of the proposed project's LEED aspects. Additional detail regarding specific aspects identified by the LEED Green Building Rating System to be included in the project, as well as those additional measures that will be considered, is discussed in Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 31-53

Comments:
II.6, p. 56, Fig. 5 Phase 2 Plan shows Phase II Parking "under building" but without connections either to the south parking and driveway or to the eastern parking and northern driveway.

Requests:
Review, revise, re-design, and reissue drawing and text with the access, circulation, and parking numbers along with regard to demonstrate the proposed parking of Phase 2.

RESPONSE NO. 31-53

As shown in the updated conceptual site plan within Section II, Corrections and Additions, of the Final EIR, the Phase 2 semi-subterranean parking structure would be linked to Western Heritage Way via an access road along the project site's southern boundary and connected to the eastern surface parking lot via an access road.

COMMENT NO. 31-54

Comments:
II.6, p.57 The only discussion of earthworks (almost 84,000 cUb.yds.) is provided as a part of the Schedule and Construction Phasing, although 15,000 cy must be graded/compacted, 15,000+ and 55,000 cy must be transport (haul route) in Phase 1 and 2 respectively.

Requests:
Review, revise, and reissue drawing and text with regard to earthworks and provide separate section for direct and indirect effects of such large volumes for Phases 1 and 2.

RESPONSE NO. 31-54

Section II, Project Description, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. Specifically, CEQA Guidelines Section 15124 states that a project description should not "supply extensive detail beyond that needed for evaluation and review of the environmental impact." Therefore, it is not necessary to include such specific information regarding the amount of grading in the Project Description. In addition, discussions of earthworks and grading are included as appropriate in the Draft EIR, including Section IV.B, Air Quality, and Section IV.H, Transportation and Circulation. Thus, no addition or modification to Section II is necessary and recirculation of the Draft EIR is not required.

COMMENT NO. 31-55

Comments:
II.7, p. 58 Requirements for Amendments of Ground Lease, new Conditional Use Permits, and new Site Plan Review reflect previous absence of the permits and review by LACity representatives and the Public for existing facilities. No CUP, SPR, and EIR are available for the original/existing/current facilities and their adequacy and completeness. No applications nor documentation for the proposed project CUP, SPR, and EIR are available for the facilities and their adequacy and completeness.

Similarly, grading, excavation, and building permits and haul routes permission should be supported by draft applications and documentation, since these had not been provided for the original facilities.

Requests:
The original facilities and site have never been completely and adequately reviewed by the City or the public. The EIR should be augmented to provide all original documentation and processing by the City and the R&P Dept. and have all draft applications, terms, and conditions and public review opportunities.

RESPONSE NO. 31-55

Please refer to Response to Comments Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical

Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-56

III. General Environmental Setting

Comments:
III. General environmental setting and II. Project Description segments the project into Griffith Park Campus rather than the ANC and as such disregards the activities of moving the collections and curation from the Arroyo Campus to the Griffith Park Campus, Phase 1 and 2 respectively. Similarly movement of the Braum [sic] Library represents a project dependent activity at SWM.

The proposed project actually forms phases 2 and 3, while the existing facilities may represent phase 1. Base on the remaining land available at the project site and improved transit systems, existing parking and the South Lawn provide sufficient area for future expansions (phases 5-7).

Absence of clear long-term plans for both the Griffith and Arroyo campuses renders the current general setting and the earlier project description incomplete. Absence of clear definition of conditions regarding the activities within the existing, Phase 1, and Phase 2 facilities and those of the Arroyo Campus further renders the EIR sections as inadequate.

Requests:
Provide documentation for the future, 20 years, operating plans and physical development of the Griffith Campus site.
Provide documentation for the future, 20 years, , [sic] operating plans and physical development of the Arroyo Campus site.
Revise all relevant sections

RESPONSE NO. 31-56

Please see Topical Responses E and F for a discussion of the Southwest Museum and Collection. According to CEQA Guideline Section 15362, EIR means "a detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects." The Draft EIR prepared for the proposed project provides a description of existing environmental conditions of the Griffith Park Campus and an analysis of how both construction and future operation of the project would affect such existing conditions. A 20-year analysis is not required under CEQA.

COMMENT NO. 31-57

Comments:
III.A.1, Aesthetics, Trees - p.60 No reference to trees or biological resources other than as things in the landscape.

Requests:
Provide a section regarding visual impression provided by the extensive trees in the existing setting, including the screening of the site from the interchange and intersection on the north, the parking lot on the west, and the wastewater treatment plant on the southeast.

RESPONSE NO. 31-57

Please refer to Response to Comment No. 11-22 for a discussion regarding the proposed project's impact on biological resources. As impacts of the proposed project on biological resources were found to be less than significant in the Initial Study, which was provided as Appendix A of the Draft EIR, further analysis is not necessary and no revisions are required. Furthermore, Section III, General Description of Environmental Setting, of the Draft EIR does state under Aesthetics that "... the open lawn area and tree plantings along roadways and in parking areas of the project site and adjacent golf courses convey a sense of the park's natural characteristics." Thus, the visual impression of existing trees and open space is included in Section III of the Draft EIR. Also refer to Section II, Corrections and Additions, of the Final EIR for updated site plans that show the continued screening of the project site upon completion of the proposed project.

COMMENT NO. 31-58

Comments:
III.A.1, p.59-61 Aesthetics setting, viewshed, does not describe the interchange, the freeway, the high Golf Courses fencing, and the parking in front of the building and south lawn. General discussion of analytical considerations does not adequately portray the "existing setting" of the site.

The existing visual setting is not provided through elevation drawings or pictures, especially for" those areas of high public traffic, southeast corner of site and South Lawn.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for visual setting.

Requests:
Review visual conditions after revisions of relevant Sec. IV text and figures, revise text, provide visual images of setting, and reissue updated Sec. III setting.

RESPONSE NO. 31-58

Section III, General Description of Environmental Setting, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. Specifically, CEQA Guideline Section 15125(a) states that "the description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives." Section III of the Draft EIR commented on here does adequately describe the aesthetic character of the area with respect to visual character, views, light and glare, and shade and shadow. Section III of the Draft EIR states that the discussion provided therein is a summary of the general environmental setting within the proposed project site and that complete and specific discussions of the setting are provided under Section IV, Environmental Impact Analysis, of the Draft EIR. Section IV.A, Aesthetics, of the Draft EIR includes more detailed information, inclusive of numerous photographs, and other illustrative materials that further describe the setting conditions with regard to aesthetic/visual character, views, light and glare, and shade and shadow. Section IV.A provides illustrative materials regarding the features cited in this comment: e.g. the freeway, golf courses fencing, parking, south lawn, etc. The commentor has provided similar comments with regard to Section IV.A, Aesthetics, in Comment No. 31-83. As such, a further response including identification of the representation of the items mentioned in this comment are present in Response to Comment No. 31-78. The requested information has been provided in Section IV.A of the Draft EIR, and no further information is required.

COMMENT NO. 31-59

Comments:

III.A.1, p.60 Aesthetic setting of the existing site generally relate the tower, tiled roof lines, and trees and lawns of the South Lawn and general setting. No reference is made to trees or biological resources other than as things in the landscape but the setting does not provide photo or renderings of the major visual aesthetic features (e.g., tower, tiled roof lines, overlapping trees and groves) and the important viewscapes, viewsheds, and sight-lines for the existing facilities, much less the future setting without projects.

Requests:

Provide at least three viewscapes of the existing facilities and groves. Provide views from the existing and future Zoo entrance and "parking" area. Provide viewsheds to and from the site.

RESPONSE NO. 31-59

Please refer to Response to Comment No. 31-58 for a discussion of how Section III, General Description of Environmental Setting, is a summary of the environmental setting and Section IV.A, Aesthetics, of the Draft EIR provides more detailed information including photographs and other illustrative materials; and how the setting information provided is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. As was

the case with Comment No. 31-58, this comment is also repeated below (as Comment No. 31-79) in regards to the setting discussion in Section IV.A of the Draft EIR. As such, a further response including identification of the representation of the items mentioned in this comment are present in Response to Comment No. 31-79. The requested information has been provided in Section IV.A of the Draft EIR, and no further information is required.

COMMENT NO. 31-60

Comments:
III.A.2, p.61 Air Quality discussion is inadequate and incomplete as it does not identify that the LA airshed does not meet state or federal AQ criteria and is known throughout the US and internationally as the most polluted (extreme) basin in the US. As most air pollutants in the airshed are from vehicles, the project adjacent to the 1-5/SR-134 requires discussion of the air emissions and poor air quality from one of the highest traffic loaded interchanges and two freeways of highest loads (lowest LOS) is the LA basin.

The setting does not indicate that the Burbank and Pasadena stations show some of the highest if not the highest air pollutant levels (including ozone) in the SCAQMD monitoring network.

The existing structures of ANC should also be considered as a "sensitive receptor" due to the large numbers of public access visitors to the site and adjacent Zoo, similar to any school.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for air quality.

Requests:
Review air quality conditions, revise text, and reissue updated text.

RESPONSE NO. 31-60

The discussion of air quality within Section III, Environmental Setting, of the Draft EIR is intended to provide a brief overview of air quality. Please refer to Response to Comment No. 31-58 for a discussion of how Section III of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. A more detailed discussion of the environmental setting for air quality is provided in Section IV.B, Air Quality, and includes the requested information. Specifically, Table 3 on page 107 provides the attainment status of the South Coast Air Basin for all State and Federal Ambient Air Quality Standards. As discussed in Response to Comment No. 31-6, Section IV.B, Air Quality, the Draft EIR appropriately identifies the SCAQMD Burbank Monitoring Station as the closest and most representative SCAQMD monitoring station to characterize ambient air quality conditions within the project vicinity. This monitoring station is located approximately 2.7 miles west of the project site and

near the I-5/SR134 interchange. A summary of ambient monitoring data at this station is provided in Table 4 on page 117 of the Draft EIR.

The commentor suggests that the existing structures of the Griffith Park Campus should also be considered as a "sensitive receptor" due to the large numbers of public access visitors to the site. However, the Griffith Park Campus does not meet the definition of sensitive receptor provided in the SCAQMD's CEQA Air Quality Handbook. While the public may be exposed to increased localized concentrations if they are outside and in close proximity to the construction area throughout the entire day during construction activities, the public would typically be outdoors for only short-durations (e.g., parking and entering and exiting the Campus). In addition, the project applicant has control over the interface of the public and construction activities. Thus, any potential localized concentrations associated with construction activities would be limited.

Furthermore, if the existing structures at the Griffith Park Campus were considered a sensitive receptor, it would be well below the CO and NO_2 (1-hour duration) significance thresholds for adjacent uses (25 meters in the SCAQMD LST look-up tables). In fact, CO emissions would be approximately 5 percent of the threshold and NO_x emissions would be 36 percent of the threshold. As PM_{10} and $PM_{2.5}$ shortest duration for AAQS are in terms of a 24-hour standard, it is not reasonable to contemplate children at the Griffith Park Campus outdoors for an entire day and no comparison to the significance threshold is warranted. The analysis of localized construction air quality impacts was properly conducted and consistent with the City of Los Angeles and SCAQMD guidelines. No changes to the Draft EIR are warranted based on this comment.

COMMENT NO. 31-61

Comments:

III.A.2-3, p.61-62 Section III.A excluded Cultural Resources, although it is included in Section I and IV Cultural Resources are included as a reflection of agencies/public concerns.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for air quality.

Requests:

Review Sec. IV along with recommended revisions and provide a summary of existing conditions for Cultural Resources.

RESPONSE NO. 31-61

As indicated in Section II, Corrections and Additions, of the Final EIR, an overview of the environmental setting with respect to Cultural Resources has been included in Section III,

General Description of Environmental Setting. Furthermore, Section III of the Draft EIR states that the discussion provided is a summary of the general environmental setting within the proposed project site and that complete and specific discussions are provided under Section IV, Environmental Impact Analysis, of the Draft EIR. Accordingly, a specific discussion regarding the environmental setting as it relates to cultural resources was provided in Section IV.C, Cultural Resources, of the Draft EIR. As the overview of the environmental setting with respect to Cultural Resources now included in Section II, Corrections and Additions, of the Final EIR is a summary of the information that was included in Section IV.C of the Draft EIR, no new information regarding cultural resources has been included in the Final EIR.

The omission of a cultural resources summary in Section III of the Draft EIR does not in any way impact the air quality assessment conducted for the proposed project. The air quality assessment contained in Section IV.B, Air Quality, of the Draft EIR was not based on cultural resources. Thus, no revisions are required and recirculation of the Draft EIR is not necessary.

COMMENT NO. 31-62

Comments:
III.A 3 Hydrology, p.62 Concrete channel and RC pipe storm drain are mentioned but no capacity is indicated (here or elsewhere), therefore no Level of Services and available capacity can be estimated.

No estimates of existing runoffs tributary to these channels and drains are provided to establish the contributions from other drainages.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for hydrology.

Requests:
Review hydrological facilities and drainage from other areas and updated Sec. IV, revise text, and reissue updated text.

RESPONSE NO. 31-62

Please refer to Response to Comment No. 31-58 for a discussion of how Section III, General Description of Environmental Setting, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. As explained therein, the discussion provided in Section III is intended to be a summary of the general environmental setting within the proposed project site. Complete and specific discussions are provided under Section IV, Environmental Impact Analysis, of the Draft EIR.

Section IV.D, Hydrology, as well Appendix D, Hydrology Study, of the Draft EIR, provide the peak runoff flow for all four existing drainage areas on-site during a 10-, 25-, and 50-year storm event. Furthermore, an updated Hydrology Study has been prepared and is included as Appendix 3 of the Final EIR. As stated therein, the existing conditions on-site accommodate flows from the 50-year flood. Since the existing utility infrastructure has been shown to adequately accommodate the existing project site, no further analysis of capacity or Level of Service is required.

As stated in Section IV.D of the Draft EIR, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to insure that sufficient local and regional drainage capacity is available. Thus, it is not necessary to analyze runoff contributions from drainage areas that do not serve the project site. Therefore, no revisions are required and recirculation of the Draft EIR is not necessary.

COMMENT NO. 31-63

Comments:

III.A.4 Land Use, p.62-64 Existing floor areas are provided in detail - site program, but no parking, hardscape, and landscape areas are provided in equal detail. Setting does not indicate the absence of land use regulatory compliance with existing land use zoning for the site and adjacent uses. The Hollywood Community Plan is discussed but no reference is provided for the various Overlay Zones and neighborhood councils.

No mention is made of land use related terms and conditions of the original G.J. Griffith land grant to the City of Los Angeles, its assignment to the Recreation and Parks, and the ground lease agreement with the ANC and of the 1978 Griffith Park and Zoo Gateway Plan and of the existing planning alternatives and proposed land uses.

RESPONSE NO. 31-63

Detailed information regarding the existing parking, hardscape, and landscape areas is not necessary for a complete and thorough analysis of the environmental impacts of the proposed project at this time. Notwithstanding, the Draft EIR site plans (e.g. Figure 4 on page 52, Figure 5 on page 56, Figure 17 on page 90, Figure 18 on page 91, and Figure 20 on page 95) delineate the project's parking/landscaped and open space areas. As indicated therein, the amount of such area would be similar both before and after implementation of the project. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would

have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. As indicated in Section II, Corrections and Additions, of the Final EIR, a site plan with updated landscaping concept for the proposed project has been included.

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. .31-64

No mention is made of the LA River Revitalization project which includes pedestrian access from the eastside of the LA River and 1-5 to the Autry area of the Park.

RESPONSE NO. 31-64

Please refer to Response to Comment No. 16-6, which refers to the Draft EIR's discussion of the Los Angeles River Revitalization Master Plan.

COMMENT NO. 31-65

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for land uses.

Requests:
Review draft plans for the Park and LA River Revitalization Plan, specific plans for the Zoo, the sports field along Zoo Drive, and pedestrian access on the north and west and for the Golf Courses, shuttle, magnet school, and other land uses on the south. Review the updated Sec. IV, revise text and add figures, and reissue updated text and figures.. [sic]

RESPONSE NO. 31-65

Please refer to Response to Comment No. 16-6, which refers to the Draft EIR's discussion of the Los Angeles River Revitalization Master Plan. Proposed plans for the Zoo would enhance the existing Zoo parking areas but would not change the uses in the project vicinity. The Draft EIR clearly identifies the surrounding uses in the project area including the golf course, shuttle, parking area, magnet school, etc. For example, information is specifically provided in both text and photographs (see pages 71 through 81 and 178 through 180 of the Draft EIR). Additionally, please see Response to Comment Nos. 31-9 and 31-10, which refer to the

Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-66

Comments:
III.A.5 Noise, p.64 Air Quality discussion is inadequate and incomplete as it does not identify that the LA airshed does not meet state or federal AQ criteria and is known throughout the US and internationally as the most polluted (extreme) basin in the US. As most air pollutants in the airshed are from vehicles, the project adjacent to the 1-5/SR-134 requires discussion of the air emissions and poor air quality from one of the highest traffic loaded interchanges and two freeways of highest loads (lowest LOS) is the LA basin.

RESPONSE NO. 31-66

This issue was raised in Comment No. 31-60. Please refer to Response to Comment No. 31-60.

COMMENT NO. 31-67

The setting does not indicate that noise monitoring has been conducted by other agencies and that monitoring may show some of the highest if not the highest noise levels LA DoT and CalTrans monitoring networks. The setting does not indicate any differences of CNEL vs dBA noise from the freeway and SR-134/I-5/ZooDrive Interchange(s). No discussion of sound-wall remediation for the I-5 boundary is made.

The existing structures of ANC should also be considered as a "sensitive receptor" due to the large numbers of public access visitors to the site and adjacent Zoo, similar to any school.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for sound/noise quality.

Requests:
Review noise-related sources and screening by vegetation and physical facilities and updated Sec. IV text, revise text, and reissue updated text.

RESPONSE NO. 31-67

The discussion of noise within Section III, Environmental Setting, of the Draft EIR is intended to provide a brief overview of the general noise setting. A more detailed discussion of

the environmental setting for noise is provided in Section IV.F, Noise. Please refer to Response to Comment No. 31-58 for a discussion of how Section III of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. As indicated in Section IV.F, page 202 of the Draft EIR, the existing noise setting is based on actual site noise measurements at three locations in the vicinity of the project site, over a four-day period. The ambient noise measurements were conducted in accordance with the guidelines provided in the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the Los Angeles Municipal Code. Additional noise monitoring may have been conducted in the broader area by other agencies for other projects. However, it is more appropriate to establish the existing baseline noise environment for a project based on actual measurements conducted at the project itself and at the locations that would potentially be impacted by the proposed project. In addition, there are no known noise monitoring networks available from either LA DOT or Caltrans in the immediate vicinity of the project site nor is there any known sound-wall remediation for Interstate-5 adjacent to the project boundary.

Table 16 in Section IV.F, Noise, of the Draft EIR provides the measured ambient noise levels in the vicinity of the project site in terms of hourly Leq and 24-hour CNEL levels. Ambient noise as defined by the City of Los Angeles Noise Regulation (Section 111.01) is "the composite of noise from all sources near and far in a given environment." Noise from the local freeways SR-134/I-5 and local road including the Zoo Drive is included in the ambient noise measurements.

The commentor suggests that the existing structures of the Griffith Park Campus should also be considered as a "sensitive receptor". The existing Griffith Park Campus structures are part of the project renovation/expansion and thus are not considered sensitive receptors based on the *City of Los Angeles' CEQA Thresholds Guide (2006)*. However, visitors to the Griffith Park Campus were considered sensitive receptors within the noise analysis as indicated on page 207 of Section IV.F, Noise, of the Draft EIR.

COMMENT NO. 31-68

Comments:

III.A.6 Public Services - Fire Protection, p.64 Police The setting does not provide adequate setting for future services required for the Griffith Park Campus, especially following the successful implementation of the anticipated Master Plan along with that of the LA River Revitalization. The project description includes upgrading of water supply, wastewater sewerage, and, perhaps, stormwater but the setting does not discuss the utilities and services for the existing facilities and the development for the future Park Master Plan and River Revitalization. With a successful implementation of the various plans and those of the project, security and fire protection services may significantly increase and require new physical facilities within the Park

and perhaps within the Gateway Zone, similar changes may require additional utilities and services upgrades.

The setting does not adequately provide background for various plans and other projects and their induced requirements well beyond those indication within the section.

Requests:
Review existing drafts and approved plans and provide physical and staff requirements to maintain current levels of services.
Revise and upgrade relevant subsections in Sec. III and elsewhere.

RESPONSE NO. 31-68

Please refer to Response to Comment No. 31-58 for a discussion of how Section III, General Description of Environmental Setting, of the Draft EIR is adequate as it complies with all of the requirements set forth in the CEQA Guidelines. Section III of the Draft EIR specifically states that the discussion provided therein is a summary of the general environmental setting within the proposed project site and that complete and specific discussions are provided under Section IV, Environmental Impact Analysis, of the Draft EIR. Further, CEQA Guidelines Section 15125 states that an EIR must include "a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective."

Section IV.G, Public Services – Fire Protection, of the Draft EIR describes existing fire protection and emergency medical services (EMS) that serve the project site and surrounding area, and also provides an analysis of potential impacts related to these services that would occur through implementation of the project as well as cumulative impacts from other projects. As stated therein, both impacts and cumulative impacts to fire services from the proposed project would be less than significant. Thus, no revisions to the Draft EIR are required.

The proposed project's impact on police services was previously analyzed in Section XIII(b) of the Initial Study, which was included in Appendix A of the Draft EIR. As stated therein, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. The project would increase the daytime population and may therefore generate a greater demand for security services, but this increase would be met through the projects' private security force. Thus, further analysis of this issue was not recommended and no mitigation measures would be required. No revisions to the Draft EIR are required.

Please see Response to Comment No. 31-14 for a discussion of utilities that would serve the project site. The Initial Study did recommend that potential impacts of the proposed project on drainage be addressed in an EIR, and that analysis is provided in Section IV.D, Hydrology, of the Draft EIR. Thus, no revisions to the Draft EIR are required.

Please refer to Response to Comment No. 16-6, which refers to the Draft EIR's discussion of the Los Angeles River Revitalization Master Plan.

COMMENT NO. 31-69

Comments:
III.A.7, p.65 The setting for transportation and circulation does not contain an adequate discussion of the influences of the Park Master Plan and the River Revitalization Plan. Similarly, a setting without discussions of plans by the Golf Courses and CalTrans represents a significant incompleteness. Absence of the LA DotT plans for Dash and other shuttles that may serve the I-5 corridor further reflects an incomplete setting of existing and anticipated future conditions without the project for the next ten years.

The LA City Planning Department and Urban Design Center are implementing new pedestrian-focused guidelines, calming features for traffic, and promotion of transit that will change the character of transportation. The Setting does not apply these guidelines to the Gateway Zone nor to the project and Zoo vicinity. Again, such deficiency generate incompleteness.

Requests:
Review and tabulate all measures and changes of the existing setting and thereby generate the future setting conditions without the project through the year 2014.

RESPONSE NO. 31-69

The section of the Draft EIR that this commentor is referring to is only intended to provide an overview of the environmental setting related to access, transit service and parking within the project site. A detailed discussion of the environmental setting related to traffic, parking and access is provided in Section IV.H, Transportation and Circulation, of the Draft EIR. The baseline setting for the analysis of traffic impacts is based on direction provided by LADOT. There are no known approved plans by Caltrans or LADOT that would change the conclusions reached in the Traffic Study. In addition, there are no known plans by the golf courses in the project vicinity that would change the conclusions reached in the Draft EIR.

Please see Topical Response G for a discussion of project's consistency with the Griffith Park Master Plan. Also, please see Response to Comment No. 16-6 for a discussion of the Los

Angeles River Revitalization Master Plan. Also refer to Section IV.E, Land Use, of the Draft EIR for a discussion of the consistency of the project with relevant land use plans and policies.

COMMENT NO. 31-70

Comments:

III.B, p.65-69 Cumulative effects as discussed herein includes depreciation of the LAR&P GPMP, Draft Plan (p.67) and "defers" to ANC "Specific Plan" which defeats the concept of planning and public interests for the development of public lands provided at public expense and losses. References to LARRMP (p.68) further disregard and depreciates any influences between the LA River and Griffith Park although the LA groups have emphasized the relationships and includes measures to integrate these areas.

RESPONSE NO. 31-70

Please see Response to Comment No. 16-6 for a discussion of the Los Angeles River Revitalization Master Plan. In addition, please see Topical Response G for a discussion of the Griffith Park Master Plan. As stated in Section IV.E, Land Use of the Draft EIR, in October of 2004, the Department began work on a revised draft of the Griffith Park Master Plan (the "Draft Plan"), iterations of which were at various times made publicly available on the Department's website. The Draft Plan has gone through numerous changes and the planning process is still underway. As a result, any analysis of whether the proposed project is consistent with a revised version of the Draft Plan would be premature. Moreover, as explained in the Preface of the latest publicly available version of the Draft Plan, the specific facility master plans of the Autry take precedence over the Draft Plan. As a result, the proposed project's development is reasonably presumed to be consistent with the future site use anticipated in the Draft Plan and its future iterations.

COMMENT NO. 31-71

Statements regarding impact levels (not cumulatively considerable) is improper in the "General Description" of the setting of the project.

RESPONSE NO. 31-71

As indicated in Section II, Corrections and Additions, of the Final EIR, the last sentence of Section III, General Description of Environmental Setting, of the Draft EIR, which states "Since the Los Angeles River is separated from the project site by both the Interstate-5 and State Route-134 Freeways, the LA River Master Plan is not expected to result in impacts that would be cumulatively considerable," is now the first full sentence on page 197 in Section IV.E, Land Use.

COMMENT 31-72

The map (p.69/Fig.6) contains no legend for symbols and identifiers (3A, 38, 3C) to make the map useful for setting and future conditions and does not include these as part of the setting.

RESPONSE NO. 31-72

Figure 6, Location of Related Projects, of the Draft EIR does include a legend that identifies the symbols that represent the project site as well as the related projects. However, as indicated in Section II, Corrections and Additions, of the Final EIR, the words "(Refer to Table 1)" have been included in the legend in order to clarify that the numbers of the related projects in Figure 6 correspond to the numbers in Table 1 of the Draft EIR. Related projects 3a, 3b, and 3c are identified in both Figure 6 and Table 1 of the Draft EIR and are part of the future related project identified within the project vicinity. Furthermore, related projects 3a, 3b, and 3c were included in the evaluation of cumulative impacts found in Section IV, Environmental Impact Analysis, of the Draft EIR.

COMMENT NO. 31-73

Request:
Review and tabulate all measures and changes of the existing setting and thereby generate the future setting conditions without the project through the year 2014.

RESPONSE NO. 31-73

Please refer to Response to Comment No. 31-58 for a discussion of Section III, General Description of Environmental Setting, of the Draft EIR. Section III of the Draft EIR states that the discussion provided is a summary of the general environmental setting within the proposed project site and that complete and specific discussions are provided under Section IV, Environmental Impact Analysis, of the Draft EIR. As stated in Section I, Executive Summary, of the Draft EIR, the purpose of this EIR is to identify all potentially significant effects of the project on the existing physical environment and to determine the extent to which those effects can be reduced or avoided through mitigation measures and/or alternatives. Thus, the evaluation of future conditions without the proposed project for each of the issue areas is not necessary.

COMMENT NO. 31-74

IV.A Aesthetics
Comments:
IV.A, Aesthetics Existing Facilities No reference is indicated that the original and current facilities have not receive a Conditional Use Permit and that since the CUP is a discretionary action process the existing facilities require environmental consideration either as a separate

preceding action or as part of the current actions (Phase 0 or renumbered as Phase 1=Existing facilities).

RESPONSE NO. 31-74

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations.

COMMENT NO. 31-75

Requests:
Provide a new section regarding visual impression provided by the existing facilities in the existing setting, including the screening barrier of the 1-5 and interchange and wastewater treatment plant on the southeast.

RESPONSE NO. 31-75

The comment is not clear with regard to exactly what is requested, nor why it should be provided. However, it appears to be requesting a "cross-section" through the existing building and adjacent features, although there is no single cross-section that would pass through the cited features. It may be noted that the project site's relationship to the I-5, the wastewater treatment plant and the I-5 screening barrier are shown in photographs 3, 4, 11 and 12 on pages 74 and 78 of the Draft EIR, respectively. These figures, as well as other photographs on pages 73 to 80 of the Draft EIR, portray the existing setting conditions.

COMMENT NO. 31-76

Revise entire section to incorporate the existing facilities as part of this consideration; (subsequent EIR for an existing non-compliant, not grandfathered facility).

Reissue all section including IV.A as a Subsequent EIR along with revisions.

RESPONSE NO. 31-76

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. In addition, the Draft EIR has appropriately evaluated the proposed project impacts against the existing setting pursuant to Section 15125.(a) of the CEQA Guidelines. As such, the Aesthetics Section, as well as other sections of the Draft EIR addressing other environmental topics, are consistent with the CEQA Guidelines.

COMMENT NO. 31-77

Comments:
IV.A, Aesthetics, Trees No reference to trees or biological resources other than as things in the landscape features.

Requests:
Provide a section regarding visual impression provided by the extensive trees in the existing setting, including the screening of the site from the interchange and intersection on the north, the Zoo parking lot on the west, northbound Western Heritage near the Shuttle Station, and the wastewater treatment plant on the southeast.

RESPONSE NO. 31-77

The Draft EIR provides fifteen photographs of the project site and its surroundings that illustrate the requested items. They are included in Figures 8 through 15 on pages 73 through 80. Trees and groves are apparent in all of the photographs. Further, the discussion on page 94 of the Draft EIR provides a cross reference to Appendix B, Tree Survey Report. Appendix B includes an identification and description of every tree on the project site, as well as photographs of example tree specimens. In addition, as discussed in Response to Comment No. 31-5, an update to the Tree Survey has been prepared and is discussed in Section II, Corrections and Additions, of the Final EIR.

Views of the site from the I-5 Freeway are illustrated in photograph 12, views of the site from the Zoo parking lot are illustrated in photograph 1, views of the site from the South Lawn, just west of the treatment plant, are shown in photograph 4, and views of the site from northbound Western Heritage Way near the shuttle station are shown in photograph 13.

Please also refer to Response to Comment No. 31-57.

COMMENT NO. 31-78

Comments:
IV.A Aesthetics setting, viewshed, does not describe the interchange, the freeway, the high Golf Courses fencing, and the parking in front of the building and South Lawn. General discussion of analytical considerations does not adequately portray the "existing setting" of the site.

The existing visual setting is not provided through elevation drawings or pictures, especially for those areas of high public traffic, southeast corner of site and South Lawn.

These deficiencies clearly indicate the incompleteness and inadequacy of the general setting and the relevant Sec. IV text and assessment for visual setting.

Requests:
Review visual conditions after revisions of relevant Sec. IV text and figures, revise text, provide visual images of setting, and reissue updated Sec. IV.A setting.

RESPONSE NO. 31-78

The Draft EIR provides fifteen photographs of the project site and its surroundings that illustrate the requested items. They are included in Figures 8 through 15 on pages 73 through 80. The high fencing is shown in photograph 11, parking in front of the building and South Lawn is shown in photographs 5, 6, 13, 14, 15 and 16 (noted as 15 in the Draft EIR and corrected to 16 in the Final EIR). Other cited views are shown in photographs 4 (from the south across the south lawn), 12 (from the I-5 freeway), 13 & 14 (from along Western Heritage Way along the southeast project edge), 15 & 16 (listed as 15 in the Draft EIR and corrected to 16 in the Final EIR) from along Western Heritage Way heading south. The requested information is provided in the Draft EIR discussion of the Aesthetic setting, and was cited repeatedly in the discussion of project impacts.

COMMENT NO. 31-79

Comments:
IV.A Aesthetic setting of the existing site generally relate to the tower, tiled roof lines, and trees and lawns of the South Lawn and general setting. No reference is made to trees or biological resources other than as things in the landscape but the setting does not provide photo or renderings of the major visual aesthetic features (e.g., tower, tiled roof lines, overlapping trees and groves) and the important viewscapes, viewsheds, and sight-lines for the existing facilities, much less the future setting without projects.

Requests:
Provide at least four viewscapes of the existing facilities and groves. Provide views from the existing and future Zoo entrance and "parking" area. Provide viewsheds to and from the site.

RESPONSE NO. 31-79

The Draft EIR provides fifteen photographs of the project site and its surroundings that illustrate the requested items. They are included in Figures 8 through 15 on pages 73 through 80. The tower and red tiled roofs are shown in photographs 1, 2, 4, 5, 12, 14 and 15 as seen from various locations around the project site. Trees and groves are apparent in all of the photographs. Further, the discussion on page 94 of the Draft EIR provides a cross reference to Appendix B, Tree Survey Report. Appendix B includes an identification and description of every tree on the

project site, as well as photographs of example tree specimens. In addition, as discussed in Response to Comment No. 31-5, an update to the Tree Survey has been prepared and is discussed in Section II, Corrections and Additions, of the Final EIR. The requested information is provided in the Draft EIR's discussion of the Aesthetic setting, and was cited repeatedly in the discussion of project impacts. Views of the South Lawn are shown in photographs 3, 4, and 11. Views of the project site as seen from various locations around the project site are provided in photographs 1 (from Zoo lot), 2, 4 (from south side across the South Lawn), 5 (from the Zoo parking lot), 12 (from the I-5 freeway), 13 & 14 (from along Western Heritage Way traveling north) and 15 & 16 (from along Western Heritage Way heading south).

COMMENT NO. 31-80

Comments:
No elevation of the Phase 2 is provided and Section avoids the aesthetic visual impressions of the South Lawn and Institute building.

RESPONSE NO. 31-80

Additional information regarding the appearance of the project inclusive of the Phase 2 Institute Building, including additional site plans and elevations, has been added to the EIR. Please see Section II, Corrections and Additions, of the Final EIR. The new graphics are consistent with, and support information already included in, the Draft EIR (see e.g. Figure 18 on page 91 which provides a Phase 2 plan with landscaping features and the Phase 1 oriented Figure 20 on page 95 which illustrates the landscaped South Lawn open space as it would occur under Phase 2).

COMMENT NO. 31-81

Section does not provide viewsheds, views, and sight lines for views to and from the site for existing and project facilities.

RESPONSE NO. 31-81

Additional site plans and elevations regarding the appearance of the project have been added to the EIR. Please see Section II, Corrections and Additions, of the Final EIR. See Response to Comment No. 31-77 through Response to Comment No. 31-79 regarding information on the presentation of the existing conditions in the Draft EIR; and the fact that viewsheds/views of the site are provided in the Draft EIR. The additional information is supportive of the information already presented in the Draft EIR and the analysis conclusion that the project would not have a significant impact on aesthetic characteristics or views.

COMMENT NO. 31-82

Section does not relate the existing and project facilities to the architecextural [sic] character of other buildings in Griffith Park beginning with the Zoo entrance facilities. The tower and peaked tiled roof and tiled roof lines can be unifying elements of the visual character of Park facilities.

Requests:
Identify a Park architectural visual unifying element including towers, roof lines, facade color and texture and even tree landscaping.
Develop and provide architectural design guidelines consistent with existing facilities and the Griffith Park Master Plan and recommended new facilities.

RESPONSE NO. 31-82

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Future design concepts for the entire Griffith Park area are beyond the scope of the proposed project. The Draft EIR evaluates the impacts of the proposed project on the existing setting. The Draft EIR identifies the other buildings and natural features in the project area and the visual relationships between the project and those buildings on page 97 of the Draft EIR. As indicated, the project would not result in a significant impact regarding aesthetic contrast.

Additional information has been added to the Draft EIR regarding the appearance of the proposed structure, including additional elevations and a site plan with updated landscaping concept. As indicated in the Draft EIR, and as supported by the additional information, the project's building materials include hand troweled plaster, with wood screeds, corten steel horizontal panels which will weather to a reddish brown and channel glass which will bring naturally filtered light into the building and warmly glow at night. Additional details include a combination of wood and steel-woven fencing, wood gates and wood windows and doors. Natural light-filled spaces reference the expanse of sky; the warm earthy colors integrated into the exterior building materials are representative of the decomposed granite within Griffith Park. The project architecture would be set into a landscaped setting which is approximately equivalent to the current amount of landscaping with a similar amount of site trees. As such, the project would not have a significant impact on the viewshed in which the project site is located.

COMMENT NO. 31-83

Develop a Gateway Overlay Plan for the Zone.

RESPONSE NO. 31-83

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment cites no reason for preparation of an overlay zone, nor is one apparent.

COMMENT NO. 31-84

Provide a landscaping plan reflecting the above identification.
Revise sections and incorporate adequate and complete visual aesthetic analysis of existing and project facilities and reissue Subsequent EIR.

RESPONSE NO. 31-84

Additional information regarding project landscaping, including a site plan with updated landscaping concept, is provided in Section II, Corrections and Additions, of the Final EIR. As addressed in Response to Comment Nos. 31-77 through 31-82, the Draft EIR provides information regarding the nature of the existing setting and the proposed landscaping to be included in the project. The additional information provided is consistent with the information in the Draft EIR, and offers no new information that would change the basis of the analyses and the conclusions of the EIR regarding the project's less-than-significant impact on Aesthetics. Further analysis is not required.

COMMENT NO. 31-85

Comments:
IV.A.2.a.1, p.71 + IV.A.2.a.1, p.72-80 Fig.15 p.76 + IV.A.2.a.2 p.81 Aesthetic character is reportedly shaped by mountains and hills (south and west 3000ft, north 15,OOOft), the "view resource as perceived from surrounding areas, due to its large open, natural character.", "... Mountains... are also scenic resources... ", "more natural areas" and "a sense of Griffith Park's natural characteristics". The existing and project facilities do not represent as "natural visual element" for the site, although its image is better than the adjacent 1-5 traffic, the interchange and wastewater treatment plant.

IV.A.2.b.2, p.83 This same emphasis is continued in the 1978 and current GPM Plan

1) Enhance the natural beauty... "
2) Improve the visual and environmental quality... at the perimeter, ... "
3) Focus future Park development in areas already developed."

Request:
Review, revise, and reissue Section IV.A.
Provide a more natural alternative for the frontal design of existing, Phase 1, and Phase 2 facilities.
Identify a Park architectural visual unifying element including towers, roof lines, façade color and texture and even tree landscaping.
Develop and provide architectural design guidelines consistent with existing facilities and the Griffith Park Master Plan and recommended new facilities.

RESPONSE NO. 31-85

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Future design concepts for the entire Griffith Park area are beyond the scope of the proposed project. The Draft EIR evaluates the impacts of the proposed project on the existing setting. The Draft EIR identifies the other buildings and natural features in the project area and the visual relationships between the project and those buildings and natural features on page 97 of the Draft EIR. As indicated, the project would not result in a significant impact regarding aesthetic contrast.

The building materials to be used for the proposed project would reflect the surrounding environment and would include hand troweled plaster, with wood screeds; corten steel horizontal panels which will weather to a reddish brown; and channel glass which will bring naturally filtered light into the building and warmly glow at night. Additional details include a combination of wood and steel-woven fencing, wood gates and wood windows and doors. Natural light-filled spaces reference the expanse of sky; the warm earthy colors integrated into the exterior building materials are representative of the decomposed granite within Griffith Park.

COMMENT NO. 31-86

Develop a Gateway Overlay Plan for the Zone.

RESPONSE NO. 31-86

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment cites no reason for preparation of an overlay zone, nor is one apparent.

COMMENT NO. 31-87

Provide a landscaping plan reflecting the above identification.

Revise sections and incorporate adequate and complete visual aesthetic analysis of existing and project facilities and reissue Subsequent EIR.

RESPONSE NO. 31-87

Section II, Project Description, and IV.A.c, Aesthetics/Project Features, of the Draft EIR describes the project design and landscaping characteristics in sufficient detail to analyze the project's aesthetic impacts pursuant to CEQA Guidelines. Additional information regarding the design and landscaping, including a site plan with updated landscaping concept, is presented in Section II, Corrections and Additions, of the Final EIR. The additional information is consistent

with the information included in the Draft EIR, and supports the conclusions of the analysis therein. Further analysis is not required.

COMMENT NO. 31-88

Comments:
IV.A.3.a + IV.A.3.b.1, p.86 Section discusses:

"...relative proportion... removed, altered, or demolished;"
"The amount of natural open space to be graded or developed;"
"The degree... effectively integrated into the aesthetics of the site...;"
"The degree of contrast..."
"The degree of... zone change... style or image... due to density, height, bulk..."

IV.A.3.b.2, p.87 Section discusses:

Views: Obstruction and "affects"
"... length of public roadway, bike path, or trail..."

RESPONSE NO. 31-88

The comment cites words from the list of factors to be considered in establishing significance thresholds in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. The comment is noted, and no further response is required.

COMMENT NO. 31-89

IV.A.3.c.1, p.89, p.92, Fig.16 + IV.A.3.c.1, p.90-92, Fig.17-18 As indicated in the tower roof is shown as a Flat Tower Top rather than the current peaked roof and thereby the character will be changed.

RESPONSE NO. 31-89

The comment characterizes information shown in Figure 16 of the Draft EIR. The reference to Figures 17 and 18, which are plan views of the project and which do not show roof lines, is not clear. As noted in the comment, Figure 16 does portray a flat roof line. It may be noted that the flat roof line is best represented in Figure 19 on page 93 of the Draft EIR.

The change in the tower roof line is a minor feature that would not substantially affect the project's massing characteristics, nor relationship to its setting. The tower is proposed to be stripped to its structural frame and re-clad in louvered channel glass, allowing vertical slivers of views through the form. During the day, the glass would take on the hue of the sky, while at

night it would glow from internal lighting. While the tower would continue to be the beacon it currently is, it is intended to respond to the characteristics of western light and sky rather than be a representation of an architectural style or element. This proposed design would be consistent with the surroundings.

COMMENT NO. 31-90

IV.A.3.c.1, p.92 Phase 2 Only show in plan (Fig.18) no elevations as were provided for Phase 1 (Fig.16)

RESPONSE NO. 31-90

Additional graphics demonstrating the appearance of the project with elevations inclusive of the Phase 2 Institute Building have been added to the EIR. Please see Section II, Corrections and Additions, of the Final EIR. The new graphics are consistent with, and support information already included in, the Draft EIR (see e.g. Figure 18 on page 91 which provides a Phase 2 plan with landscaping features and the Phase 1 oriented Figure 20 on page 95 which illustrates the landscaped South Lawn open space as it would occur under Phase 2).

COMMENT NO. 31-91

IV.A.3.c.2, p.92 Describes design and materials only for Phase 1, Fig.19 Phase 1 Only. [sic]

RESPONSE NO. 31-91

The discussion of architectural design and materials on page 92 of the Draft EIR is applicable to both the Phase 1 and Phase 2 buildings. Additional elevations inclusive of the Phase 2 Institute Building have been added to the EIR. Please see Section II, Corrections and Additions, of the Final EIR. Please refer to Response to Comment No. 31-85 regarding the project materials.

COMMENT NO. 31-92

IV.A.3.c.3, p.94 Describes Open Space/Landscaping only for Phase 1, Fig.20 Phase 1 Only. [sic]

RESPONSE NO. 31-92

Section IV.A, Aesthetics, of the Draft EIR provides a description of open space and landscaping concepts that are common to both Phase 1 and Phase 2. Figure 20 is intended to portray the pre-project and post-project landscaping areas; in particular, the replacement of parking frontage along Western Heritage Way with landscaping. The key landscaping features shown in Figure 20 are applicable to both Phase 1 and Phase 2. Additional elevations inclusive of the Phase 2 Institute Building have been added to the EIR. Please see Section II, Corrections

and Additions, of the Final EIR. The new graphics are consistent with, and support information already included in, the Draft EIR.

COMMENT NO. 31-93

IV.A.4, p.102 No significant discussion is provided for the Cumulative impacts for all existing, Phase 1, and Phase 2 facilities - height, mass, color, landscaping construction buses, freeway.

RESPONSE NO. 31-93

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. The Draft EIR has appropriately evaluated the proposed project's impacts against the existing setting pursuant to Section 15125.(a) of the CEQA Guidelines. This comment appears to be addressing "cumulative" in regards to the entire project as opposed to the proposed project in combination with related projects. Notwithstanding, the Draft EIR includes a cumulative impacts analysis that addresses the combined effects of the entire proposed project and known, new related projects that may contribute with the project to combined aesthetic effects. With regard to the combined effects of Phases 1 and 2, such effects are addressed in Section IV.A, Aesthetics, of the Draft EIR. For example, in regards to the project's impact on open space, Section IV.A of the Draft EIR states that most of the existing parking lot in the western portion of the site would be converted to landscaped areas, thereby visually improving off-site views from Western Heritage Way while maintaining the openness of the area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the South Lawn and, therefore, would not break up the continuity of the open area fronting Western Heritage Way. In regards to views, Section IV.A of the Draft EIR states the expansion of the Campus Building in Phase 1 would slightly increase the building volume and bring its eastern edge slightly closer to the freeway. This would not cause a notable change in the site appearance. The Institute Building that is proposed to be constructed in Phase 2 would cause the most notable change in building volume within the site. However, this building would be partially screened from the freeways by the intervening Zoo wastewater treatment facility and mature trees and vegetation. Thus, the project would not substantially block or obstruct views of valued existing view resources from SR-134. Therefore, the cumulative effects of both Phases 1 and 2 of the project were adequately analyzed in Section IV.A of the Draft EIR.

COMMENT NO. 31-94

IV.A.5, p.102 Mitigation Measures are mentioned as "design features" but no mitigation measures described for all existing, Phase 1, and Phase 2 facilities.

RESPONSE NO. 31-94

The Draft EIR concluded the aesthetic impacts of the project as described in Sections II and IV.A.3.c, inclusive of Phase 1 and Phase 2, would not result in significant impacts. Therefore, no further mitigation measures are required. As described in the responses to the preceding comments, additional elevations and a site plan with updated landscaping concept have been included in Section II, Corrections and Additions, of the Final EIR. The additional information is consistent with the project design features presented in the Draft EIR. Therefore, it further supports the conclusion of the Draft EIR that the project would not have a significant impact on aesthetics, and no further mitigation measures are required.

COMMENT NO. 31-95

Request:
Review, revise, and reissue Section IV.A for all existing, Phase 1, and Phase 2 facilities.

RESPONSE NO. 31-95

Please see Response to Comment Nos. 31-75 through 31-94 regarding various requests for revising and reissuing Section IV.A, Aesthetics, of the Draft EIR. As indicated therein, additional graphics illustrating the project design are provided in Section II, Corrections and Additions, of the Final EIR. This additional information is consistent with information in Section IV.A of the Draft EIR, and offers no new information that would change any of the Section IV.A conclusions.

COMMENT NO. 31-96

Provide new section with elevations of future views of Phase 2 facilities from Western Heritage street frontage.

RESPONSE NO. 31-96

Additional elevations inclusive of the Phase 2 Institute Building have been added to the Final EIR. Please see Section II, Corrections and Additions, of the Final EIR. The new graphics are consistent with, and support information already included in, the Draft EIR.

COMMENT NO. 31-97

Provide a more natural alternative for the frontal design of existing, Phase 1, and Phase 2 facilities.
Identify a Park architectural visual unifying element including towers, roof lines, facade color and texture and even tree landscaping.

Develop and provide architectural design guidelines consistent with existing facilities and the Griffith Park Master Plan and recommended new facilities.

RESPONSE NO. 31-97

Please see Reponses to Comment Nos. 31-82 and 31-85 regarding design concepts for the larger Griffith Park area. The comment regarding a preferred appearance is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Comment No. 31-85 regarding the appearance of the project.

COMMENT NO. 31-98

Develop a Gateway Overlay Plan for the Zone.

RESPONSE NO. 31-98

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment cites no reason for preparation of an overlay zone, nor is one apparent.

COMMENT NO. 31-99

Provide a landscaping plan reflecting the above identification.

Revise sections and incorporate adequate and complete visual aesthetic analysis of existing and project facilities and reissue Subsequent EIR.

RESPONSE NO. 31-99

Please see Response to Comment Nos. 31-75 through 31-94 regarding various requests for revising and reissuing Section IV.A, Aesthetics, of the Draft EIR. As indicated therein, additional graphics are provided in Section II, Corrections and Additions, of the Final EIR, however the additional information is consistent with information in Section IV.A, and offers no new information that would change any of the Section IV.A conclusions.

COMMENT NO. 31-100

Appendix B Trees

Comments:
IV.A.3.d, p.96 Analysis of Project Impacts, Trees - Autry Tree Survey Report does not specify which trees are to be removed, compensated, transplanted, or altered. The inventory is simply a counting of some identified trees with specifics to height, width, species, and condition. No valuation of the trees is provided as implied by the mitigation measures.

RESPONSE NO. 31-100

Such specificity is typically not required at this stage of the entitlement process. However, please refer to Response to Comment No. 31-5 regarding the update to the Tree Survey and the number of trees that may be affected by the proposed project.

COMMENT NO. 31-101

The inventory and figures do not cover the entire project area: north boundary adjacent to Zoo Drive, west side of WWTP, and south boundary along the Golf Course fence. More than 10 trees are not inventoried.

RESPONSE NO. 31-101

Please refer to Response to Comment No. 31-5 regarding the update to the Tree Survey and the number of trees that may be affected by the proposed project. Each of the areas cited in this comment was accounted for in the update to the Tree Survey.

COMMENT NO. 31-102

Autry Tree Survey Report does not specify the mitigation measures for the removed trees; compensation of two tree for each destroyed is the minimum and does not reflect the last terms and conditions of replacement of equivalent value (area at diameter at breast height; 2in diameter =3 sq in, Bin dbh =50 sq in or Bin replaced by 16 trees of 2in for area compensation).

RESPONSE NO. 31-102

Please refer to Response to Comment No. 31-5 regarding the update to the Tree Survey and the number of trees that may be affected by the proposed project. The recent City of Los Angeles Tree Ordinance described in detail in Appendix B of the Draft EIR addresses "protected" trees. While the project site includes City-protected tree species, as defined by the Tree Ordinance, such trees are not themselves protected specimens because they were planted as part of project planting or landscape program. Refer to the aerial photograph provided in Response to Comment No. 11-22, which shows that the site was nearly void of vegetation prior to construction of the existing improvements. Nonetheless, the Autry has volunteered to implement the mitigation measures specified in the Initial Study, included as Appendix A of the Draft EIR, which are based on the requirements for replacement of "protected" trees as set forth in the Tree Ordinance. These mitigation measures are provided in Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR. As part of these mitigation measures, any tree of the quercus genus (excluding scrub oak), southern California black walnut trees, western sycamore trees, and California bay trees that will be removed will be replaced within the property by at least two trees of species that are protected by the Tree Ordinance. Each replacement tree will be a 15-gallon, or larger specimen in size, measuring one inch or more in

diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees will approximate the value of the tree to be replaced.

COMMENT NO. 31-103

The Appendix does not discuss the current revisions of the Tree Ordinance and processing and mitigation required for loss of designated trees and qualifications of assessor. The revised Oak Tree Ordinance was supported by a task force of reps from the Dept. of Public Works, Environmental Affairs, City Planning and other City Departments, along with the Community Forest Advisory Committee and the Green Industry.

RESPONSE NO. 31-103

As stated in Appendix B, Tree Survey, of the Draft EIR, the tree survey for the proposed project was conducted on September 26, 2006 and October 13, 2006 by PCR Senior Ecologist and International Society of Arboriculture (ISA)-certified arborist Richard Haywood and Associate Biologist Joanna Nigro. In addition, an update to the Tree Survey was prepared by PCR certified arborists in December 2007. Please refer to Section II, Corrections and Additions, of the Final EIR for the updated tree information. The Tree Survey provided in Appendix B cites the most recent Tree Ordinance approved by the City of Los Angeles. As discussed in Response to Comment No. 31-102, the on-site trees were planted and thus are not protected under the Tree Ordinance. Nonetheless, the Autry has volunteered to implement the mitigation measures specified in the Initial Study, included as Appendix A of the Draft EIR, which are based on the requirements for replacement of "protected" trees as set forth in the Tree Ordinance. These mitigation measures are provided in Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR.

COMMENT NO. 31-104

Request:
Clearly delineate the site boundary as provided in the Project Description (Sec. II). Inventory all trees and assign tree types to specific delineated areas within the project area. Provide Phase 1 and Phase 2 footprints plus 10ft and tabulate affected tree by area and phase

Re-inventory trees within the entire project area and re-assess trees affected by each Phase and revise tabulation.

RESPONSE NO. 31-104

Figures 2 and 3 within Section II, Corrections and Additions, of the Final EIR provide the boundaries of the project site. Please refer to Response to Comment No. 31-5 regarding the

update to the Tree Survey that includes a tabulation of existing trees that may be affected by the proposed project.

COMMENT NO. 31-105

Incorporate the last "shall" mitigation measure in addition to the "at least" measures.

RESPONSE NO. 31-105

Refer to Response to Comment No. 31-102 regarding the mitigation measures to be implemented regarding tree removal. It is unclear what precise language the commentor is referring to. The mitigation measures included in the Mitigation Monitoring and Reporting Program within Section VI of this Final EIR that address tree removal are based on the most recent Tree Ordinance and include the use of the term "shall" and "at least" as appropriate.

COMMENT NO. 31-106

Based on the inventoried trees plus the re-inventoried deficiencies and on the assessment of affected trees, assessed the total re-planting of new trees to compensate for the losses due to the Project. For example, losses of 20 tree of B-12 in diameters would be compensated by planting of 540 trees (27/t x 20t) of oak, walnut, or bay types.

RESPONSE NO. 31-106

It is unclear how the commentor is interpreting the Tree Ordinance. Refer to Response to Comment No. 31-102 regarding the mitigation measures to be implemented regarding tree removal and Response to Comment No. 31-5 for a discussion regarding the updated Tree Survey information.

COMMENT NO. 31-107

Provide a draft landscaping plan for such numbers as derived from the re-inventory and assessment, incorporating the California native species.

RESPONSE NO. 31-107

Please refer to Response to Comment No. 31-5. As indicated therein, an updated tree inventory that provides a graphic indicating the trees to be affected by the proposed project is included as Appendix 5 to this Final EIR. In addition, an updated landscape plan is provided in Section II, Corrections and Additions, of the Final EIR. Please also refer to Section IV.A, Aesthetics, of the Draft EIR for a description of proposed landscaping within the project site.

COMMENT NO. 31-108

Review, revise, and re-issue the Appendix in accordance with current revisions of the Tree Ordinance and processing and mitigation required for loss of designated trees and qualifications of assessor.

RESPONSE NO. 31-108

Refer to Response to Comment Nos. 31-102 and 31-103 for a discussion of the voluntary mitigation measures regarding tree removal to be implemented by the Autry and the Tree Survey that was prepared for the project based on the most recent Tree Ordinance approved by the City of Los Angeles.

COMMENT NO. 31-109

IV.B Air Quality
IV.B.2.b.1, p.114 and IV.B.2.b.2.a, p.115-119
Values, tables, and discussions are presented for "Representative Stations" rather than the closest one, or two, or three stations (e.g., Burbank) which may provide a significant different setting. Similarly, the tables reference values for 2006 but only provide up through 2005. Reviewers can not decide on if errors or misstatements exist.

Request:
Provide air quality monitoring results for all parameters for 1-, 3-, 8-, 12-, and 24-houny records from the three closest monitoring stations, then review, revise, and reissue tables and text as appropriate and modified input data tables for background modeling conditions.

RESPONSE NO. 31-109

Providing air monitoring data from the three closest monitoring stations is not necessary and is not consistent with SCAQMD protocol. As discussed in Section IV.B, Air Quality, of the Draft EIR, the SCAQMD maintains a network of air quality monitoring stations located throughout the Basin and has divided the Basin into air monitoring areas or source receptor areas. The project site is located in the East San Fernando Valley Monitoring Area. The monitoring station for this area is the Burbank Monitoring Station, which is located at 228 West Palm Avenue, approximately 2.7 miles west of the project site and near the I-5/SR134 interchange. Section IV.B, Air Quality, of the Draft EIR incorporated ambient monitoring data from this monitoring station into characterization of ambient air quality conditions near the project site and modeling analyses. Table 4 on page 117 of the Draft EIR provides a summary of ambient monitoring data at this station for years 2001 through 2005. Contrary to what is stated in this comment, the Draft EIR does not reference values for 2006. Year 2006 monitoring data was not readily available at the time of release of the Draft EIR. However, review of the Year 2006 monitoring data released after the Draft EIR was made available for review. The data

indicates that no changes would occur in background concentrations used in the air quality analyses and thus, no changes would occur regarding the findings of the Draft EIR.

COMMENT NO. 31-110

Comments:
IV.B.2.b.2.b, p.119, Fig.21 The Toxic Air Pollutant risk of the project site is stated to be comparable with other areas in downtown LA, although the Figure shows it to be less than half that of the LA Central Business District (500-750 vs 1000-1500-2000). Either the text or the figure are in error and should be revised. The lack of focused and well edited text in such a large document is difficult but should not be delayed to have the Public comments conduct the editing.

Request:
Review, revised, and reissue the correct comparison of the site and major areas in the District, the City and region.

RESPONSE NO. 31-110

Based on this comment, Section IV.B, Air Quality, of the Draft EIR has been updated to better characterize existing health risk in the surrounding area. Specifically, the cancer risk in the surrounding area has been changed from "750 to 1,000 in one million" to "500 to 750 in one million" and that the risk of the project site is "lower than" rather than "comparable with" other areas in Los Angeles as is shown in Section II, Corrections and Additions, of the Final EIR. Please note that these changes do not result in any changes to any of the air quality analyses or findings of the Draft EIR.

COMMENT NO. 31-111

Comments:
IV.B.2.b.2.c, p. 119-121, Fig.22 Sensitive receptors are incomplete, inadequately defined in text and figure as they restrict the delineation to only an internal portions of the Zoo rather than the entire Zoo facilities, especially the entrance where all children and other pass through and may congregate. As indicated elsewhere, the short-term exposures for such a non-residential area and project require that the sensitive receptors, air quality, and emissions be coordinated in a consistent manner. Exposures of 1-8 hours should integrated with the existing 1, 3, and 8 hour criteria for air quality, not daily(?), 12, or 24 hour; modeling should concentrate on short-term rather than daily averaged over a year, and emissions should be estimated on an hourly basis.

Request:
Review, revised, and reissue the integrated emissions-dispersions-air quality-exposures for the site and major areas in the District, the City and region.

RESPONSE NO. 31-111

The commentor's suggested change in the methodology for calculation of emissions and evaluation of localized impacts over shorter-durations (e.g., 1, 3, and 8-hour) is inconsistent with City of Los Angeles or SCAQMD guidelines. Consistent with City of Los Angeles and SCAQMD recommended methodology, Section IV.B, Air Quality, of the Draft EIR provided daily regional emissions during construction forecasted by assuming a conservative estimate of construction (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile-source and fugitive dust emissions factors derived from URBEMIS 2007. The URBEMIS 2007 model estimates air pollution emissions from a wide variety of land use projects, and uses the California Air Resources Board's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. The emission inventory was then compared to SCAQMD daily significance thresholds. The results of the analysis demonstrate that the project would result in a short-term regional NO_x air quality impact during site preparation of Phase 2. In addition, as discussed in Section II, Corrections and Additions, of the Final EIR, additional mitigation based on new technology would be incorporated to reduce construction-related regional air quality emissions. However, such impacts would continue to be signficant with overlap of the various construction stages.

Emissions for the localized construction air quality analysis were compiled using the regional construction emissions less off-site emissions (e.g., construction worker, delivery, and haul truck trips). Localized emissions were then compared to the localized screening tables promulgated by the SCAQMD in the Localized Significance Threshold (LST) Methodology for CEQA Evaluations. SCAQMD thresholds for CO and NO_2 were derived by adding the incremental emissions from the project to the peak background NO_2 and CO concentrations and by comparing the total concentration to the most stringent air quality standards (i.e., 1-hr and 8 hr CO AAQS and 1-hr NO_2 AAQS). The construction PM_{10} and $PM_{2.5}$ thresholds were derived using a dispersion model to back-calculate the level of emissions necessary to exceed SCAQMD's Rule 403 concentration level. The equivalent concentration for developing PM_{10} or $PM_{2.5}$ LSTs is 10.4 µg/m3, which is a 24-hour average. The SCAQMD does not recommend use of any different criteria (durations or pollutants) and the suggested deviation from the City of Los Angeles and SCAQMD guidelines is not warranted.

Section IV.B, Air Quality, of the Draft EIR provides a comprehensive list of sensitive receptors. The Zoo entrance and internal portions of the Zoo were included as sensitive receptors given that children use the facility on a regular basis for extended durations. The parking lot at the Zoo was not included as children would not congregate in parking areas for extended durations.

Even if the parking lot was included as a sensitive receptor, it would be well below the CO and NO_2 (1-hour duration) significance thresholds at a receptor distance of 25 meters. In fact, CO emissions would be approximately 5 percent of the threshold and NOx emissions would

be 36 percent of the threshold. As PM_{10} and $PM_{2.5}$ are in terms of a 24-hour standard, it is not reasonable to contemplate using the parking lot as a sensitive receptor in which children remain for a complete day. The analysis of localized construction air quality impacts was properly conducted and consistent with the City of Los Angeles and SCAQMD guidelines. No changes to the Draft EIR are warranted based on this comment.

COMMENT NO. 31-112

Comments:
IV.B.2.b.3.a.1, p.121-122 "Daily regional" or "maximum on site daily" emissions and IV.B.2.b.3.a.1, p.131 "Daily maximum regional...emissions• may distort the air quality modeling and resulting short-term air quality. The Section does not adequately state as to whether the short-term emissions (8hr) are used for "daily" or 24-hour emissions calculation (8hr emissions averaged over a 24-hour period). Similarly little is mentioned regarding the shorter-term air quality criteria (hourly, 3-hourty, or 8-hourly) and the emissions of the project.

Request:
Review on levels of criteria compliance and integrate ground-level emissions of hourly to 8-hourly with the appropriate calculations and resulting air quality in the near-field area of dispersion (1000 ft distance, <10ft high), state completely and adequately the averaging periods and levels, and revise according for these sections and other appropriate sections.

RESPONSE NO. 31-112

As stated above in Response to Comment No. 31-111, Section IV.B, Air Quality, of the Draft EIR analyzed construction air quality emissions consistent with City of Los Angles and SCAQMD guidelines. Daily regional emissions were calculated based on the activity that would occur within a 24-hour period (daily) even though most of the activity would occur within an eight hour period on a given day. Regardless, the SCAQMD regional emission significance thresholds are in terms of daily emissions and any other averaging time suggested in the comment would not be consistent with SCAQMD guidelines.

Regarding localized construction impacts, the commentor suggests that the Draft EIR may have incorrectly analyzed localized construction impacts by spreading out activity that occurs over an 8-hour period over 24-hours, which would then lessen impacts for durations of less than 24 hours (e.g., hourly, 3-hourly, or 8-hourly). As discussed in Section IV.B, Air Quality, of the Draft EIR localized construction impacts were evaluated consistent with SCAQMD Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance documents. LSTs are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air

quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

As part of the SCAQMD LST guidance document, the SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction-period emissions. The SCAQMD look-up tables are used to initially screen and determine if further dispersion modeling is warranted. The thresholds are based on several factors including the size of the project construction site, distance from construction site to sensitive receptor locations, and local meteorological conditions. The look-up tables assume all daily construction activity occurs within an eight-hour period. The thresholds for Source Receptor Area (SRA) Number 7 (East San Fernando Valley), which represents conditions for the general project vicinity, were used in the air quality analysis.

As discussed above in Response to Comment No. 31-111, SCAQMD thresholds for CO and NO_2 were derived by adding the incremental emissions from the project to the peak background NO_2 and CO concentrations and by comparing the total concentration to the most stringent air quality standards (i.e., 1-hr and 8-hr CO AAQS and 1-hr NO_2 AAQS). The construction PM_{10} and $PM_{2.5}$ thresholds were derived using a dispersion model to back-calculate the level of emissions necessary to exceed SCAQMD's Rule 403 concentration level. The equivalent concentration for developing PM_{10} or $PM_{2.5}$ LSTs is 10.4 µg/m3, which is a 24-hour average. The SCAQMD does not recommend use of any different criteria (durations or pollutants) and the suggested deviation from the City of Los Angeles and SCAQMD guidelines is not warranted. In addition, the methodology discussion on page 121 of the Draft EIR adequately describes the methodology used to analyze regional and localized construction air quality impacts. As discussed in the Draft EIR, the commentor is referred to the SCAQMD Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document for additional information (http://www.aqmd.gov/ceqa/handbook/LST/LST.html).

COMMENT NO. 31-113

Comments:

IV.B.3.d.1.b, p.131 Various air quality parameters (O3, CO, NOx, and SOx) have daily, 12-hr, 8 hr, 3-hr, and hourly criteria which should be analyzed appropriately for short-term compliance and exposures to the public and site visitor, this would be most important during the Phase 1 operations and the Phase 2 construction.

IV.B.3.d.2.a, p.133 and IV.B.3.d.2.b, p.134-138+138 03, NOx, CO and SOx and modeling 1hr/8hr daily - 24hr

Request:
Review on levels of criteria compliance and integrate ground-level emissions of hourly to 8 hourly with the appropriate calculations and resulting air quality in the near-field area of dispersion (1000 ft distance, <10ft high), state completely and adequately the averaging periods and levels, and revise according for these sections and other appropriate sections.

RESPONSE NO. 31-113

As discussed in Response to Comment Nos. 31-111 and 31-112, the SCAQMD provides clear guidance regarding the evaluation of localized impacts. SCAQMD Localized Significance Threshold (LST) Methodology for CEQA Evaluations states that LSTs are only applicable to NOx CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The SCAQMD does not recommend use of any different criteria (durations or pollutants) and the suggested deviation from the City of Los Angeles and SCAQMD guidelines is not warranted.

COMMENT NO. 31-114

Comments:
IV.B.3.c, p.129 Project design features are discussed even though most are related to operations while the significant impacts occur during construction and have not been mitigated adequately.

RESPONSE NO. 31-114

The commentor correctly identifies that the majority of the project design features are related to long-term operational emissions from the project. Specifically, the proposed project will be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects, such as maximizing operational efficiency through the reduction of energy consumption and reducing vehicle miles traveled, so as to achieve certification under the LEED Green Building Rating System, established by the US Green Building Council (USGBC) to promote sustainability. As concluded on page 146 of the Draft EIR, the project would not result in any operational impacts and no mitigation measures were provided. Further consideration has been given to potentially feasible mitigation measures for project-related regional construction air impacts. The following mitigation measures have been incorporated consistent with SCAQMD Rule 403 (Fugitive Dust) and air pollution control strategies designed to reduce the proposed project's air quality impacts to the extent feasible during construction.

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

In addition, the project will incorporate the following additional construction mitigation measure.

Mitigation Measure B-8: General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

This measure will reduce NOx emissions. However, impacts associated with such emissions would continue to be significant should stages of construction overlap.

COMMENT NO. 31-115

References to operations compliance and less than significant impacts also include "mitigation measures, such as: ride-sharing, alternative transport - cycling, and efficient energy performances but without any formal commitment in the form of a permit terms and conditions or a Mitigation, Monitoring, and Reporting Plan which can be easily attached to permits by a single reference. Similarly landscaping and planting are referenced but without a landscape plan and inclusion in the MMRP they are meaningless other than attempts to give the reader a feeling that "everything is going to be okay."

RESPONSE NO. 31-115

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. CEQA Guidelines do not require that a Mitigation Monitoring and Reporting Program (MMRP) be included and circulated with a Draft EIR. A MMRP has been prepared and is included in Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR. The MMRP prepared includes standardized policies and requirements as provided in subdivision (e) of Section 15097 of the CEQA Guidelines. This includes a list of all the mitigation measures that have been identified in the Draft EIR; the departments responsible for the administering, monitoring, and reporting of the MMRP; the guidelines for preparing or reporting the monitoring programs; the general standards to determine project compliance with the mitigation measures provided or related conditions of approval; the enforcement procedures for noncompliance including provisions for administrative appeal; and the process for informing staff and decision makers of the relative success of the mitigation measures. For further details on the MMRP for the project, please refer to Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR.

In addition, as indicated in Section II, Corrections and Additions, of the Final EIR, a site plan with updated landscaping concept has been included in the Final EIR.

COMMENT NO. 31-116

Request:
Review, revise, tabulate, and present all actual measures to be specifically and formally included in the project, separate out those which could further mitigate or compensate impacts, and incorporate all measures in a MMRPlan [sic] for the project with the requirements that all permits include at least the MMRPlan [sic] into permit terms and conditions. Reference all mitigation measures within the appropriate subsection and exclude discussion of their presence in any other subsection.

RESPONSE NO. 31-116

Please see Response to Comment No. 31-115 for a discussion regarding the Mitigation Monitoring and Reporting Program (MMRP) that has been prepared for the proposed project. Furthermore, all mitigation measures are included where appropriate in the Draft EIR.

COMMENT NO. 31-117

Comments:
IV.B.3.d.1.a, p.130 A two-level semi-subterranean parking garage is mentioned although the project description mentions only garage under the Institute Office floor. If the garage is two levels below the offices then more information is required as the ventilation system exhaust may require and AQMP permit for operations as a point-source discharge,

Request:
Review the underground garage design, clearly ascertain whether the garage is one or two levels, describe the ventilation system adequately, and analysis permit requirements and emissions limits for such ventilation exhaust. Revise appropriate text in project descriptions, analysis, and mitigation.

RESPONSE NO. 31-117

Contrary to what is stated in the comment, Section II, Project Description, of the Draft EIR on page 55 states that "Phase 2 of the project would replace the surface parking area that was constructed on the southeastern portion of the South Lawn during Phase 1 with a new two-level semi-subterranean parking facility beneath the Institute Building." By taking advantage of the existing 15-foot grade drop that occurs within the southern portion of the site, this parking facility would include open areas and may not require a mechanical ventilation. Regardless, the parking structure would be built in accordance with the Uniform Building Code and City of Los Angeles Municipal Code requirements which would require adequate ventilation and dispersion of potential emissions to acceptable CO ambient concentrations. Please note that even if the parking structure did require a ventilation exhaust system, the SCAQMD does not require a point-source discharge permit for this type of emissions source.

COMMENT NO. 31-118

Comments:
IV.B.3.d.1.b, p.131 As indicated above, short-term air quality compliance is important to regulatory effects and mitigation, but also for protection of children visitors who may be "typically outside for short durations...potential localized impacts...which may or may not be less than significant.

Request
Review on levels of criteria compliance and integrate ground-level emissions of hourly to 8-hourly with the appropriate short-term calculations and modeling and resulting air quality in the near-field area of dispersion (100-1000 ft distance, ground level), present isopleths for each hourly-limited criterion pollutant, state completely and adequately the averaging periods and levels, and revise according for these sections and other appropriate sections.

RESPONSE NO. 31-118

This issue has been raised in Comment Nos. 31-60 and 31-111. Please refer to Response to Comment Nos. 31-60 and 31-111.

COMMENT NO. 31-119

Comments:
IV.B.3.d.2.f, p.141-146 The lengthy statements for the Handbook Policy Analysis are very complicated, intricate, and perhaps erroneous and exceeds the ability of even a trained specialist to comprehend, review. and comment on, much less the general educated public. Such discussion are generally considered as inadequate for use and should be tabulate in order to facilitate understanding and considerations.

Request:
Review, revise. tabulate, edit by a more typical lay-person, and reissue.

RESPONSE NO. 31-119

The SCAQMD Handbook Policy Analysis in Section IV.B, Air Quality, of the Draft EIR was conducted in accordance with the procedures established in the SCAQMD CEQA Air Quality Handbook. The analysis and write-up followed the criteria and step-by-step methodology to determine the proposed project's consistency with SCAQMD and SCAG policies. The analysis and discussion of air quality policies is accurate and should be included in CEQA documents. No changes or modifications to the analysis or text are warranted.

COMMENT NO. 31-120

Comments:
IV.B.3.d.2.f, p.142 Handbook Policy Analysis states that "maximum potential NOx and CO daily emissions• and related ambient air quality standards, but criteria and standards are based on hourly, 8-hour, and annual standards not 24 hourly or daily.

Other statements also discuss daily emissions and standards while standards for 03. Nox, and CO have no daily limits.

As the facility and most significant receptors are not continuously or long-term occupied, calculations, modeling. and analysis based on 24-hour basis are not adequate and complete to assess impacts on shorter term exposures (including hourly or a-hourly). As indicated in comments on noise, averaging periods may be very important for background effects of 1-5 and SR 134 emissions and those of the project, especially during the simultaneous operations of existing and Phase 1 facilities and of Phase 2 construction.

Request:
Review on levels of criteria compliance and integrate ground-level emissions of hourly to 8-hourly with the appropriate calculations and resulting air quality in the near-field area of

dispersion (1000 ft distance. <10ft high). state completely and adequately the averaging periods and levels. and revise according for these sections and other appropriate sections.

RESPONSE NO. 31-120

As stated above in Response to Comment Nos. 31-111 and 31-112, Section IV.B, Air Quality, of the Draft EIR analyzed construction air quality emissions consistent with City of Los Angles and SCAQMD guidelines. Localized construction impacts were evaluated consistent with SCAQMD Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance documents. LSTs are only applicable to the following criteria pollutants: NOx, CO, PM_{10} and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. SCAQMD thresholds for CO and NO_2 were derived by adding the incremental emissions from the project to the peak background NO_2 and CO concentrations and by comparing the total concentration to the most stringent air quality standards (i.e., 1-hr and 8 hr CO AAQS and 1-hr NO_2 AAQS). The construction PM_{10} and $PM_{2.5}$ thresholds were derived using a dispersion model to back-calculate the level of emissions necessary to exceed SCAQMD's Rule 403 concentration level. The equivalent concentration for developing PM_{10} or $PM_{2.5}$ LSTs is 10.4 ug/m3, which is a 24-hour average. The SCAQMD does not recommend use of any different criteria (durations or pollutants) and the suggested deviation from the City of Los Angeles and SCAQMD guidelines is not warranted. As discussed in the Draft EIR, the commentor is referred to the SCAQMD Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document for additional information (http://www.aqmd.gov/ceqa/handbook/LST/LST.html).

COMMENT NO. 31-121

Comments:

IV.B.3.d.2.f, p.141 The statement of consistency or inconsistency of the project with the various air quality plans and policies cannot be adequately or completely confirmed as the subsections or too complicated for readily discernible and educated Public.

Request:

Review, revise, tabulate. edit by a more typical lay-person, and reissue.

RESPONSE NO. 31-121

As discussed above in Response to Comment No. 31-119, the statement of consistency of the project with air quality plans and policies was conducted in accordance with the procedures established in the SCAQMD CEQA Air Quality Handbook. The analysis and write-up followed the criteria and step-by-step methodology to determine the proposed project's consistency with

SCAQMD and SCAG policies. The analysis and discussion of air quality policies is accurate and is appropriate for CEQA documents. No changes or modifications to the analysis or text are warranted.

COMMENT NO. 31-122

Comments:
IV.B.3.d.2.f, p.145 states that the." [sic] City is seeking to achieve consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans." This implies that the City is not in compliance with these plans (which it is not, and is in several "non-attainment" categories (and has high risk for air toxic exposures. The non-attainment status of the air basin has bee [sic] since the first year of the Clean Air Act and therefore the issue is whether the project will inhibit the progress toward attainment of compliance and reducing the number of days air quality exceeds the criteria levels.

Request:
Review, revise, tabulate, edit by a more typical lay-person, and reissue.

RESPONSE NO. 31-122

It appears that the commentor has misunderstood the discussion of City of Los Angeles Air Quality Policies provided on page 144 of the Draft EIR. The text states the following "The 1992 revision of the City's General Plan Air Quality Element serves to aid the greater Los Angeles region in attaining the State and Federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element and the accompanying Clean Air Program acknowledges the inter-relationships between transportation and land use planning in meeting the City's mobility and clean air goals. With the City's adoption of the Air Quality Element and the accompanying Clean Air Program, the City is seeking to achieve consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans." This discussion does not imply that the City is not consistent with these plans. Instead it provides goals and policies to facilitate the greater Los Angeles region in attaining the State and Federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. Section IV.B, Air Quality, of the Draft EIR provides a list of goals and policies relevant to the propose project and demonstrates how the project is consistent. No changes to the Draft EIR are warranted based on this comment.

COMMENT NO. 31-123

Comments:
IV.B.5, p.147-151 Cumulative
With mitigation for the project, cumulative and project NOx continue to exceed limits even with incorporation "all feasible mitigation measures and any other projects' contribution would increase the excedence of limits. Technically available solutions for construction and operations exist and could be incorporate into the project as part of a MMRPlan, if the project proponent has any concern regarding the LA Public, the Park visitor and guest, and the project attendees.. [sic]

Request
Review, define feasible (LA City, feasible = technically capable of achieving desire levels), add more measures, revise, tabulate, edit by a more typical lay-person, and reissue as part of the MMRPlan.

RESPONSE NO. 31-123

As discussed in Response to Comment 31-114, further consideration has been given to potentially feasible mitigation measures for project-related regional construction NOx impacts. The project will incorporate the following additional construction mitigation measure:

> **Mitigation Measure B-8:** General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

With incorporation of this mitigation measure, project related NOx emissions would be reduced but would still remain signficant should various stages of construction overlap.

In addition, the air quality analysis has been prepared in accordance with the guidance provided by the SCAQMD. While technical data is necessary to demonstrate whether the project exceeds the specified significance thresholds set forth by the SCAQMD and the City of Los Angeles, the analysis and its findings can be understood by the layperson.

COMMENT NO. 31-124

Comments:
IV.B.6, p.151-152 Significance after mitigation
With mitigation individual and cumulative NOx (and perhaps others) continue to exceed limits even with incorporation "all feasible" mitigation measures.

Request:
Review, define feasible (LA City, feasible = technically capable of achieving desire levels), revise, tabulate, edit by a more typical lay-person, and reissue as part of the MMRPlan.. [sic]

RESPONSE NO. 31-124

Please refer to Response to Comment No. 31-123 for additional information regarding the specific mitigation measure that has been added to reduce project and cumulative short-term NOx emissions.

COMMENT NO. 31-125

Comments:
IV.B.6.b, p.152 "Project development would be consistent with the air quality policies set forth in the SCAQMO's AQMP and the Los Angeles General Plan Air Quality Element, resulting in an impact that is less than significant". The concluding statement in the paragraph has no adequate basis or complete analysis presented in this Air Quality section, as indicated by the numerous comments given above and suggested by the repetitious discussions of the measures to be taken to reduce all emissions. Even the "operational phase" is reported as less than significant but many mitigation measures are included as part of the project description and setting for analysis. The EIR is incomplete and must provide the bases for this conclusion. Los Angeles is in a non-attainment area and has had problems meeting air quality standards.

Request:
Following completion of adequate analysis and responses to comments give above, review, define feasible (LA City, feasible = technically capable of achieving desire levels), add more measures, revise, tabulate, edit by a more typical lay-person, and reissue as part of the MMRPlan.

RESPONSE NO. 31-125

Section IV.B, Air Quality, of the Draft EIR provides a comprehensive analysis of project consistency with the air quality policies set forth in the SCAQMD's AQMP and the Los Angeles General Plan Air Quality Element. The analysis was conducted in accordance with the procedures established in the SCAQMD CEQA Air Quality Handbook. The conclusion on page 162 of the Draft EIR was based on this comprehensive analysis. Please also refer to Response to Comment Nos. 31-121 and 31-122 above.

The commentor is mistaken that the Draft EIR provided mitigation measures for potential operational air quality impacts. As concluded on page 146 of the Draft EIR, the project would not result in significant operational impacts and no mitigation measures were provided. However, the project did incorporate numerous project design features that would lessen overall

air quality emissions. While the reduction in air quality emissions resulting from incorporation of these project design features was conservatively not accounted for within the quantitative analyses in the Draft EIR, the project results in operational emissions that do not exceed SCAQMD significance thresholds.

COMMENT NO. 31-126

IV.C Cultural Resources
Comments:
p.153-4 4.C.2.a Refers to geotechnical report without provision of even the boring logs and one boring with "fill" to a max 26ft and "bedrock" at 93ft NE to 100ft SE, along easterly border and nearest to river and freeway, although this MACTEC report is not available to confirm or deny the statements made and their factual support.

RESPONSE NO. 31-126

An updated Geotechnical Report has been prepared for the proposed project and is included as Appendix 2 of the Final EIR. The discussion regarding the depth of which "fill" material or "bedrock" was encountered does not change the findings of the cultural resources section of the Draft EIR. In addition, as indicated in Section II, Corrections and Additions, of the Final EIR, Mitigation Measures C-1 and C-2 are proposed to ensure that the appropriate actions are taken in the event that any cultural resources are encountered during excavation. With implementation of these mitigation measures, impacts regarding Cultural Resources would remain less than significant.

COMMENT NO. 31-127

p.154 4.C.2.a.1-3 Conclusions regarding absence of cultural resources of historic, prehistoric, or paleontologic importance cannot be confirmed. No records of the original building works are available, although environmental reviews would have been required but not done or available from the Project applicant.

p.163-164,4.C.3.d.1.a As no records were gathered during the earlier construction, no trial excavations have been conducted, and no historic review has been conducted or provided, the conclusion of NO IMPACT can not be supported by factual evidence. No analysis of the "fill" from the borings was presented or conducted. Numerous Ranchos are known to the area and the probable perennial presence of water at this location would make it highly suspect to contain historic deposits in the "fill" beneath the parking, buildings, and landscapes. Discussions of the Arroyo Seco Campus (3.d.1.b; p.164-65) in the impacts of the ANC-Griffith Park are irrelevant and distracting from the specifics of the Griffith Campus site and its values.

p.165-166,4.C.3.d.1.b As no records were gathered during the earlier construction, no trial excavations have been conducted, and no review of early Spanish descriptions of the area has been conducted or provided, the conclusion of NO IMPACT can not be supported by factual evidence. No analysis of the "fill" from the borings was presented or conducted. Numerous Missions are known to the area often centered in areas where indigenous people live, and the probable perennial presence of water at this location would make it highly suspect to contain archeological deposits in the "fill" beneath the parking, buildings, and landscapes.

RESPONSE NO. 31-127

Assessment of archaeological sensitivity of the project area was based on the current development of the project area surface (which does not include native undisturbed soils), depths of previous grading, depths of fill indicated by geotechnical surveys, absence of previously identified cultural materials in the project areas and immediate vicinity, and anticipated depths of excavation proposed for the project area. This information suggests that the potential for the proposed project to encounter previously unidentified cultural resources is low. Nonetheless, please see Response to Comment No. 4-5 for a list of mitigation measures to ensure significant impacts to archeological resources do not occur.

Discussion of the Arroyo Campus in the Draft EIR was provided in response to comments raised by the public and demonstrates that the project would not in any way materially impair the Collection or the Southwest Museum.

COMMENT NO. 31-128

References to "no mitigation" seem to contradict the preceding measure of suspension if encounters were made. Adequacy of such measures are covered by standard measures used by many other projects in the City of Los Angeles and could be required (e.g., awareness and training of construction staff, periodic monitoring by trained observers, etc.)

The same level of treatment of paleontological remains should be extended to both historic and archaeologic resources.

RESPONSE NO. 31-128

Please see Response to Comment No. 4-5 for mitigation measures related to discovery and treatment of archaeological and Native American cultural resources during ground-disturbing activities in previously undisturbed sediments.

COMMENT NO. 31-129

p.166,4.C.3.d.1.c As no records were gathered during the earlier construction, no trial excavations have been conducted, and no review of the geological records has been conducted or provided, the conclusion of NO IMPACT can not be supported by factual evidence. No analysis of the "fill" from the borings was presented or conducted. Numerous Quaternary fossils are known to the eastern San Fernando Valley and LA River terraces where indigenous wildlife live throughout the Quaternary and were hunted by earlier paleo-indians, and the probable perennial presence of water at this location would make it highly suspect to contain paleontological remains in the "fill" beneath the parking, buildings, and landscapes.

RESPONSE NO. 31-129

Assessment of paleontological sensitivity of the project area is based on geological formations recorded in the project area and the nature and depths of paleontological resources identified within those or similar formations in the project region. Review of project area geology by the Natural History Museum of Los Angeles County indicates that the surface and near-surface geological deposits are younger Quaternary alluvium derived from the nearby Los Angeles River; these deposits typically do not contain paleontological resources. Bedrock in the project area is at substantial depth- borings indicate about 90 feet or more below the present ground surface- and may consist of granitic rocks, which do not contain paleontological resources. Older Quaternary alluvium may occur at a depth between the younger alluvium and the bedrock. These deposits are known to contain significant paleontological resources. Nonetheless, a mitigation measure was included in Section IV.C, Cultural Resources, of the Draft EIR to ensure identification, evaluation, and preservation of paleontological resources if they are encountered in the project area.

COMMENT NO. 31-130

References to "mitigation" seem to contradict the preceding archaeological measures and includes suspension if encounters were made. Adequacy of such measures are covered by standard measures used by many other projects in the City of Los Angeles and could be required (e.g., awareness and training of construction staff, periodic monitoring by trained observers, etc.)

RESPONSE NO. 31-130

Please see Response to Comment No. 4-5 for mitigation measures related to discovery of archaeological and Native American cultural resources during ground-disturbing activities in previously undisturbed sediments, as well as treatment by qualified professional archaeologists and affiliated Native American monitors.

COMMENT NO. 31-131

Requests:
A qualified historian should conduct an adequate and complete record search for the location in order to justify or qualify the findings.

RESPONSE NO. 31-131

A cultural resource record search was conducted through the California Historical Resources Information System South Central Coastal Information Center at California State University, Fullerton. As stated in Section IV.C, Cultural Resources, of the Draft EIR, a search of the project site and the one-mile radius surrounding the site resulted in a finding of no historic resources.

COMMENT NO. 31-132

Standard construction monitoring of the site during any excavation below 12 inches from the existing level should be implemented for the protection of historic, archaeologic, and perhaps in funerary resources at the site which if found would be of great museum interest for an institution focused on the American West.

Similarly, a qualified paleontologist should be used to review the geotechnical findings, borings, and samples (if still available) and ascertain potentials for encountering fossil remains during deeper excavations within the site during both Phases 1 and 2.

RESPONSE NO. 31-132

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please see Response to Comment No. 4-5 for review of grading plans and geotechnical information by a qualified archaeologist.

COMMENT NO. 31-133

IV.D Hydrology and Surface Water Quality

Comments:
IV.D.2.c, p.174 No hydrological setting is provided and the Project features do not indicate the hydraulic characteristics of the existing surface and stormwater collection and drainage system to the LA River. The Project Description II., p.55 states that a stormwater line "may be relocated" and and [sic] that utilities and services "may be" upgraded., although other sections suggest that the existing utilities and services, including stormwater are adequate as they are.

No existing capacity and existing calculated runoff is provided from the first inlet to the discharge to the LA River. Therefore the entire analysis assumes that the system is adequate and that the new discharge would be acceptable.

Requests:
Provide a suitable scaled drawing showing existing drainage areas including topography at 0.5ft intervals, drainage networks, drainage inlets for site and adjacent road ways, existing and future routing of stormwater collectors (channels and pipes) from the street to the LA River, existing discharges from facilities and and [sic] grounds other than the Project and its existing facilities to the collectors.

RESPONSE NO. 31-133

Please see Response to Comment No. 31-14 for a discussion of the utilities that serve the project site. Section IV.D, Hydrology, of the Draft EIR provides a description of the project site's existing conditions with respect to hydrology, including the site's drainage areas. In addition, Section IV.D also states that the existing utility infrastructure adequately accommodates flows from a 50-year flood. As no increase in flows during a 50-year storm condition would occur, impacts associated with drainage would be less than significant. Section II, Project Description, of the Draft EIR is correct in stating that the existing stormwater line that crosses under the project site may be relocated, but this line connects the Zoo wastewater treatment facility settlement pond to the Los Angeles Zoo and, as such, would not impact stormwater runoff on-site.

Sufficient information regarding hydrology has been provided for a complete and thorough analysis of the environmental impacts of the proposed project including an updated Hydrology Study, which is included as Appendix 3 of the Final EIR.

COMMENT NO. 31-134

Comments:
IV.D. 3.d.2, p.175 The analysis of project impacts indicates that detention basins or bioswales (including settlement and some capture of organics will be included . The project description (Sec. II) also referred to (p.55) "....drainage swales would be constructed between parking areas and the equestrian trail" and to (p.57) "...use of landscaped bioswales for stormwater run-off" However those in the figure and drawing of Apdx. D, Hydrology differ from those of the Project Description and the typical Project drawings throughout the EIR. At this time it is difficult to confirm statements regarding their locations. capacities. and influences on the runoff, and therefore the entire impact analysis cannot be confirmed. Notes on these swales and basins include:

Two Detention basins for A and E. Not Located on Project Description

Fig 2A, 28 Autry Ntl. Cntr
Ph.1/Ph.2, Conceptual Site Plan

Bioswale Bus Drop-Off North Sidewalk

Bioswale Bus Drop-Off South Pedestrian Path east-edge of South Sidewalk

BioSwale Area Southeast Comer-SE Parking Lot /Equestrian Path

Retention Area West side SE Parking Lot and Interpretative Landscape Corridor

The the document and section stands now. the EIR and Hydrological Setting and Project Description and Analysis are inadequate and incomplete for the decision making purposes required of an EIR.

Requests:
After appropriate drawings are provided (see above), the appropriate project drawings of the drainage systems for Phase 1 with existing facilities and grounds, and for Phase 2 along with the existing facilities and the operating Phase 1 facilities. Both sets of drawings would also provide the locations for all required Stormwater management systems for the relevant construction period and activities.

RESPONSE NO. 31-134

As indicated in Section II, Corrections and Additions, of the Final EIR, the conceptual site plans, Section IV.D, Hydrology, and the Hydrology Study have been updated to accurately reflect the location of the bioswales and permeable pavement to be included as part of the proposed project.

COMMENT NO. 31-135

Comments:
IV.D. 3.d.1, p.175 As has been indicated in other sections, but of more importance to groundwater, Hydrology, detention basins, bioswales and similar facilities, the geological interpretative statements made and reference to geotechnical report (without citation, MACTEC 2003) without inclusion, place the entire paragraph and assessments of impacts on the local groundwater and possible impacts of detained stormwater and its leaching into the local groundwater can not be confirmed and supported by available information. The preparer of this

section and paragraph may be subject to investigation if not a certified geologist or to possible review for adequacy of investigations and reporting.

RESPONSE NO. 31-135

An updated Geotechnical Report has been prepared for the proposed project and is included as Appendix 2 of the Final EIR. As indicated in Section II, Corrections and Additions, of the Final EIR, a footnote has been added at the end of the second sentence of the first full paragraph on page 175 to reference the updated Geotechnical Report. In addition, an updated Hydrology Study has been prepared and is included as Appendix 3 of the Final EIR.

COMMENT NO. 31-136

Furthermore documents of the USGS and CGS (CDMG) indicate that a suspected fault line crosses the southern boundary of the site and the entire site is subject to the risk of liquefaction which was not reported elsewhere but as groundwater may be related to these the discussion is pertinent to Hydrology.

RESPONSE NO. 31-136

As stated in Section VI, Other Environmental Considerations, of the Draft EIR, the project site is not located in an Alquist-Priolo Fault Study Zone, and neither active nor potentially active faults cross the project site. The closest Alquist-Priolo Earthquake Fault Zone to the site has been identified as the active Raymond Fault, which is located approximately 4.5 miles to the southeast. In addition, the closest mapped fault is the easterly trending Griffith Fault located just south of the site. The Griffith Fault is not defined as active or potentially active by State Geologists. In addition, no structures are planned within 50 feet of the southern site boundary. Therefore, the potential for surface rupture due to fault plane displacement propagating to the ground surface at the site is considered low.

The project site is located within the seismically active region of southern California. Thus, as with other developments in the vicinity, the project would be subject to strong seismic ground shaking during a seismic event. However, the project would adhere to current engineering standards, the seismic safety requirements provided in the Uniform Building Code and the City of Los Angeles Municipal Code, and design recommendations set forth in the updated Geotechnical Report, which is included as Appendix 2 of the Final EIR. Furthermore, the project would comply with the California Department of Conservation Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for reducing seismic-related hazards. With adherence to the above seismic safety requirements and guidelines, the project would not expose people or structures to substantial adverse effects during a seismic event. Impacts related to strong seismic ground shaking would be less than significant.

Similarly, as stated in Section VI of the Draft EIR, the project site is located within a State of California designated Liquefaction Hazard Zone and within a City of Los Angeles designated liquefiable area. However, according to the updated Geotechnical Report, which is included as Appendix 2 of the Final EIR, the potential for liquefaction at the site is low. Furthermore, the site is geologically stable and would not be affected by landslides, slippage, settlement, lateral spreading, or collapse. As indicated above, the project would comply with the CGS requirements and local building and safety codes including the LABC and the LAMC, as well as those recommendations set forth in the updated Geotechnical Report including the use of shallow, spread-type footings established in undisturbed natural soils or properly compacted fill. Compliance with the applicable regulations as well as implementation of the recommendations of the updated Geotechnical Report would ensure that impacts associated with seismic-related ground failure would be less than significant.

COMMENT NO. 31-137

Requests:
After appropriate existing and future conditions drawings are provided (see above), the appropriate project drawings of the geological investigations and their typical ground conditions and grading condition requirements should be integrated on an appropriate drawing
Review, revise, update and re-analyze the groundwater and infiltration conditions and reissue the corrected and hopefully adequate and complete subsequent EIR.

RESPONSE NO. 31-137

As indicated in Section II, Corrections and Additions, of the Final EIR, the conceptual site plans, Section IV.D, Hydrology, and the Hydrology Study have been updated to accurately reflect the location of the bioswales and permeable pavement to be included as part of the proposed project. In addition, an updated Geotechnical Report is provided in Appendix 2 to this Final EIR. As discussed in the Initial Study, which was included as Appendix A of the Draft EIR, if water is found during excavation, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Furthermore, the proposed project would incorporate the use of permeable pavement in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project, which would assist in replenishing groundwater levels. Thus, further analysis is not required.

COMMENT NO. 31-138

Comment
ApdxD-Hydrology appears to be adequate for many calculation, however it does not contain consistent project facilities, and confusion between the Appendix and the Sec. II and other

relevant figures and texts relates to assignment of the entire Appendix as incomplete and inadequate, along with confused/confusing and thereby in error.

Request:
Once consistent project description is provided and frozen, the hydrological analysis can be attempted and would include major and substantive reviews, revisions, and upgrades. Full descriptions of the detention and bioswale facilities, inlets, and the complete and adequate review of the stormwater collection system from the opposite side of the street frontage to the LA River.

RESPONSE NO. 31-138

As indicated in Section II, Corrections and Additions, of the Final EIR, the conceptual site plans, Section IV.D, Hydrology, and the Hydrology Study have been updated to accurately reflect the location of the bioswales and permeable pavement to be included as part of the proposed project.

COMMENT NO. 31-139

Comments:
IV.D LARiver [sic] Revitalization Plan is not considered throughout the EIR and herein, although the hydrology of the Project will influence the LA River more than any other element. All stormwater and infiltrated groundwater from the Proejct site will eventually discharge to the LA River or be evaporated from the project surface. As the LA City and others have focus a great deal of time and resources on the major redevelopment and upgrading of the river from well above and below the Project site, some hydrologic considerations should be focused on the discharges and mitigation/compensation to assure maintenance of the achievement gained so far and anticipated in the future.

Request:
Provide a specific section in the appendix for a thorough traverse of drainage from the site during construction and operations to assure that water and water quality discharge from the site to the drains passing to the LA River do not adversely affect the river and its improving water quality, suitable for groundwater recharge south of LA City limits.

RESPONSE NO. 31-139

The project would be designed to meet the City of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) requirements and would include both stormwater quality and quantity mitigation measures. Stormwater runoff would be retained to pre-development runoff conditions at a minimum and water quality issues would be mitigated by appropriate use of bioswales and permeable pavement areas.

All construction activities would be subject to a Storm Water Pollution Prevention Plan (SWPPP) and appropriate measures would be taken to prevent any stormwater driven contamination created by construction activities from leaving the site. The plan would most likely include sampling and monitoring of runoff quality from the construction site to ensure compliance.

COMMENT NO. 31-140

IV.E Land Use

General Comment:
IV.E p.178-197 Land use discussions are voluminously presented but avoid specific limits and constraints related to the existed un-permitted, un-reviewed facilities existing planning policies and guidelines. Inconsistent land use definitions of the existing facilities further indicate the inadequacy and incompleteness of this section and related sections of aesthetics, hydrology, public services, including utilities and services, and transportation.

Repetitious, inconsistent lengthy discussions in the executive summary, project description, general setting, impacts and secondary impacts only increase the inconsistencies and errors.

General Request:
Review, revise, focus, and summarize for concise summary of the setting, regulatory framework, and analysis within IV.E and related sections and appendices and reduce related sections appropriately.

RESPONSE NO. 31-140

Section I, Executive Summary, Section II, Project Description, Section III, General Description of Environmental Setting, and Section IV, Environmental Impact Analysis, of the Draft EIR have been provided in a manner that is consistent with the CEQA Guidelines. The detail and brevity of the topics within each of those sections is appropriate to the function of the particular section. The information presented is consistent throughout. This comment is contradictory to this commentor's Comment Nos. 31-56 through 31-73 which request that large amounts of detail located within the specific analyses be added to the more general overview of the environmental setting. Such requests would add content to other sections of the Draft EIR rather than reducing the content as suggested here.

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment is general in nature and does not mention specific/addressable contents of the Draft EIR. The commentor follows up with more detailed comments which are addressed below.

COMMENT NO. 31-141

Comments:
IV.E.2.b, p.180-186 Regulatory Framework

IV.E.2.b.1.a.1, p.181 City of Los Angeles General Plan

IV.E.2.b.1.a.2, p.181 LAMPFramework Policies-Open Space and Conservation Chapter called for Conservation of Natural Resources

Provision of outdoor recreational opportunities

Use of open space to enhance community and neighborhood character

The regulatory framework and these subsections do not clearly constrain or promote the existing facilities and the proposed project. The policies of the various plans represent higher level guidance which when applied to this project and the existing facilities clearly require limits on expansion and design reviews which have not been applied to previous site facilities. If applied to the proposed project, the project would not be developed as it is proposed.

RESPONSE NO. 31-141

Please refer to Response to Comment No. 31-10 regarding the project's relationship to the land use regulatory framework, and the conclusion of the Draft EIR that the project would be consistent with the regulatory framework. Please refer to Response to Comment No. 31-9 regarding the Lease Agreement and the existing facilities. The Draft EIR evaluates the project against the existing baseline conditions, pursuant to the CEQA Guidelines. The currently proposed project is being evaluated pursuant to CEQA Guidelines.

COMMENT NO. 31-142

The Subsection does not mentioned the LA Planning Department and Urban Design Center guidelines (e.g., Do Real Planning) and compliance with or difference from the more pedestrian and less traffic/parking focii of these official policies and their application by the Planning Department during the anticipated "Conditional Use Permit" hearings and those of the Site Review.

RESPONSE NO. 31-142

The Do Real Planning guidelines are not an adopted City ordinance, but are a set of guidelines prepared by the City Planning Commission, and used by the Planning Department in implementing the Department's Strategic Plan. Do Real Planning includes fourteen points to

guide planning activities for the City and help the City in implementing existing City Plans and Policies. These guidelines do not replace or supersede any adopted policies. Of the fourteen points, the first and only one apparently referred to by this commentor, "Demand a Walkable City" has led to the development of a "Walkability Checklist." The Walkability Checklist for Site Plan Review (Walkability Checklist) is a pilot program created by the City's Urban Design Studio (a new division of the Department of City Planning) that specifies urban design guidelines for projects required to undergo Site Plan Review. It is intended to guide staff with limited urban design experience, and provide greater specificity of design that may occur in Community Plans during the site plan review process.

The guidelines are not mandatory and only some may be applicable to any given project. Many of the guidelines address uses other than the project's cultural uses, and even those that might be applicable to this project's use are in large part oriented towards urban block settings, making them inappropriate for the proposed project.

Notwithstanding, the EIR has been revised to include a description of the Do Real Planning Program and to address the project's relationship to that program. See Section II, Corrections and Additions, of the Final EIR. As described therein, the proposed project's site design would be pedestrian friendly and consistent with the intent of the Walkability Guidelines. Specific concepts included in the guidelines that are consistent with the project include: a primary entrance at grade level, accessible entry per ADA, a visible and easily accessible arrival plaza facing Western Heritage Way, parking that is set back from the street, two controlled points of vehicle access designed to adequately handle vehicles, screening of parking areas with landscaping/trees, site illumination to facilitate pedestrian movements without providing glare, and a frontage with varied features, textures and materials. Further, the site is easily walkable with pedestrian access between the project buildings and existing trails and the Zoo across the street.

COMMENT NO. 31-143

Guidelines are not completely and consistently applied to the existing private facilities nor those proposed by the same non-public organization.

RESPONSE NO. 31-143

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The point of the comment is not clear and the consistency issue referred to is not clear. The Draft EIR analyzes the impacts of the project characteristics against specific thresholds with regard to how the project would affect the physical environment. Impacts addressed would be the same whether the project is a private/non-public enterprise or otherwise.

COMMENT NO. 31-144

As the existing facilities have not and did not pass through the official planning process before their construction and occupancy without CUP and SPR, all facilities should be considered as noncompliant, and the absence of clarifications and documentation regarding the early [sic]

All discussions should be expanded to the unpermitted existing facilities.

As indicated above the existing and proposed facilities and their impacts clearly are not adequately or complete presented, analyzed, and mitigated.

RESPONSE NO. 31-144

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-145

Requests:
Review and tabulate all appropriate policies, guidelines, and other constraints which may apply to the Project.

RESPONSE NO. 31-145

As described in the Response to Comment Nos. 31-141 through 31-144, the Draft EIR has appropriately evaluated the proposed project. Further, in Response to Comment No. 31-142 an addition has been added to Section II, Corrections and Additions, of the Final EIR to address the relationship of the project to the City's Walkability Guidelines.

COMMENT NO. 31-146

Compare existing facilities (not yet permitted) and proposed project facilities by each policy. Review and revise all regulatory framework and their application to the existing and proposed facilities.
Reissue the entire adequate and complete subsection.

RESPONSE NO. 31-146

Please refer to Response to Comment No. 31-9 regarding the existing permitted facilities. The Draft EIR evaluates the proposed project pursuant to CEQA Guidelines.

COMMENT NO. 31-147

Comments:

IV.E.2.b.1.a.3, p.182 Community Plan -" ... existing ... upgraded through site improvements, rehabilitation and reuse of sound structures and replacement of obsolete structures." Can be applied to the existing and proposed project facilities. The EIR states that the facilities are not recreational land use and if accepted existing facilities should be replaced by recreational uses and facilities within Griffith Park and the Gateway Zone.

The discussions then state that the Griffith Campus should be considered as "existing recreational sites and facilities" but the EIR states Project and existing facilities not considered as recreation. This inconsistency reflects the inadequacy and incompleteness of the analysis.

The guidelines do not mention of expansion and thereby adding footprint area would not be permitted, although there would be no constraints on adding floor area by basements.

Requests:

Clearly define the land use category for application to existing and future facilities.
Review the category with the required types of land use consistent with the open space and recreational uses of Griffith Park.
Revise the subsection and analysis with regard to land uses, their impacts, and mitigations.
Reissue the entire adequate and complete subsection.

RESPONSE NO. 31-147

The comment refers to Draft EIR's discussion of the Hollywood Community Plan. As explained on page 182 of the Draft EIR, the Hollywood Community Plan does not propose specific policies for development in Griffith Park. As such, it does address the specific uses in Griffith Park, as noted further in the paragraph of the Draft EIR (which this comment only partially cites). Nor does the Hollywood Community Plan prohibit an expansion of the museum uses, as this comment suggests. As described in Topical Response G, the proposed project is consistent with the 1978 Griffith Park Master Plan. Accordingly, the Draft EIR analysis is accurate. Notwithstanding, an edit has been made to clarify the nature of the proposed project to avoid confusion. See Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 31-148

Comments:

IV.E.c, p.184 LAMC OS-1XL allows for "Parks, Recreation, and Open space" and does not allow for museums, institutes, or other structure non-recreation uses or facilities. Therefore, several plans require variations through the Planning Department for existing facilities and the proposed project.

As the existing facilities do not comply with the designated land uses, have no CUP and did not pass through the Site Plan review process, all existing facilities requite land use processing. The setting, project features, and impacts have not been ananlyzed with regard to the non-compliant Griffith Park Campus, and therefore the entire EIR is not adequately and completely developed.

Discretionary actions taken to "post-occupancy" compliance require environmental consideration.

Requests:
Add all existing facilities" to the EIR, project description, settings, and analysis of impacts. Provide Site area land use program listings for current and proposed uses, including:

- Areas/numbers for building/structured footprints
- Areas/numbers for bus stops/loading, parking, and driveways
- Areas/numbers for sidewalks and other hardscapes
- Areas/numbers for lawns and shrubs and for trees
- Areas/numbers for equestrian trails, utilities, and other uses
- Floor area ratios, floor area/parking ratios, and other pertinent

RESPONSE NO. 31-148

The Draft EIR evaluated the proposed project against the existing baseline conditions pursuant to CEQA Guidelines, which were approved at the time of development. Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-149

Comments:
IV.E.d, p.185 Lease Agreement is referenced but not provided for clarification. Without knowledge of the original agreement compliance with land use terms and conditions in the lease can not be judged. Inadequacy of existing documentation of readily available referenced materials is a common comment throughout the EIR. The lack of this pivotal document represents a clear example of incomplete EIR analysis.

Requests:
Related to the CUP meetings, the terms and conditions of the official lease agreement may have land use considerations and should be included as an appendix.
Review and tabulate land use terms and conditions of the official lease agreement.

Compare the existing and project facilities, activities, and related growth inducements in the Gateway Zone with tabulated conditions.
Revise subsection setting, project features, and impacts.
Reissue the subsection as a Subsequent EIR.

RESPONSE NO. 31-149

CEQA Guidelines Section 15132 sets forth the requirement for the contents of the Final EIR: "Draft EIR or a revision of the draft," "[c]omments and recommendations received on the Draft EIR either verbatim or in summary," "[a] list of persons, organization, and public agencies commenting on the Draft EIR," [t]he response of the Lead Agency to significant environmental points raised in the review and consultation process," and "[a]ny other information added by the lead agency." The CEQA Guidelines do not require the Final EIR include all relevant secondary reference materials such as those mentioned in the comment above. Nonetheless, this comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The Ground Lease Agreement is also provided as Appendix 11 of the Final EIR.

COMMENT NO. 31-150

Comment:
IV.E.3.c, p.188 Project Features of Land Use includes "... exterior landscape areas would be renovated and enhanced...", although no provisions, quantified comparisons, or related information are provided regarding:

Renovations
Enhancements
Losses. Relocations, and replacement
Open Space
Nature
Natural setting

Preliminary review of landscaping and Appendix 2, Trees clearly indicate that the Appendix is in error with regard to the total numbers, kinds, and sizes of trees located within the site and that can be affected by construction of the proposed project

RESPONSE NO. 31-150

Refer to Response to Comment No. 31-5 regarding the update to the Tree Study prepared for the project, which indicates the number of existing trees within the site and number of trees that may be affected by proposed development. Also refer to Section IV.A, Aesthetics, for a detailed discussion of the existing setting of the project and the potential for the project to affect this setting.

COMMENT NO. 31-151

The "Tree Ordinance" appears to emphasize those measurement aspects which are based on "at least" rather than the last "shall" condition as indicated in **IV.A.2.b.**.4, p.84 Trees, "The size and number of replacement trees **shall** approximate the value of the trees to be replaced." Other references include "at least".

RESPONSE NO. 31-151

Please refer to Response to Comment No. 31-102 regarding compliance with the Tree Ordinance.

COMMENT NO. 31-152

No indication is provided as to numbers of trees to be destroyed, relocated, or left in place.

Request:
Review and revise Appendix.
Revise references within the land use accordingly to the revised appendix.

RESPONSE NO. 31-152

Please refer to Response to Comment No. 31-5 regarding the number of trees to be removed, relocated or left in place.

COMMENT NO. 31-153

Comments:
IV.E.2.b.1. ,p.192 (IV.A.2.b.2, p.83) GPM Plan discussion provides some policies:

"1) Enhance the natural beauty... "

"2) Improve the visual and environmental quality... at the perimeter... "

"3) Focus future Park development in areas already developed."

which are not reflected in the existing or proposed facilities and area.

Absence of discussion of the project's compliance with all criteria clearly demonstrate inadequacy and incompleteness of the analysis.

Requests:
Review and tabulate all GPM Plan policies, guidelines, constraints, and requirements.
Compare the tabulated factors with those of the ground lease agreement and note differences.
Apply factors to the existing and proposed facilities and tabulate differences and compliance.
Review and revise appropriate subsections for completeness and adequacy.

RESPONSE NO. 31-153

Please review Topical Response G regarding the Griffith Park Master Plan. For reasons indicated therein, and for reasons stated in the Draft EIR, the proposed project is consistent with the provisions of the 1978 Griffith Park Master Plan currently in place. Also refer to Topical Response B regarding the ground lease between the City of Los Angeles and the Autry.

COMMENT NO. 31-154

Comments:
IV.E.3.c The Project Features (summary of Sec.II) refer to IV.A, if wrong in IV.A then this IV.E is also wrong.

Request:
Review and revise reference.

RESPONSE NO. 31-154

The comment is not clear regarding citations of other sections. However, the commentor has raised objections to the project description at numerous locations. Responses have been provided for each of the specific contentions where raised, thereby addressing this comment as well. As indicated throughout the responses to the comments, the Draft EIR has properly identified the project features in a manner suitable for analysis against the stated threshold levels per CEQA Guidelines.

COMMENT NO. 31-155

Comments:
IV.A.3.c.1, p.192 Discussion of The LAMC does not clearly state that the existing facilities are not in compliance with then current and existing City code requirements and was implemented without CUP and site review. Future facilities are considered to be reviewed and that variance processing would bring the existing and future facilities into compliance.

Requests:
Document discretionary approvals and ministerial permits by various LA City departments and boards and summarize timeline and actions taken for the existing facilities.

Summarize inappropriate actions for permit applications, approvals, and allowance given by the Recreation and Parks Department in the 20 years of presence.
Review tabulated land use terms and conditions of the official lease agreement and any provisions by the Recreation and Parks Department in the 20 years of presence.
Revise subsection setting, project features, and impacts.
Reissue the subsection as a Subsequent EIR.

RESPONSE NO. 31-155

The existing facilities at the Griffith Park Campus were approved and constructed in accordance with regulations that were in place at their time of construction. Please refer to Response to Comment Nos. 31-9 and 31-10. Please also see Topical Response B.

COMMENT NO. 31-156

Comments:
IV.E.3.d.1, p.192-193 Existing and original buildings have not complied with LAMC:

- No CUP for existing
- No variance for heights
- No Site Plan Review

The current project is offered to justify both the previous violations and erroneous and perhaps fraudulent applications and does not offer full compliance with regard to height of 60(36) and 114ft or 70(24-34)++114ft. No elevations of the Phase 2 facilities have been offered either in IV.A or IV.E to substantiate the measurements and compliance or the actual request requiring a discretionary decision on the part of the Recreation and Parks Department or other elements of the City.

Request:
Document discretionary approvals and ministerial permitting process and summarize timeline and actions taken for the existing facilities.
Review tabulated land use terms and conditions of the official lease agreements and any provisions by the Recreation and Parks Department for all similar structured facilities within the "Griffith Park" (Golf Courses, etc.) and as to compliance.
Revise subsection setting, project features, and impacts.
Reissue the subsection as a Subsequent EIR.

RESPONSE NO. 31-156

Please refer to Topical Response B regarding the Lease Agreement. Also refer to Response to Comment No. 31-9 and in particular Response to Comment No. 31-10, which addresses the project's proposed heights. As indicated therein, the proposed project is a

discretionary project which includes approval of a CUP as a project action, and which requires full disclosure and review pursuant to CEQA Guidelines.

COMMENT NO. 31-157

Comments:
IV.E.3.d.1, p.194 This section only discusses "Growth" in regard to regional planning by SCAG although growth and the CEQA growth inducement primarily relates to land uses. Herein the overall, general Section VI of the EIR deals with that of the overall project and is discussed elsewhere.

The proposed project is this expansion of structured private and restricted "public"-access institutional uses sets precedence for further land use conversions at the Community Plan level. Therefore, the proposed project would have growth inducement effects within the context of the City, the District/Community, the Park, and the "Gateway Zone".

A prospective target for structural development would be the adjacent Golf Courses clubhouses, and privatization with restricted public access targets may include the Zoo, shuttle system, and the sports field along Zoo Drive.

Incomplete discussion of growth inducement of land uses may have serious implications for related impacts on and from transportation, runoff, and utilities in the Gateway Zone.

Request:
Revise subsection to include potential inducements for growth within the project site (Phases 3 6) and within the Gateway Zone.
Provide 20-year plan for site and specifically identify any anticipated or potential structural development on the site.
Provide mitigation to assure site growth does not occur on the site.

RESPONSE NO. 31-157

Section IV.E, Land Use, of the Draft EIR, as cited in this comment, and other sections of the Draft EIR, address all of the impacts of direct growth associated with this project. Section VI.D of the Draft EIR addresses the project's potential growth inducement impacts pursuant to CEQA Guidelines. As discussed therein, the proposed project does not include any of the features typically associated with growth inducement. Specifically, since the proposed project is located in a developed area of Griffith Park already used for Campus uses, new infrastructure or an extension of the current infrastructure (i.e., roads and utilities), and community service facilities (i.e., police, fire, schools, and libraries) would not be expanded beyond the needs of the proposed project.

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Regarding "precedence," there is no reason to believe the City would choose to convert other parts of the park to other uses as a result of implementation of the project. Furthermore, the areas surrounding the site are already developed with a zoo, golf courses and a freeway.

COMMENT NO. 31-158

Comments:
IV.E.3.d.1, p.195 The conclusion that the project is consistent with community policies of the Framework, Community Plan, and the 1978/Current Griffith Park Plans (final and drafts) is not justified when compared to the full set of policies indicated in IV.E.a.

Review is incomplete and inadequate as it does not compare the existing and proposed land uses with each of the criteria mentioned in relevant plan policies.

Review is incomplete and inadequate as it does not assess the existing non-compliance of the existing structure in the Tower height, the east facade and west facade heights, and with relevant FAR for institutional uses, as the Applicant states that the facilities are not recreational and presumably not entertainment and have no existing Conditional Use Permit for the entire development.

Requests:
Review and revise above mentioned comments and related comments/requests.

RESPONSE NO. 31-158

The discussion of the project's consistency with applicable land use regulations is discussed fully in Section IV.E, Land Use, of the Draft EIR. Please also refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself. In addition, please refer to Topical Response G for a discussion of the project's relationship to the Griffith Park Master Plan.

COMMENT NO. 31-159

Comments:
IV.E.3.d.2, p.195-196 "Conclusion" discussions for land use compatibility provide repetitious setting without analysis for a "visitor-serving facility", not a typical land use term or designation

(e.g., institutional, commercial-fee entrance facility, etc.) and that the project will be consistent with the Zoo. They also indicate that:

- No short or long term substantial or adverse changes
- Construction activities not interfering with offsite
- Not substantially or adversely change
- No long term effect of adversely altering a neighborhood or community

Review is incomplete and inadequate as it does not compare the existing and proposed land uses with each of the criteria mentioned in relevant plan policies and only chooses to indicate the one that the project may be consistent with and does not describe the level of compliance with all criteria.

Review is incomplete and inadequate as it does not assess the existing non-compliance of the existing structure in the Tower height, the east facade and west facade heights, and with relevant FAR for institutional uses, as the Applicant states that the facilities are not recreational and presumably not entertainment and have no existing Conditional Use Permit for the entire development.

Requests:
Review and revise above mentioned comments and related comments/requests.

RESPONSE NO. 31-159

Please refer to Response to Comment Nos. 31-9 and 31-10.

COMMENT NO. 31-160

Comments:
IV.E.3.d.2, p. 195-196 Land Use Compatibility with LAMC If no CUP then by definition the project at the time of NOP was in non-compliance with existing ordinances and in contravention of Land Use authorities, processes, and existing land uses. No environmental documentation appears to be available or exists with regard to the original buildings and therefore the existing structure is not in compliance with LAMC and CEQA.

Requests:
Review and revise above mentioned comments and related comments/requests.

RESPONSE NO. 31-160

Refer to Topical Response B regarding the Lease Agreement. As indicated therein the project previously had City and CEQA review.

COMMENT NO. 31-161

Comment:
IV.E.4, p.196+IV.E.6, p.197 Mitigation and Significance after Mitigation statements that none are required are erroneous and inadequately the existing non-compliance and incompatibilities with existing land uses and land use policies. Either the City may change the land use policies or numerous measures can be presented which could significantly reduce the non-compliance and land use inconsistency and incompatibilities below the level of significance but have not been incorporated.

Request:
Review and revise above mentioned comments and related comments/requests.

RESPONSE NO. 31-161

The proposed project includes as a project action the adoption of a CUP which addresses site issues including project heights. Project approval would be based upon CEQA review and analysis of all land use issues. Project approval would be consistent with City Policies, and would create no inconsistencies with City Policies. All of the project actions and project features may be approved by the City pursuant to existing City policies and regulations.

COMMENT NO. 31-162

Comment:
IV.E.5, p.196-197 Cumulative impacts have arisen for land uses. The original building was constructed without adequate and complete land use review and processing. Once this building has been placed, extensions were added.

With the existing ANC facilities in place, the wastewater treatment plant becomes a direct induced/inducing land use by/for the ANC facilities.

Existing shuttle facilities were also sited for their consistency with an inappropriate, unapproved ANC facility.

Now the new facilities were also sited for their consistency with the earlier inappropriate, unapproved ANC facility.

What will be the next facility proposed for the area since the existing and proposed facilities are there, put more with them.

During the review, the issue of the original conditions for the Griffith Park grant to the City arose and these appear to include legal restriction on development of physical facilities not directly required for the Park. Further clarification is required.

Request:
Review and revise above mentioned comments and related comments/requests.

RESPONSE NO. 31-162

As indicated in Section IV.E, Land Use, of the Draft EIR, cumulative impacts with regard to land use would be less than significant. As stated therein, cumulative impacts on the regulatory framework would be less than significant. Furthermore, as the proposed project in combination with related projects would not alter the existing land use relationships in the community, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

As indicated in Section II, Project Description, of the Draft EIR, the Los Angeles Zoo wastewater treatment facility is not located within the boundaries of the project site. Furthermore, the existing facilities at the Griffith Park Campus were approved and constructed in accordance with regulations that were in place at their time of construction. Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses how the leased area was not part of the original Park donation, but was instead annexed to the Park in connection with the development of Interstate-5.

COMMENT NO. 31-163

Comments:
Appendix B Trees (and IV.A and IV.E) No indication as to numbers to be destroyed, relocated, or left in place. Apdx2, p.6, Fig.3 and thereby table (204), and numbering does not appear to be consistent with the trees on site and the site boundaries provided in the project description.

Specifically the lands (based on Project Description, Section II, Fig.4) between:

1. the North Parking and Zoo Dr. in included in the site but no trees are indicated by numbering in this area (6, >4in dbh exist)
2. Equestrian trail and Wastewater Plant in included in the site but no trees are indicated by numbering in this area (>10, >4in dbh exist)
3. and Others.

ApdxB.5.1, p.5 Mitigation provides for 'The size and number of replacement trees shall approximate the value of the trees to be replaced." Other references in the subsection only include "at least".

Requests:
Trees

- Total number of ~4/~12in dbh trees of California origin and introduced,
- Total number of ~1 in dbh trees of California origin and introduced,
- Total number of ~12in dbh trees of California origin and introduced
- Total number of ~4in dbh trees to be destroyed
- Total number of ~12in dbh trees to be destroyed
- Total number of ?,4in dbh trees to be relocated
- Total number of ?,12in dbh trees to be relocated
- Total number of ~4in dbh trees to be left as is
- Total number of ~12in dbh trees to be left as is

RESPONSE NO. 31-163

Refer to Response to Comment No. 31-5 regarding the existing number of trees and the number of trees that may be affected by the proposed project. Also refer to Appendix 5 of the Final EIR for a map that shows trees to be left in place, removed, or relocated as part of the project.

COMMENT NO. 31-164

IV.F Noise

Comments:
IV.F Apparent inappropriate averaging periods and uses of longer averaging periods for project noise generation seriously affects the credibility of the quantification and modeling of the existing setting and the project impacts especially for the Phase 1..0perations and Phase 2-Construction period.

As all distortions move values in only one direction, lessening of the levels and the impacts on those levels under the incorrectly used CNEL/Leq criteria limits, the adequacy and completeness of the entire section and appendix are questionable.

Request:
Provide independent re-assessment and analysis by a qualified independent noise specialist based on an approved and final project description and land use framework under contract to the independent entity with a work plan approved by LA Recreation and Parks.

RESPONSE NO. 31-164

As indicated in Section IV.F, Noise, of the Draft EIR, two noise descriptors were used to evaluate the potential impacts from project related noise sources. Specifically, the 24-hour CNEL noise descriptor was used for off-site traffic noise analysis and the hourly Leq noise descriptor was used for on-site construction and operational noise impacts. These noise descriptors are specified in the City of Los Angeles Municipal Code and the *City of Los Angeles' CEQA Thresholds Guide (2006)*. In addition, the significance thresholds are also based on the *City of Los Angeles' CEQA Thresholds Guide (2006)*. The existing setting (noise environment) is based on actual site noise measurements and is described in both hourly Leq and 24-hour CNEL levels (Draft EIR Section IV.F, Noise, Table 16). In addition, the project-related noise levels are based on noise models that are standard to the industry. The analysis of potential noise impacts is comprehensive and the requested re-assessment and analysis is not warranted.

COMMENT NO. 31-165

Comments:

IV.F.2.a, p.198-200 Use of dBA and 3-5 can be more justified for the current project rather than the CNEL of which would be more appropriately applied to multi-family residential or , "community" projects for specific land uses rather than specific projects where residents will be on site and affected for longer periods 12-24 hours. As more outdoors activities may occur in the South Lawn than in typical residential project, the outdoor activities and event should support the use of dBA rather than CNEL (unless the preparer uses 15-60 minute units rather than 12 or 24-hr units.

Similarly the application of limits and criteria should be based on quiet passive use park recreation and not on institutional, entertainment, or active recreation and sports.

Furthermore, short-duration high dBA noises create more concerns for a museum, zoo, school, library, research office environment compared to noises in typical residential or commercial facilities.

Review of the sensitivity of the receptor activities rather than land use category should be used.

Use of CNEL-24 or 12 will bias analysis in favor of a more noisy project and greater impacts upon the "noise sensitive uses" educational and research uses of the project and additional areas and facilities. '

Requests:
Provide and use 15-minute levels for assessment and CNEL-60 and Leq-60 minutes for averaging, analysis, and modeling and provide adequate statistical presentation to ascertain min/max levels, median, and averages.
Review, revise, and update averaging period and all assessment and analysis.

RESPONSE NO. 31-165

As described on pages 198-200 of Section IV.F, Noise, of the Draft EIR, dBA is defined as the A-Weighted sound level in the unit of decibel (dB). The term A-Weighted refers to the filtering of the sound in a manner corresponding to the way the human ear perceives sound. CNEL is the time average of the A-Weighted sound levels (dBA) for a 24-hour period. Various noise descriptors were used to evaluate the potential impacts from project related noise sources, including the 24-hour CNEL noise descriptor used for off-site traffic noise analysis and the 1-hour Leq noise descriptor used for on-site construction and operational noise impacts. These noise descriptors are based on the regulatory framework provided in the City of Los Angeles Municipal Code and the *City of Los Angeles' CEQA Thresholds Guide (2006)*. In addition, the significance thresholds used to evaluate potential impacts are also based on the *City of Los Angeles' CEQA Thresholds Guide (2006)*. These significance thresholds are based on the human perceptibility (sensitivity) to change in noise level (increase) from the existing ambient noise levels, as suggested by the commentor. Therefore, the requested statistical analysis and requests to revise all assessment and analysis are not warranted.

COMMENT NO. 31-166

Comments:
IV.F.2.c.2, p.202 Justifications for the number, timing, and locations of the Noise Levels/Measurements Locations are incomplete and do not provide explanation for why only three measurement spots were selected and why these three spots as shown on Figure 25 were selected. This explanation needs to be included.

Also, three locations are inadequate for this analysis, and the selected monitoring locations do not completely represent the study area, the project generation sources, noise sources, building and tree interference/interception, and sensitive receptors for noise impact analysis. Additional noise measurements would be required for an adequate and complete characterization of the existing noise/sound setting and should be supplemented by monitoring near the Zoo, at the Campus site, at the parking lot, and to the northwest of the Campus site (intersection).

Additional noise measurement would provide a complete and adequate noise study and support the analysis which also requires modifications. The current three locations selected only represent a portion of the noise study area and its sources, interferences, and receptors.

Requests:
Provide additional noise measurements of the existing noise/sound setting by monitoring near the Zoo, at the Campus site, at the parking lot, and to the northwest of the Campus site.

RESPONSE NO. 31-166

As indicated in Section IV.F, Noise, of the Draft EIR, three locations were used to establish the existing ambient noise environment in the vicinity of the project site. Measurement locations R1 and R2 represent the northern and southern ends of the Campus, respectively. In addition, measurement location R2 also represents the ambient noise environment at the northern portion of the golf courses. Measurement location R3 represents the Zoo Magnet Center, one of the nearest noise sensitive uses. The measured ambient noise levels at location R3 were also conservatively used as the baseline for noise levels at the Zoo. Overall, the three noise measurement locations represent the range of ambient noise levels in the vicinity of the project site. With respect to timing, the ambient noise levels were recorded continuously from Friday through Monday in order to provide a comprehensive assessment of ambient noise during both the weekday and weekend periods. Based on the location and duration of the noise monitoring, which provides an accurate representation of noise levels within the project area, no additional noise monitoring is necessary. Nonetheless, additional ambient noise measurements were made at the golf courses and at the Zoo. The noise measurements confirmed that the ambient noise level at the Zoo is within the ambient noise levels at location R3. In addition, the measured ambient noise levels recorded at the golf courses were approximately 5 dBA greater than the measured levels at location R2, indicating that the noise analysis within the Draft EIR was conservative.

COMMENT NO. 31-167

Comments:
IV.F.2.c.2, p.202 + Apdx E-1, p.3-15 (pdf) Review of the Apdx E shows that traffic noise starts in the 8am period rather than the 7am period and therefore CNELs of 24, 15, and 9hours starting from the 7am period will be averaged differently without the 6am period in the daytime periods. The three highest CNEL hourly readings (68-70 dBA) occurred twice in the 6am period and once in the 7am period.

IV.F.2.c.2, p.202 + Apdx E-3, p.3-15 (pdf) Review of the Apdx E modeling results shows that modeling used a 12-hour period for Leq from 7am-7pm, which includes 4 hour period of no construction and therefore 33% of the time averaged period there was no construction noise and therefore lessening the average of the overall period and that of the construction period of 8 hours.

IV.F.2.c, p.202 + Apdx E-3, p.3-15 (pdf) Review of the Apdx E modeling results also shows that modeling segregated the different construction activities, therefore lessening the average of

the overall period. Usage factors are also averaged over a longer period than actual and thereby lowers the average.

Requests:
Provide and use 15-minute levels for assessment and CNEL-60 and Leq-60 minutes for averaging, analysis, and modeling and provide adequate statistical presentation to ascertain min/max levels, median, and averages.
Review, revise, and update averaging period and all assessment and analysis.

RESPONSE NO. 31-167

It appears that the commentor does not fully understand the CNEL noise descriptor. As described on page 199 of Section IV.F, Noise, of the Draft EIR, CNEL is the average sound level for a 24-hour period, with a 5 dBA and 10 dBA penalty for sound levels in the evening (7 P.M. to 10 P.M.) and nighttime (10 P.M. to 7 A.M.) hours, respectively. The ambient noise data (provided in detail in Appendix E-1 of the Draft EIR) includes the measured hourly Leq levels and the corresponding CNEL levels, which were calculated based on the 24 hourly Leq levels (from 12 A.M. to 12 A.M.) for that given day.

The construction noise analysis is based on hourly noise levels as indicated in Table 18 on page 208 of Section IV.F, Noise, of the Draft EIR. The construction noise levels used in the construction noise analysis are not averaged over a 12 hour period with only 8 hours of construction, as suggested by the commentor. The 12 hour construction period shown on the modeling sheet within Appendix E-1 is part of the noise modeling output results. This 12-hour period is used by the model to calculate construction noise in terms of a 24-hour CNEL. However, this modeling result is not used to evaluate construction noise impacts as the 24-hour CNEL noise descriptor is not the appropriate noise descriptor for construction noise.

During Phase 1 construction, there will be overlapping of different construction activities. For example, demolition of the existing buildings within the northern part of the project site could occur while the new parking within the southern portion of the site is constructed. As described on page 206 of Section IV.F, Noise, of the Draft EIR, the construction noise impact analysis is based on a worst-case scenario that assumes that construction activities would occur along the perimeter of the project site at closest distance to the noise sensitive receptors. Therefore, due to the additional distance between the construction activities and the receptors, the composite noise from overlapping construction activities could increase by a maximum of 2 dB from the worst-case analysis, during the unlikely event that all construction equipment (for both demolition and building construction) would occur closest to the sensitive receptors. No overlapping construction is expected during Phase 2 construction.

The usage factor is the percentage of time during which the construction equipment is operating at full power. The usage factors used in the analysis are estimated based on published data for various type of construction equipment from FHWA (Roadway Construction Noise Model User Guide) and the Construction Engineering Research Laboratory (Construction Site Noise Control Cost-Benefit Estimating Procedures).

The noise descriptors used in the noise analysis are consistent with the City's Noise Regulations as specified to be used by the *City of Los Angeles' CEQA Thresholds Guide (2006)*. Therefore, the requested statistical analysis and revision to the noise assessment and analysis are not warranted.

COMMENT NO. 31-168

Comments:

IV.F.3.c.1, p.207 Construction Noise impacts on Sensitive Noise Receptors (golfers) is stated "...golfers normally move around to the different areas....it is expected that they would not be exposed to high noise levels for an extended duration". No basis for such a conclusion is made and no monitoring was provided and analyzed for short-term exposures to more intense construction noises. The Section disregards the employees of the WNTP, the Shuttle Bus system, and golf courses who work full-time and do not move around much. The Golf Course would be significantly impacted since it is considered a sensitive receptor and construction noise would be up to 85dBA from 50 feet away from the edge of the courses resulting in a significant impacted since it exceeds the 50 to 75 dBA acceptable range for shorter-term noise. No mitigation is provided for people associated with the Golf Courses use.

RESPONSE NO. 31-168

As shown in Figure 25 on page 203 of the Draft EIR, the ambient noise measurement location R2 is located at the south boundary of the project site, approximately 50 feet north of the golf courses north boundary. The measured ambient noise levels at R2 were conservatively utilized as the baseline ambient noise for the golf courses. Additional ambient noise measurements were conducted on the golf courses between November 14 and 16, 2007. The ambient noise measurements were made at approximately 200 feet south of the project site, at a location that represents where most golfers would congregate within the northern portion of the golf courses. The measured ambient noise levels between 7 A.M. and 7 P.M. (i.e., the hours which construction activities could occur) at the golf courses, ranged from 61 to 69 dBA. The lowest measured daytime ambient noise level at this representative location within the golf course side is 5 dBA higher than that of the noise levels measured at R2 (just north of the golf courses). This difference in noise levels is primarily associated with the golf courses' greater exposure to noise from Interstate-5.

With respect to the golf courses, the construction noise impact analysis assumed a worst-case scenario where construction activities would occur at the southern project boundary. In addition, the analysis also conservatively assumed that noise receptors would be within 50 feet of the construction equipment (i.e., within 25 feet of the golf courses northern fence). However, the closest area that golfers would congregate would be the teeing area or the putting green, which is a minimum of approximately 100 feet from the construction site. Therefore, based on the minimum 100 feet between the golfers and the construction site, the maximum construction noise at the golf courses would be 79 dBA (hourly Leq), which would be approximately 18 dBA above the lowest measured ambient noise level of 61 dBA. As described in Section IV.F, Noise, of the Draft EIR, golfers typically move around within the golf courses and thus would not be exposed to noise levels associated with construction for an extended duration. Nonetheless, Mitigation Measure E-1 has been revised to include a temporary noise barrier at the project's southern boundary that will provide a minimum 14 dBA noise reduction. With the proposed noise barrier, construction noise levels at the golf courses would be reduced to 65 dBA, which would be less than significant. Refer to Section II, Corrections and Additions, of the Final EIR.

As described in Section IV.F, Noise, pages 201-202 of the Draft EIR, noise sensitive receptors in the vicinity of the project site are identified in accordance with guidelines provided by the *City of Los Angeles' CEQA Thresholds Guide (2006)*. The employees at the WWTP, the Griffith Observatory Shuttle Bus, and the golf courses were not included as noise sensitive receptors, per the definition of noise sensitive uses as set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. There are no employees staffed at the WWTP facility. In addition, employees at the Griffith Observatory Shuttle are primarily working inside the building.

With respect to the employees at the golf courses, those that do not move throughout the golf courses would be staffed at the club house located at the northwest corner of the golf courses approximately 2,450 feet from the project site. Based on this distance, construction noise impacts would not be expected at the club house. There are maintenance/security employees that would move around the entire golf course (which extends up to one mile south of the project site). However, these employees would not be exposed to construction-related noise from the project for an extended duration. In addition, those employees assisting with maintenance activities would also be generating noise associated with use of the equipment to maintain the golf courses.

COMMENT NO. 31-169

IV.F.3.c.1, p.207-208 Construction noise and post-mitigation effects on children visitors are minimized as children are present for only a short duration, and impacts would be lessened by sound barriers and separation of construction equipment/activities from the Campus experience. As such, construction noise impacts to Campus visitors would be less than significant after mitigation.

This discussion inadequately presents the issues of construction during Phase 1, while the Museum may be operating and during special events, and more importantly when the Phase 1 expansion and increased visitor loads are exposed to the higher construction noise effects of Phase 2 construction. Presentation of mitigation effects within this subsection is inappropriate as confusion may arise as to the actual impacts and mitigation effects. The absence of a 'Mitigation, Monitoring, and Reporting Plan' lessens the creditability of any assurance that sound barriers would be installed in a timely fashion, that they would be maintained, and that they would be effective. As the first part reads, the separation would only occur if the sound barriers are installed but there is no statement or plan in the appropriate subsection that they would be installed.

Requests:
Review, revise, and provide an adequate and complete analysis of both short-term and long-term noise impacts, and requirements for mitigation should be placed in its appropriate section. Following adequate and complete revisions, provide independent re-evaluation and development of impacts and required levels of mitigation to reach insignificant levels.
Prepare all reports by a qualified independent noise specialist based on an approved setting and methodology under contract to the independent entity with a work plan approved by LA Recreation and Parks.

RESPONSE NO. 31-169

As discussed on page 207 of Section IV.F, Noise, of the Draft EIR, construction noise levels of up to 85 dBA could be expected adjacent to the construction site, when heavy construction equipment will be operating. The number of visitors would be significantly limited during Phase 1 construction, and visitors would only be expected to be outside for a short-period when they arrive and depart the site. In addition, construction noise levels associated with Phase 2 construction activities would be less than expected under Phase 1 since the construction activities would be concentrated at the southeast corner of the Campus site further away from the existing/expanded Griffith Park Campus buildings.

CEQA Guidelines do not require that a Mitigation Monitoring and Reporting Program (MMRP) be included and circulated with a Draft EIR. A MMRP has been prepared for the proposed project in accordance with CEQA Guidelines Section 15097 and is included as Section VI of this Final EIR.

The noise analysis for the project has been prepared by acoustical engineers with specific expertise in preparing noise analyses for CEQA documents in the City of Los Angeles. The analysis is based on the methodologies and thresholds of significance set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the LAMC. No additional analysis is necessary.

COMMENT NO. 31-170

Comments:
IV.F.4-6, p.211-213 Cumulative impacts, mitigation, and unavoidable impacts are based on inadequate and incomplete analysis and therefore these sections can not be reviewed.

Requests:
Following adequate and complete revisions, provide independent re-evaluation and development of mitigation measures by a qualified independent noise specialist based on an approved analysis under contract to the independent entity with a work plan approved by LA Recreation and Parks.

RESPONSE NO. 31-170

The noise analysis for the project has been prepared by acoustical engineers with specific expertise in preparing noise analyses for CEQA documents in the City of Los Angeles. The analysis is based on the methodologies and thresholds of significance set forth in the *City of Los Angeles L.A. CEQA Thresholds Guide (2006)* and the LAMC. The analysis includes the cumulative analysis requested by the commentor as well as mitigation measures and a discussion of significant impacts after incorporation of the mitigation measures requested by the commentor. No additional analysis is necessary. Furthermore, the Draft EIR reflects the independent judgment of the Department of Recreation and Parks.

COMMENT NO. 31-171

Comments:
IV.F.4, p.210 Mitigation E-1 measure (for CNEL/Leq noise).relates only for the Zoo and Zoo Magnet School and does not include shorter term measures for the Goff Courses and museum and site visitors will be impacted but is not stated as an impact for construction.

RESPONSE NO. 31-171

As indicated in Response to Comment No. 31-168, a temporary noise barrier will be provided along the southern portion of the project site to reduce the construction noise at the golf courses. As described in Section IV.F, Noise, page 207 of the Draft EIR, it would be expected that sound barriers would separate the construction equipment/activities from the Campus experience.

COMMENT NO. 31-172

Difference exist due to the arbitrary and inappropriate use of land use and residential averaged criteria for long term noise changes rather than dBA levels for shorter term exposure as annoyance and disturbance of uses and persons paying fees in the museum and courses and South Lawn.

RESPONSE NO. 31-172

As described in Section IV.F, Noise, pages 205-206 of the Draft EIR, the project's significance thresholds (criteria) are based on the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the LAMC. The significance thresholds are based on the potential change in the existing ambient noise environment as well as the sensitivity of the land use. Furthermore, the noise descriptors used in the noise analysis are consistent with the noise descriptors specified by the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the LAMC. Thus, the noise analysis does not use arbitrary or inappropriate criteria.

COMMENT NO. 31-173

Mitigation measures are recommended to minimize the impacts but are confused as earlier subsection also recommend measures no [sic] included in the appropriate section. The absence of a 'Mitigation, Monitoring, and Reporting Plan lessens the creditability of any assurance in any subsection that noise measures would be installed in a timely fashion, that they would be maintained, and that they would be effective. No measures are present that monitoring would assure reduction of short and long term noise levels to "insignificant" levels and for additional measures if the "recommended' measures are inadequate or incomplete to achieve the required reduction.

Mitigation measures for noise are ineffective, inadequate and incomplete when they include statements such as- "when they are feasible", "Phase I", and "line-of-sight" qualifications. LAMC only recognized technically feasible and noise is technically feasible to be reduced to less than 50 dBA at 5 ft. More visitors will be exposed in Phase 2 as the museum win be operating at higher volumes. Any qualified noise specialist knows that noise can go around corners and be reflected and even amplified based on surface-features and coverings•and therefore line of sight would be inadequate measures for assuring compliance and minimal impacts.

Request:
Following adequate and complete revisions, provide .independent re-evaluation and development of mitigation measures and an appropriate Mitigation Monitoring Reporting Plan for both short-term and long-term noise impacts prepared by a qualified independent noise specialist based on an approved analysis under contract to the independent entity with a work plan approved by LA Recreation and Parks.

RESPONSE NO. 31-173

As discussed in Response to Comment No. 31-168, Mitigation Measure E-1 has been revised and included in this Final EIR to include the temporary noise barriers to reduce the construction noise at the golf course.

CEQA Guidelines do not require that a Mitigation Monitoring and Reporting Program (MMRP) be included and circulated with a Draft EIR. A MMRP has been prepared for the proposed project in accordance with CEQA Guidelines Section 15097 and is included as Section VI of this Final EIR.

The commentor has incorrectly quoted the LAMC construction equipment noise level limit of 50 dBA at 5ft. According to LAMC Section 112.05, construction equipment within 500 feet of residential zone shall be limited to 75 dBA at a distance of 50 feet. The LAMC also states that "[s]aid noise limitations shall not apply where compliance therewith is technically infeasible" and "[t]echnical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment." Mitigation Measures E-1 and E-2 require construction equipment to have noise control devices, including mufflers and/or motor enclosures. In addition, noise barriers will be provided to further reduce the construction noise. Noise barriers that break the line of sight typically provide a 10 dBA noise reduction, which is a substantial reduction in noise levels.

The noise analysis for the project has been prepared by acoustical engineers with specific expertise in preparing noise analyses for CEQA documents in the City of Los Angeles. The analysis is based on the methodologies and thresholds of significance set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)* and the LAMC. No additional analysis is necessary.

COMMENT NO. 31-174

IV.G Public Services
Comments:
IV.G, Fire Protection and Police The setting does not provide adequate setting for future services required for the Griffith Park Campus, especially following the successful implementation of the anticipated Master Plan along with that of the LA River Revitalization. The project description includes upgrading of water supply, wastewater sewerage, and, perhaps, stormwater but the setting does not discuss the utilities and services for the existing facilities and the development for the future Park Master Plan and River Revitalization. With a successful implementation of the various plans and those of the project, security and fire protection services may significantly increase and require new physical facilities within the Park and perhaps within the Gateway Zone, similar changes may require additional utilities and services upgrades.

RESPONSE NO. 31-174

As this comment is similar to Comment No. 31-68, please refer to Response to Comment No. 31-68.

COMMENT NO. 31-175

The setting does not adequately provide background for various plans and other projects and their induced requirements well beyond those indication within the section.

RESPONSE NO. 31-175

Please see Response to Comment No. 31-68 for a discussion of how cumulative impacts to fire services would be less than significant.

COMMENT NO. 31-176

No impacts is indicated for a successful proposed project for increased useage of Griffith Park, 100,000 additional new visitors per year to the park, and additional services required of Recreation and Parks.

RESPONSE NO. 31-176

Please see Response to Comment No. 31-68 for a discussion of how project impacts on both police and fire protection would be less than significant.

COMMENT NO. 31-177

Referenced in Section VI.C, Secondary Impacts for successful completion and operations are totally inadequate and incomplete.

Utilities and Services are not discussed in a consistent and complete manner for:
Power
Water New water line
Wastewater New sewer
Drainage Bioswales, drains, etc.
Solid Waste
Communications Trenches for FOCables

RESPONSE NO. 31-177

In accordance with CEQA Guidelines, Section VI.E, Potential Secondary Effects, of the Draft EIR evaluates the potential impacts of mitigation measures. The comment presents no evidence to suggest that the proposed project would have impacts not otherwise disclosed in the Draft EIR. The issues cited in this comment are addressed in more detail in the Initial Study included in Appendix A of the Draft EIR. The Initial Study was performed using the Environmental Checklist Form included in Appendix G of the CEQA Guidelines; and included sufficient information to conclude that the proposed project would not have a significant impact

on utility topics. Please refer to Section IV.D, Hydrology, of the Draft EIR, which provides a discussion of impacts with regard to drainage and a greater level analysis for this topic. Please also refer to Response to Comment No. 31-14.

COMMENT NO. 31-178

As some of these networks will require trenching, additional impacts for historic and archaeological resources may arise.

RESPONSE NO. 31-178

Please see Response to Comment No. 4-5 for mitigation measures related to discovery and treatment of archaeological and Native American cultural resources during ground-disturbing activities in previously undisturbed sediments.

COMMENT NO. 31-179

Requests:
Review existing drafts and approved plans and provide physical and staff requirements to maintain current levels of services.
Revise and upgrade relevant subsections in Sec. III, IV.G, VI.C, and elsewhere.

RESPONSE NO. 31-179

Please see Response to Comment No. 31-68 for a discussion of the project's impact on police services. As stated in Section IV.G, Public Services - Fire Protection, of the Draft EIR, the project's increase in demand for fire protection services would be negligible, and would not require the addition of a new fire station, or other new facilities. As a result, the project would result in a less than significant impact relative to the additional demand for fire services. Thus, no revisions to the Draft EIR are necessary.

COMMENT NO. 31-180

IV.H Transportation

1. Comment:
As indicated below, the overall Transportation and Circulation Section is totally inadequate and incomplete and some elements are erroneous or at least inconsistent with other sections of the EIR. An independent re-assessment and analysis should be undertaken by an independent specialist based on a current project description perhaps under contract to the independent entity other than the LA DoT, referenced as reviewed and "approved the current version even though the appendix is only a draft document.

1. Request:
Provide independent re-assessment and analysis by a qualified independent specialist based on an approved and final project description and land use framework under contract to the independent entity with a work plan approved by LA DoT and LA Recreation and Parks.

RESPONSE NO. 31-180

The commentor does not specify what is inadequate and incomplete in Section IV.H, Transportation and Circulation, of the Draft EIR. Further, please note that other than Section IV.H, references to the Traffic Study within the other sections of the Draft EIR can only be found in Section IV.B, Air Quality. However, no references in Section IV.B of the Draft EIR pertain to the actual analysis of traffic impacts discussed in the Traffic Study. Therefore, Sections IV.H and IV.B and the associated findings of the Draft EIR remain the same.

As indicated in Section II, Corrections and Additions, of the Final EIR, the Traffic Study included as Appendix F of the Draft EIR was the Final Traffic Study for the proposed project. The Traffic Study was conducted by Fehr and Peers/Kaku and Associates, an independent transportation consulting firm that has no contract with LADOT. The project description that has been provided in the Draft EIR is the most current version of the project, and the final project is subject to approval by the City Department of Recreation and Parks. Furthermore, the current traffic study has been prepared in conjunction with LADOT and any work plans as shown in the LADOT letter, provided as Appendix 4 of the Final EIR, would be subject to LADOT review and approval. The final Mitigation Monitoring and Reporting Program (MMRP) for the project will be approved by the Board. Implementation of a construction traffic and parking management plan required for the project, and review by the approving agency, would ensure that the project's construction related impacts would be reduced to a less than significant level. No re-assessment is necessary and no further response is required.

COMMENT NO. 31-181

2. Comment:
IV.H, p.227 Introduction refers to LADoT review and "approval" of its contents, without dates, staff reviewing and approving, documentation, references, or other evidence to demonstrate such. Without such information, no review of the comments validity can be made as to the adequacy of the statement and the comment is totally incomplete.

2. Requests:
Provide all documentation regarding the process, submissions, reviewers, approvers, and other information about this situation and provide adequate and complete citation and references in the appropriate sections

RESPONSE NO. 31-181

The Traffic Study, which was included as Appendix F of the Draft EIR, was prepared in accordance with the LADOT Traffic Study Policies and Procedures (March 2002), which provides standards, guidelines, objectives, and criteria for the preparation of a traffic study. The Traffic Study was reviewed and approved by LADOT. A copy of the LADOT approval letter is provided as Appendix 4 of this Final EIR.

COMMENT NO. 31-182

3. Comment:
IV.H.1.a.2, p.228 Description of Local Street System includes Victory Blvd. and Western Ave. in setting but later does not include them in Apdx. F and IV Intersections.

3. Request:
Eliminate intersection/street reference or add to description and analysis in relevant section and appendix.

RESPONSE NO. 31-182

The description of the local street system provided in Section IV.H, Transportation and Circulation, of the Draft EIR is intended to provide an overview of the surrounding street system within the general project vicinity. Thus, reference to Victory Boulevard and Western Avenue in this part of the EIR is appropriate.

The intersections that are analyzed in the Traffic Study, which was included as Appendix F of the Draft EIR, were selected in conjunction with LADOT as intersections that might be adversely impacted by traffic associated with the project. As discussed in the Traffic Study and the Draft EIR, these nearby study intersections selected by LADOT would not be significantly impacted by the project. Thus, the more distant intersections involving Victory Boulevard and Western Avenue would not be expected to be significantly impacted by the project.

COMMENT NO. 31-183

4. Comment:
IV.H.1.a.3, p.228 No references are provided for existing school and other visitor bus uses, timings, and numbers or the MetroLink rail system on the east side of the LA River (which is to be linked by pedestrian bridges to the Park. No numbers are provided for shuttle buses (per day, per week, etc.). No traffic count with modal distribution is provided.

Transit paragraph refers to R&P Shuttle Buses which is not discussed in Apdx. F and IV.2-6.

Without such information, no review of the comments validity can be made as to the adequacy of the statement and the comment is totally incomplete.

4. Requests:
Provide all documentation for adequate and complete description of setting of the project site regarding the school buses and all other modes of traffic within the existing and future setting of the project site, submissions, reviewers, approvers, and other information about this situation and provide adequate and complete citation and references in the appropriate sections

RESPONSE NO. 31-183

In accordance with CEQA requirements, the discussion of existing transit conditions in Section IV.H, Transportation and Circulation, of the Draft EIR provides a description of existing public transit service near the project site. As school and charter bus trips to the Autry are not forms of public transit, they were not included in this discussion. The nearest Metrolink station to the project site is the Glendale Station, which is approximately 2.1 miles southeast of the project site.

As discussed in the Draft EIR and in Response to Comment No. 28-7, trip generation rates were calculated based on driveway counts taken at the site. Empirical data used to calculate trip generation rates takes into account only visitors to the site who arrived by motor vehicle, including personal vehicles and buses. The trip generation rates presented in the Traffic Study, which was included as Appendix F of the Draft EIR, would not account for patrons of the site who might have arrived using a non-vehicular mode of transportation such as walking, cycling, or horse. Segregation of trips by mode of arrival for such a use is not required by CEQA.

COMMENT NO. 31-184

5. Comment
IV.H.1.a.4, and a.6, p.229 No reference is provided initially for existing equestrian, bicycle, and pedestrian access to the site and no reference is made to the vehicle access road/equestrian jogging trail to the wastewater plant and corral. Later discussions add little to the non-vehicular access and circulation. No useage count with modal distribution is provided. Without such information, no review of the potential settings interference with the construction and operations of especially Phase 2 of the Project can be made as to the adequacy of the statement and the comment is totally incomplete.

5. Requests:
Provide all documentation for adequate and complete description of setting of the project site regarding the pedestrian, equestrian, WWTP operations, etc. traffic within the existing and future

setting of the project site., submissions, reviewers, approvers, and other information about this situation and provide adequate and complete citation and references in the appropriate sections

RESPONSE NO. 31-184

Please see Response to Comment No. 28-7 for a discussion of trip generation rates for the proposed project. In addition, refer to Response to Comment No. 31-69 regarding the adequacy of the baseline setting regarding traffic and access, which was based on direction from LADOT. Also refer to Section IV.H, Transportation and Circulation, of the Draft EIR for an analysis of bicycle and pedestrian safety and to Section IV.E, Land Use, of the Draft EIR for an analysis of equestrian use in the vicinity. The Draft EIR provides a clear demonstration that the project will not have a significant impact on bicycle, pedestrian and equestrian use in the project vicinity.

COMMENT NO. 31-185

6. Comment

IV.H.1.a.5, p.229 Parking indicates that the ANC Lease allows overflow parking into Zoo Lot but does not indicate that the current Zoo parking lot is to be replaced by picniking areas and that the Park operations are focusing on off-site parking and shuttling visitors into the Park. Similarly, the City has planning guidelines to enhance the pedestrian-friendly streetscapes and pedestrian access.

II. No comments are provided on ANC Campus ridership program indicated in Project Description.

6. Request

Provide inventory of existing parking conditions related to the shuttle and for any public parking of more than 500 vehicles within a 5-mile radius which could be used for shuttles or HOV access to the project without interference and degradation of the pedestrian or alternative transport users for the Park.

Provide parking and shuttles from outside the Park and Griffith Campus and eliminate "parking" for sedan rather than vans, HOVs, bus, and other larger capacity vehicles.

Provide no Park/Campus parking for single-occupancy vehicles.

Provide parking structures in the ANC Arroyo's Campus and shuttles between Campuses and other shuttle parking areas.

RESPONSE NO. 31-185

Contrary to the commentor's statement, the Zoo parking lot is not going to be replaced by picnic areas. Rather, according to the Final Concept Report for the Proposition O Los Angeles Zoo Parking Lot Sustainability Project, the Zoo parking lot would be renovated "to provide additional infiltration, runoff reduction and pollutant loading control" and would include the use

of permeable pavement and bioswales. Thus, the Zoo parking lot would still be used as a parking lot. In addition, please refer to Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center.

COMMENT NO. 31-186

7. Comment
IV.H.1.b.1, p.231 Referenced traffic counts do not include modal mixes, and since buses may represent a larger than typical traffic element in this area. the counts may not be adequate for analysis of future traffic congestion. Without such information, no review of the comments validity can be made as to the adequacy of the statement and the comment is totally incomplete.

7. Request
Provide modal mixes during traffic counts.

RESPONSE NO. 31-186

Please see Response to Comment Nos. 28-7 and 31-183 for a discussion of trip generation rates for the proposed project.

COMMENT NO. 31-187

8. Comments:
IV.H.1.c.2, p.236 (and many others) Section applies LAMC Parking for Institutional-500 sqft/car space + 1/5 seats for auditorium. No basis is provided for selection of "institutional use" (LAMuniCode 12.21(A)4, and lower numbers of spaces) rather than to 1/300 sq ft for office use, business parks, and research and development centers, or to 1 space /250 sq ft for retail and service commercial uses, or 16 spacesJ1000sq ft for restaurants. Without such information, review of the analysis of the construction and operations of the Project, especially Phase 2, can not be made as to the adequacy of the analysis and the therefore the analysis is incomplete.

8. Requests:
See other discussion regarding parking. If changes (no surface parking, higher-1:100-1:300-ratios, HOV parking, or more transit/shuttle service) are mandatory, then parking study should include underground parking or multi-level under/in all new structures.

Provide analysis of the parking for the various modes of transport to the site.

RESPONSE NO. 31-187

Section IV.H, Transportation and Circulation, of the Draft EIR is correct in categorizing the Griffith Park Campus as a museum and, therefore, an institutional use. In accordance with

the LAMC, an institutional use has a parking ratio of one space for every 500 square feet. Also, refer to Response to Comment No. 28-7 regarding the parking demand analysis that was prepared in 2006 and upated in 2008 to evaluate whether the project would provide sufficient parking on-site to accommodate the demand generated subsequent to implementation of the project.

COMMENT NO. 31-188

9. Comments:
IV.H.1.c, p.234-235; IV.H.2.b.8, p.241; IV.H.2.d.2.g, p.259 Regulatory Framework contains no references to and the implications on transportation of:

LA City Framework
Community Plan
Griffith Park Plan (1978 and Current)
Los Angeles River Revitalization
LA Planning Goals of "Do Real Planning"
DASH/LA DoT and MTA Regional and Local Transportation Plan and Route Planning

RESPONSE NO. 31-188

Please see Response to Comment No. 31-69 for a discussion of the scope of the traffic analysis. Each of the plans described above was also appropriately addressed in Section IV.E, Land Use, of the Draft EIR.

COMMENT NO. 31-189

References to the LA City CEQA Threshold Guidelines are not specifically part of the regulatory framework for transportation systems and "consistency" to CEQA Threshold Guides does not actually apply to transportation regulations and "Plans".

RESPONSE NO. 31-189

This comment is not clear, nor does it raise a direct issue regarding the analyses within the EIR. The *City of Los Angeles' CEQA Thresholds Guide (2006)* is a document prepared and adopted by the City to guide the evaluation of environmental impacts. It establishes significance levels for determining whether the traffic impacts would be significant. These thresholds have been used in the Draft EIR. In addition, as the Thresholds Guide does not include a specific threshold regarding consistency with relevant transportation plans and policies, a threshold addressing this topic has conservatively been included in the Draft EIR.

COMMENT NO. 31-190

Previous referenced review by the LA DoT [sic] appears to be inadequate and incomplete.

RESPONSE NO. 31-190

Please see Response to Comment 31-181. As indicated therein, the traffic study for the proposed project has been prepared in accordance with the LADOT Traffic Study Policies and Procedures, which provides standards, guidelines, objectives and criteria for the preparation of a traffic study. Please also refer to Appendix 4 of this Final EIR for the referenced LADOT letter that approved the Traffic Study for the proposed project.

COMMENT NO. 31-191

Without the real planning and transportation regulatory setting information, review of the analysis of the construction and operations of the Project, especially Phase 2, can not be made as to the adequacy of the analysis and the therefore the analysis is incomplete.

9. Requests:
Review all related transportation and regulatory influences, update and revise this and related sections, and reissue appropriate sections for review and comment.

RESPONSE NO. 31-191

As described in Response to Comment Nos. 31-188 through 31-190, the traffic analyses in the Draft EIR are consistent with the City's methodologies and significance thresholds as presented in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. As described in the previous comments, the City methodologies have been prepared to implement City Plans, have been adopted by the City for that purpose and as such are consistent with City Plans.

COMMENT NO. 31-192

10. Comments:
IV.H.1.c.2, p. 236 No reference is made of existing street design and its compliance with LAMC design requirements, especially for driveways, curbing, and sidewalks.

RESPONSE NO. 31-192

Permits obtained for construction of the existing site are valid and in conformance with LAMC standards in place at the time permits were issued for construction. In addition, the proposed improvements are expected to comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks. Such compliance will be reviewed as part of the plan check process with the City of Los Angeles. Specifically, driveway access for the proposed

project will be reviewed by LADOT's Citywide Planning Coordination Section as part of the building permit approval process, and will also be reviewed and approved by Los Angeles Bureau of Engineering.

COMMENT NO. 31-193

Previous referenced review by the LA DoT [sic] may not have considered design aspects and would appear to be inadequate and incomplete.

RESPONSE NO. 31-193

As indicated in Section II, Corrections and Additions, of the Final EIR, a letter from LADOT, which has been included as Appendix 4 of the Final EIR, indicates that the Traffic Study was reviewed and approved by the City of Los Angeles. In addition, as discussed in Response to Comment No. 31-192, above, the proposed improvements are expected to comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks.

COMMENT NO. 31-194

As the original facilities on the site did not pass through the Conditional Use Permit and Site Plan Review process, we can not be assured that the roads related facilities are in compliance with the then- or currently applicable design requirements.

RESPONSE NO. 31-194

Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Please also see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 31-195

Without the real planning and traffic system design compliance to regulatory setting information, review of the analysis of the construction and operations of the Project, especially Phase 2, can not be made as to the adequacy of the analysis and the therefore the analysis is incomplete.

10. Requests:
Review all related transportation and regulatory required design aspects, update and revise this and related sections, and reissue appropriate sections for review and comment.

RESPONSE NO. 31-195

As discussed in Response to Comment No. 31-192, the proposed improvements are expected to comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks.

COMMENT NO. 31-196

11. Comment:
IV.H.1 No reference is made of GP Aerial Tram and Shuttle plans, pedestrian circulation plans, equestrian plans and their circulation in the Gateway area and to/from the Griffith Campus. The existing conditions and transportation impacts must be established within the context of the most probable future conditions during the construction and initial operations of the proposed project and its Gateway context.

11. Request:
Locate the most probable arrangements within the Gateway area for the various future Park facilities, activities, and services requiring vehicular services of all modes of transport.

RESPONSE NO. 31-196

Plans for a Griffith Park Aerial Tram and Shuttle have not been approved by the City of Los Angeles. Therefore, such improvements were not included in the traffic impact analysis. In addition, it would be expected that a tram or shuttle would improve traffic conditions within Griffith Park. Thus, the less than significant impact conclusions reached in the Traffic Study would not be expected to change if these improvements were to be implemented. As discussed above, an analysis of potential impacts associated with pedestrian, bicycle and equestrian access is provided in the Draft EIR. No significant impacts to any of these forms of access would occur as a result of the proposed project.

COMMENT NO. 31-197

12. Comment:
IV.H.1+IV.H.2.a.2, p.236-237 No reference is made of trip generation and allocation (distribution) for museums and factors and estimates or models are not provided, and trips are defined by existing (empirical) driveway movement data and existing floor area. No EVENT counts or derivations are provided.

Without the real planning and traffic analysis for the updated existing and regulatory settings, review of analysis and models of the construction and operations of the Project, especially Phase 2, can not be made as to the adequacy of the analysis and the therefore the analysis is incomplete.

12. Requests:
Provide estimates or models for both typical peak periods and for more probable or actual past EVENT traffic generation, allocations, and distributions.
Provide a model for facilities and floor areas and their generation rates and their modal mixes for visitors, employees. and suppliers.
Amend the model to include allocations and distribution.

RESPONSE NO. 31-197

The methodology for evaluating project impacts, including the establishment of a trip generation rate and the distribution of such trips on the street and freeway network, was developed in consultation with LADOT. In addition, as discussed in Response to Comment No. 31-13, special events already occur within the site. These events have and will continue to generally take place during weekends and evenings. Traffic from these events generally occurs outside of the peak hours.

COMMENT NO. 31-198

13. Comments:
IV.H.2.d.1, p.243-245 Analysis of Construction does not provide a construction traffic and parking management plan (at least in draft CTPMP, indicated in the last two lines of p.243) and does not quantify the turning and circulation interference of the construction hauling and deliveries, continuing operations (Phase 2, especially) and the various pedestrian, equestrian, and cycling modes.

RESPONSE NO. 31-198

A construction traffic and parking management plan will be prepared prior to the start of any construction work. Specifically, Section IV.H, Transportation and Circulation, of the Draft EIR includes the following mitigation measure regarding a construction traffic and parking management plan:

> **Mitigation Measure H-1:** A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

In addition, Section IV.H of the Draft EIR includes an analysis of the proposed project's impact on pedestrian and bicycle safety. As stated therein, during construction the northbound

bike lane along Western Heritage Way may be closed during various construction phases, causing a temporary impact. Specific information regarding closures would be noted in the construction traffic and parking management plan. While the lane may be closed during construction, bicyclists would be required to ride with traffic for less than approximately 1,000 feet. Because the project is in a park setting with road speeds of 25 mph adjacent to the project site, the conditions would still be safe for bicyclists. Construction of the proposed project would not result in an increase in vehicle/equestrian trail or vehicle/pedestrian conflict points than currently exists. Furthermore, upon completion of the proposed project, impacts related to pedestrian and bicycle safety and equestrian access would be less than significant.

COMMENT NO. 31-199

Presumably earth hauling and demolition would overlap (simultaneous). The estimated 38+9 haul/demo truck ROTs do not include other construction related traffic and internal circulation of these trucks and traffic for concrete, form work, emergency access, public access, school buses, and other larger vehicles. As the 43 ROTs represent only a maximum of 30% of the potential maximum of 120 ROTs with 60 ROTs by others (workers), presumably all other traffic would be limited to 17 ROTs per day in the CTPMP.

RESPONSE NO. 31-199

Pages 243 and 244 of the Draft EIR evaluate construction-related trips. As indicated therein, during Phase 1, up to 38 haul truck round trips per day during grading, 9 haul truck round trips per day during demolition, and 60 construction worker round-trips per day are expected. In addition, during Phase 2, up to 81 haul truck round trips per day during grading, one haul truck round trip per day during demolition, and 50 construction worker round-trips per day are expected.

COMMENT NO. 31-200

Statement of "Most trips" would take place during the first eight hours of.period [sic] (7:00A.M. to 3:00P.M.).- does not reflect adequately the math of 5+3=8 hours for the total construction day period and something may be incomplete.

RESPONSE NO. 31-200

As stated in Section IV.H, Transportation and Circulation, of the Draft EIR, outdoor construction activities are limited by the LAMC to 7:00 A.M. until 9:00 P.M. on weekdays and from 8:00 A.M. until 6:00 P.M. on Saturdays and holidays. The Draft EIR is correct in that during these timeframes, most, if not all, haul truck trips would take place during the first eight to nine hours of the permitted construction work period (from 7:00 A.M. to 3:00 P.M. or 4:00 P.M.).

COMMENT NO. 31-201

Without the traffic and parking management plan and quantified analysis, the comments made are inadequate and very incomplete, review of analysis and models of the construction and Phase 2 construction with Phase 1 operations of the Project can not be reliably made as to the adequacy of the analysis and the therefore the analysis is incomplete and inadequate.

13. Requests:
Provide quantification of the ROTs and their vehicle modes and schedules.
Provide a draft Construction Traffic and Parking Management Plan.
Provide plan for construction traffic during events in the Park and ANC campus.
Provide a draft re-circulation plan for bus, HOV, pedestrian, cycling, and equestrian modes
Provide for off-site parking for all construction workers and HOV/bus access to the site, perhaps by way of MTA 96.
Review, revise, quantify, and reissue construction conditions and impacts for review and comment.

RESPONSE NO. 31-201

As discussed in Response to Comment No. 31-198, a Construction Traffic and Parking Management Plan is included as a mitigation measure within the Draft EIR. In addition, as dsicussed in the memo provided by Fehr & Peers, which is included as Appendix 4 of the Final EIR, a Transportation Management Plan will also be implemented as part of operation of the proposed project.

The Traffic Study includes an empirical and quantitative assessment of future project traffic. Parking, queuing, and site access are also addressed in Section IV.H, Transportation and Circulation, of the Draft EIR. The Traffic Study was reviewed and approved by LADOT. No further analysis is required.

COMMENT NO. 31-202

14. Comments:
IV.H.2.d.2.a-f, p.245-259+elsewhere Operation-Interactions, CMP, Transit, Access, Parking, Pedestrian During Phase 1 and 2, tw0-three intersections would operate at unacceptable levels of service (LOS: E-F), but for both phases the Project contributions to these intersections would not significantly impact any of the study intersections..[at] peak periods:'[p.252]. Zoo Drive, Western Heritage Way, and Riverside Drive are part of the "study intersections" and would be operating at LOS E and with the various amendments for comments above including modal mixes would probably go to LOS F (especially during the Phase 2 construction).

RESPONSE NO. 31-202

Please see Response to Comment No. 28-2 for a discussion of the intersection analysis conducted for Phases 1 and 2 of the proposed project. As summarized therein and described in detail in Section IV.H, Transportation and Circulation, of the Draft EIR, based on criteria set forth by LADOT, the proposed project would not result in significant traffic impacts as a result of either phase of development.

COMMENT NO. 31-203

Access is first considered as significantly impacted, but then the preparers state that "...because of the site layout and usage patterns, it is determined that the access points would not cause an adverse effect"..No [sic] supporting information or analysis is provided, the statement is inadequate and incomplete, and acceptance of the statement can not be considered.

RESPONSE NO. 31-203

Please see Response to Comment No. 25-8 for a discussion of the project's impact on driveway access and on-street queuing at project driveways. In addition, as discussed in Response to Comment No. 31-192 above, the proposed improvements would be expected to comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks.

COMMENT NO. 31-204

This statement is then followed by "Neitherhas established a threshold of significance on driveway access and on-street queuing at project driveway. Thus impacts would be considered significant if" Both driveways include left-turn out-bounds and left turn in-bounds and have inadequate stacking lanes for the ques in either in or out-bound vehicles. The analysis does not consider the vehicle modes (buses, HOVs. construction and delivery trucks, etc.) and only provides 25 foot (1-2 vehicles) stacking. Thus impacts and significant impacts could be expected, and simple mitigation measures could be provided by the project, ANC, or LA DoT but are not in this draft. Provisional statements that queqing on outbounds requires confirmation that adequate parking and internal circulation is provided (no design provided); current facilities have not been reviewed for design adequacy and completeness as no CUP or Site Design review was ever conducted by the City.

The discussed absence of any significant impact appears to reflect inadequate and incomplete analysis of the traffic loads, modal mixes, and cumulative significant impacts indicated in related sections.

RESPONSE NO. 31-204

Please see Response to Comment No. 25-8 for a discussion of the project's impact on driveway access and on-street queuing at project driveways. Consistent with LADOT methodology, while the traffic count data does not segregate buses, delivery trucks, or automobiles, all are accounted for in the empirical count data taken at the site. Existing conditions are based entirely on actual operations and counts observed at the site. These different vehicle types are included in the data and analysis, and the results indicate that no significant impact is expected. The claims that different vehicle types were not considered or that significant impacts are to be expected are incorrect.

As discussed in Response to Comment No. 31-192 above, the proposed access improvements would be expected to comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks. Also, as noted in the queuing analysis in the Traffic Study, which was included as Appendix F of the Draft EIR, more than 25 feet of stacking will be provided.

COMMENT NO. 31-205

No discussion is presented regarding the individual or cumulative influences of the coincidence of pedestrian cross walk(s, [sic] including those south of the south driveway), eight parked/loading buses, and speed bumps and their impacts on intersections and access and circulation, driveway turnings and bus turn-arounds.

RESPONSE NO. 31-205

Section IV.H, Transportation and Circulation, of the Draft EIR includes a detailed discussion of access and safety. In addition, as discussed in Response to Comment No. 31-192 above, the proposed access improvements would comply with all applicable regulatory requirements regarding driveways, curbs and sidewalks.

COMMENT NO. 31-206

No discussion is provided for equestrian modes and circulation especially with regard to changes in the southern trails, driveways, and parking.

RESPONSE NO. 31-206

Equestrian routes within implementation of the project are fully addressed in the Draft EIR. Refer to Section II, Project Description, Section IV.E, Land Use, and Section IV.H, Transportation and Circulation. Also refer to Response to Comment No. 31-41 for a discussion of how equestrian trails would continue to be provided within the project vicinity after full implementation of the project.

COMMENT NO. 31-207

Without the consistent total traffic and parking setting and planned developments and given the absence of quantified analysis for operations and especially during Phase 1 operations and Phase 2 construction, the comments regarding operational effects are inadequate and very incomplete and can not be reliably reviewed as to the adequacy of the assessment and the therefore the cumulative effects appraisal is incomplete and inadequate.

14. Request:
Review, revise, rewrite, and reissue the entire appendix and Section IV.H and related III and VI sections after which review this section and revise.

RESPONSE NO. 31-207

The impacts of traffic and parking operations in existing and future scenarios are discussed in Section IV.H, Transportation and Circulation, of the Draft EIR and the Traffic Study. The impacts have been analyzed in accordance with LADOT requirements. No revisions are required and recirculation of the document is not necessary.

COMMENT NO. 31-208

15. Comments:
IV.H.3.a, p.259-260 Cumulative Construction
The related construction of the Zoo Parking area has impacts upon the overall as the Zoo Parking is considered as overflow for the operations and some construction related parking in the Zoo Parking as indicated in the setting and analysis and general setting (Sec. III) and Apdx F.

RESPONSE NO. 31-208

The proposed project has been designed to accommodate employee and visitor parking demand on-site. In addition, Please refer to Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center.

COMMENT NO. 31-209

During previous discussions of the new R&P Griffith Park Plan for the Gateway, claims were made that the Park's planning should be based on the 1978 Plan which would negate any cumulative effects from proposed but not bidded plans and designs for the Zoo and Zoo Drive intersection.

RESPONSE NO. 31-209

Please refer to Topical Response G, which describes consistency of the project with the 1978 Griffith Park Master Plan currently in place.

COMMENT NO. 31-210

Although indicated elsewhere in the EIR, utilities and services upgrades for the Project would be undertaken within the same timeframes and route framework as these cumulative projects and would add to the cumulative effects either directly or indirectly.

RESPONSE NO. 31-210

As discussed in Response to Comment No. 31-14 as well as in Section VI, Other Environmental Considerations, of the Draft EIR, should any utility enhancements be required to implement the project, they would consist of minor modifications to the existing infrastructure system. In addition, enhancements would likely occur during construction of the proposed project. The cumulative impacts of construction of the project and other related projects in the vicinity are analyzed in the Draft EIR. Cumulative construction traffic impacts are analyzed in Section IV.H, Transportation and Circulation, of the Draft EIR.

COMMENT NO. 31-211

No discussion is presented regarding the cumulative influences of the coincidence of pedestrian cross walk(s, [sic] including those south of the south driveway), eight parked/loading buses, and speed bumps and their impacts on intersections and access and circulation. driveway turnings and bus turn-arounds. This will be particularly important during events and during the Phase 2 construction period, while Phase 1 is operating.

RESPONSE NO. 31-211

Refer to Section IV.H, Transportation and Circulation, of the Draft EIR for a detailed discussion of access and pedestrian safety within the project site. Please also refer to Response to Comment No. 25-8 for a discussion of the project's impact on driveway access and on-street queuing at project driveways. In addition, as discussed in Response to Comment No. 31-192 above, the proposed improvements would be expected to comply with all applicable regulatory requirements regarding driveways, loading/unloading, curbs and sidewalks.

COMMENT NO. 31-212

Without the consistent traffic and parking setting and planned developments and given the absence of quantified analysis for construction, the comments regarding cumulative effects are

inadequate and very incomplete and can not be reliably reviewed as to the adequacy of the assessment and the therefore the cumulative effects appraisal is incomplete and inadequate.

15. Requests:
Review, quantify, and revise discussions regarding construction impacts, cumulative construction impacts of all project related construction and network upgrades.
Provide a consistent discussion with appropriate revisions and upgrades regarding the planned and anticipated projects of the Recreation and Parks Department, LA Rover Revitalization, LA DoT, MTA, utilities, and services.
Identify, locate, and quantify the cumulative effects of all projects, construction, and resulting heavy vehicle traffic on transit, pedestrian, cycling, and equestrian transport modes.

RESPONSE NO. 31-212

The Memorandum of Understanding approved by LADOT, which is included as Appendix 4 of the Final EIR, documents the acceptance of assumptions and methodologies used to complete the traffic impact analysis. Analysis of the current and future transportation operations provide the cumulative number of trips that are expected to occur from existing traffic, related projects, ambient growth, and project related traffic. The analysis has been approved by LADOT. In addition, construction traffic and cumulative construction traffic impacts are evaluated in the Draft EIR. Refer to Section III, Environmental Setting, for a list of the projects that were included in the cumulative impact analyses within the Draft EIR.

COMMENT NO. 31-213

16. Comments:
IV.H.3.b, p.260-281+elsewhere Cumulative effects on transit discussion includes reference to Related Projects 3a, 3b, and 3c which are located in the Zoo Gateway area and are probably the Zoo Parking, Tram, and Shuttle, or parking structure project referred to elsewhere, but they are inadequately discussed and described. Although immediate to the Project and considered in transportation and circulation, land use discussion states that only the 1978 Griffith Park Plan can be used in analysis as the current planning has not been approved.

RESPONSE NO. 31-213

Refer to Section III, Environmental Setting, for a list of the projects that were included in the cumulative impact analyses within the Draft EIR. Related Projects 3a, 3b and 3c are specifically identified and described therein. This list of related projects was identified in consultation with LADOT. Table 5 of the Traffic Study, which was included as Appendix F of the Draft EIR, also provides a description of each of the related projects, including location, land use, size, and trip generation. As discussed in Response to Comment No. 31-196, above, plans

for a Griffith Park Aerial Tram and Shuttle have not been set forth or approved by the City of Los Angeles. Thus, cumulative impacts of such projects would only be speculative.

Please refer to Topical Response G, which describes the relationship of the Griffith Park Master Plan to the project.

COMMENT NO. 31-214

The previous section and comments above indicate that during construction traffic congestion may significantly and adversely affect traffic; additions of transit trips and potential uses by heavy vehicles and reallocation of HOV and shuttles will change the modal mixes and various other construction project will contribute even more mix-mode traffic which will most seriously affect the HOV and transit modes of transport rather than just adding 2-4 trips (one way or ROT??) to the "commutes/peak".

RESPONSE NO. 31-214

Please see Response to Comment Nos. 31-199 and 31-207 for a discussion of construction related impacts found in the Draft EIR. It is not expected that construction activities would generate an increased demand for transit or multi-modal trips. As discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, project-related transportation and circulation impacts during temporary construction activities would be less than significant. Cumulative construction traffic and access impacts could occur should the nearby infrastructure-related projects be constructed at the same time as the proposed project. However, such impacts would be temporary. The expected number of construction trips for construction workers and hauling trucks is discussed in Section IV.H of the Draft EIR.

COMMENT NO. 31-215

Format changes in headings makes referencing of comment cumbersome.

RESPONSE NO. 31-215

Please see Response to Comment No. 31-30 for a discussion regarding the heading formats used in the Draft EIR.

COMMENT NO. 31-216

Inadequate and incomplete descriptions and lack of consistency between Sections of the EIR

Without the consistent transit setting and planned developments and given the inconsistencies for settings between different environmental sectors, the comments regarding cumulative effects on

transit are inadequate and very incomplete and can not be reliably reviewed as to the adequacy of the assessment and the therefore the cumulative transit effects appraisal is incomplete and inadequate.

16. Requests:
Review, quantify, and revise discussions regarding construction impacts on transit. Cumulative construction impacts of all project related construction and network upgrades.
Provide a consistent discussion of transit and the City's efforts to redirect traffic to transit with appropriate revisions and upgrades regarding the planned and anticipated projects of the Recreation and Parks Department, LA Rover Revitalization, LA DoT, MTA, utilities, and services.
Review, identify, locate, and quantify the cumulative effects of all projects, construction, and resulting heavy vehicle traffic on transit modes.

RESPONSE NO. 31-216

Please see Response to Comment Nos. 31-213 and 31-214 for a discussion of the cumulative analysis in the Draft EIR with regard to transit. No further analysis of this issue is required.

COMMENT NO. 31-217

17. Comment
IV.H.4., p.261 The only measure discussed (10 lines of text) is only that required by existing regulatory setting and requirements which are assumed to be incorporated into the impacts analysis yielding an anticipated significant adverse impact during construction.

RESPONSE NO. 31-217

As discussed in Response to Comment No. 31-198, a mitigation measure has been included that would require a construction traffic and parking management plan. While LADOT typically requires such a plan, the requirements for the plan specified in Mitigation Measure H-1 are much more stringent than what is typically required by LADOT. In addition, no other mitigation measures are proposed since the project will not result in any traffic, parking or access impacts during operation that would create the need for such mitigation.

COMMENT NO. 31-218

General assumption in the analysis is that the preparer assumes compliance with all existing regulations and typical ministerial actions. Citations of existing regulations do not provide "mitigation" for effects arising over and beyond the levels of regulatory compliance.

RESPONSE NO. 31-218

The Draft EIR appropriately assumes that relevant regulatory requirements would be implemented by the project. Regulatory requirements do not need to be included as mitigation measures as such requirements are already required by law. Incorporation of regulatory requirements in the analysis of impacts is appropriate under CEQA.

COMMENT NO. 31-219

As the transportation and circulation settings, regulatory setting, and analyses discussed above, the mitigation discussed is totally inadequate and is incomplete, even though the LA DoT [sic] is referenced as having approved the Section and Appendix which is a Draft.

RESPONSE NO. 31-219

Please see Response to Comment No. 31-181. As indicated therein, the traffic study for the proposed project has been prepared in accordance with the LADOT Traffic Study Policies and Procedures, which provides standards, guidelines, objectives and criteria for the preparation of a traffic study. Please see the LADOT letter confirming review and approval of the Traffic Study included hereto as Appendix 4 of this Final EIR. Furthermore, the Traffic Study included as Appendix F of the Draft EIR is the final study. As indicated in Section II, Corrections and Additions, of the Final EIR, the word "Draft" on the first two pages of the Traffic Study has been removed in order to indicate that the traffic study is not a draft but is, in fact, the final traffic study for the proposed project.

COMMENT NO. 31-220

Mitigation measures are required to be effective, their effectiveness is to be confirmed by monitoring of impacts and mitigations, and the measures successes and modifications are to be reported. No Mitigation, Monitoring, and Reporting Plan is provided anywhere.

RESPONSE NO. 31-220

As discussed in Response to Comment No. 31-115 above, a MMRP has been developed and included in this Final EIR in accordance with CEQA Guidelines Section 15097. For further details on the MMRP for the project, please refer to Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR.

COMMENT NO. 31-221

Given the comments above, the Appendix F is inadequate as it does not provide a draft of the Construction Traffic and Parking Management Plan to which the proponent considers to

adequately and completely comply with ministerial requirements and with reduction of impacts to an insignificant level.

RESPONSE NO. 31-221

Please see Response to Comment No. 31-198 for a discussion of the proposed project's construction traffic and parking management plan, which will be prepared prior to the start of any construction work and approved by LADOT. As discussed in Response to Comment No. 31-198, this plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

COMMENT NO. 31-222

No provision is made for existing inadequate and non-compliant design elements-driveways, parking, sidewalks, pedestrian and equestrian separation and provisions, etc. for the existing non-compliant facilities (no CUP nor Site Plan Review).

RESPONSE NO. 31-222

As discussed in Response to Comment Nos. 31-9 and 31-10, the existing facilities at the Griffith Park Campus were constructed in accordance with permit requirements in place at their time of construction.

COMMENT NO. 31-223

17. Requests:
Review, revise, upgrade, and comply with CECA requirements regarding mitigation measures and other related regulations and ordinances.
Provide adequate mitigation for pedestrian, cycling, equestrian, HOV, and transit congestion, interference, and relocations.
Provide a draft management plan for traffic, transit, pedestrian/cycling/equestrian movements, and parking.

RESPONSE NO. 31-223

These comments are generally duplicative of several responses above. Please see Response to Comment Nos. 31-217 through 31-222.

COMMENT NO. 31-224

18. Comment:
IV.H.5., p.261 Significance of post-mitigation effects can not be address adequately and is incomplete based on the inadequate and incomplete setting and analysis of impacts and thereby the resulting inadequate and incomplete mitigation of revised impacts.

18. Request:
Review, revise, upgrade, and comply with CEQA requirements regarding unavoidable post-mitigation impacts.
With adequate mitigation, the existing section may stand but with fuller explanation of successful mitigation.

RESPONSE NO. 31-224

The environmental setting, analysis, and mitigation measures provided in Section IV.H, Transportation and Circulation, of the Draft EIR are adequate. A detailed discussion of the environmental setting related to traffic, parking and access is provided in Section IV.H of the Draft EIR. The baseline setting for the analysis of traffic impacts is based on direction provided by LADOT. Furthermore, the assessment methodology utilized in the Traffic Study, which was included as Appendix F of the Draft EIR, was developed in consultation with LADOT.

As indicated in CEQA Guidelines Section 15370, "Mitigation" includes: (a) Avoiding the impact altogether by not taking a certain action or parts of an action; (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) Compensating for the impact by replacing or providing substitute resources or environments.

The Traffic Study for the proposed project identified that mitigation would only be required during construction activities. No other mitigation measures were provided during operational impacts for the project, as none were necessary. As indicated in Section IV.H., Transportation and Circulation, of the Draft EIR, a construction traffic and parking management plan would be prepared, consistent with LADOT Traffic Study Policies and Procedures and subject to LADOT review and approval. LADOT's review of the construction traffic and parking management plan required for the project, and review by the City Department of Recreation and Parks would ensure that the project's construction related impacts would be minimized to a less than significant level. Therefore, with implementation of this mitigation measure, any project-related construction impacts regarding transportation and circulation would be adequately mitigated to a less than significant level. The analysis presented in the Draft EIR is adequate and no further response is required.

COMMENT NO. 31-225

19. Comment
IV., Hand Apdx.F No provision is made for special events of the ANC Griffith Campus, the Zoo, the Golf Courses, or the Park.

The documents are inadequate and incomplete for such a public facility, even though it is claimed not to be for recreation, perhaps for entertainment or for education and thereby would be typically expected to have important major events (here, e.g., perhaps Native American Pow-wows).

19. Request:
Review, revise, rewrite, and reissue the entire appendix and Section IV,H and related III and VI sections.

RESPONSE NO. 31-225

Please see Response to Comment No. 31-13 for a discussion of special events.

COMMENT NO. 31-226

20. Comment:
Apdx F, p.i, Title Page The Apdx F, Traffic Study is identified as Draft, not Final, by F&PKA, August 2007.

20. Request:
Provide the Final Traffic Study from F&PKA or have them formally identify that the presented study is as "Final".

RESPONSE NO. 31-226

Please see Response to Comment No. 31-12 for a discussion of how the Traffic Study included as Appendix F of the Draft EIR is the final study.

COMMENT NO. 31-227

21. Comments:
Apdx. F, p.15 No reference is provided for description and LOS for existing facilities which are presumably received from the LADOT.

Apdx. F, p.15 No source or legend is provided for the 1% growth per year-no reference no calcs.

Apdx. F, p.15 No source or legend is provided for the elements of the Figure, e.g., 3A, 38, 3C.

21. Requests:
Confirm the source(s) of the descriptive materials in the Appendix and include such in the reference section.

RESPONSE NO. 31-227

As outlined in the Traffic Study, which was included as Appendix F of the Draft EIR, existing LOS was calculated based on traffic counts conducted at selected intersections. As indicated in the Traffic Study, the one percent annual growth rate was arrived at in conjunction with LADOT based on recent historical trends. Regarding the related project locations illustrated in Figure 4 of the Traffic Study, it states therein that, "cumulative projects are described in Table 5 and their locations are illustrated in Figure 4." In addition, as indicated in Response to Comment No. 31-72, the words "(Refer to Table 1)" have been included in the legend of Figure 6 of the Draft EIR, which is identical to Figure 4 of the Traffic Study, in order to clarify that the numbers of the related projects in Figure 6 correspond to the numbers in Table 1 of the Draft EIR.

COMMENT NO. 31-228

VI.

Comment:
VI, p.308 No section is provided for the "Mitigation, Monitoring, and Reporting Program" (MMRP) as required by CEQA.

Request:
Provide a complete and adequate MMRP for primary (direct) and secondary (indirect) impacts which shall be formal and acceptable commitments on the part of the ANC and the LA City Recreation and Parks Department, if the EIR is certified and Project approved.

RESPONSE NO. 31-228

As discussed in Response to Comment No. 31-115, a MMRP has been developed and included in this Final EIR in accordance with CEQA Guidelines Section 15097. The MMRP provides a list of the mitigation measures that were identified to mitigate the direct impacts of the project. Indirect impacts were identified as potential secondary effects and were discussed in Section VI, Other Environmental Considerations, of the Draft EIR. As discussed therein, no potential secondary effects are expected to occur as a result of implementation of the mitigation measures that have been identified for the project. For further details on the MMRP for the

project, please refer to Section VI, Mitigation Monitoring and Reporting Program, of the Final EIR.

COMMENT NO. 31-229

Comments:
VI.A, p.307-308 Initial deficiencies as indicated in previous comments are not rectified in this section and as the Sections II and IV are incomplete and inadequate and impacts are not adequately presented or mitigated and therefore the unavoidable impacts can not be adequately and completely analyzed or review. This section reflects the same deficiencies, for example:

> Visual Aesthetics Impacts on Griffith Park and Zoo for Phase 2 lacks elevations showing the text is in error;

RESPONSE NO. 31-229

Please see Response to Comment Nos. 31-75 through 31-94 regarding the adequacy of the analysis of the project's impacts on aesthetics. As indicated therein, the project would have a less than significant impact on aesthetics as supported by the information provided in Section IV.A, Aesthetics, of the Draft EIR, and reinforced by clarifications, including conceptual site plans and elevations, provided in Section II, Corrections and Additions, of the Final EIR. In particular, please see Response to Comment Nos. 31-80 and 31-90 through 31-92 regarding Phase 2 elevations.

COMMENT NO. 31-230

> Operational Air Quality Impacts as event traffic and congestion are not addressed for both events in ANC and those of adjacent Park facilities;

RESPONSE NO. 31-230

Special events already occur within the project site and will continue to occur with implementation of the proposed project. In addition, traffic associated with such special events generally occurs outside of the peak traffic periods. The air quality analysis within Section IV.B, Air Quality, of the Draft EIR analyzes regional emissions associated with daily traffic from the project as well as localized CO concentrations at the most congested intersections within the study area. As demonstrated in the Draft EIR, regional emissions associated with the proposed project would be less than significant based on SCAMD thresholds. In addition, the project-generated traffic volumes were forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections studied and such impacts would be less than significant.

COMMENT NO. 31-231

Geology-Seismicity, Fault-lines and Liquefaction;

RESPONSE NO. 31-231

The Initial Study included as Appendix A to the Draft EIR demonstrates that the project would not result in significant impacts associated with seismicity, fault lines, and liquefaction. The discussion provided therein is supported by the updated Geotechnical Report, which is included as Appendix 2 of the Final EIR.

COMMENT NO. 31-232

Operational Land Use Impacts-Do Real Planning and Pedestrian-focus;

RESPONSE NO. 31-232

See Response to Comment No. 31-142 regarding Do Real Planning, Response to Comment No. 31-10 regarding the project's land use impacts generally, and Response to Comment No. 31-198 regarding the traffic/pedestrian issues. As described in these comments, the analysis of these topics in the Draft EIR is correct, and therefore the summary of conclusions reported on pages 307 and 308 is correct.

COMMENT NO. 31-233

Operational Traffic-Events traffic and congestion are not addressed; and
Operational Parking-Zoo Parking Closure and conversion to picnicking is not assessed.

RESPONSE NO. 31-233

Please see Response to Comment No. 31-13 for a discussion of special events. Please see Response to Comment Nos. 31-185 and 31-208 for a discussion of the Los Angeles Zoo Parking Lot Sustainability Project.

COMMENT NO. 31-234

Request:
Review, revise, and reissue reflecting revisions of other sections to make complete and adequate for analysis, review, and public comments.

RESPONSE NO. 31-234

Please see Response to Comment Nos. 31-229 through 31-233 for a discussion regarding each specific request. The Draft EIR for the proposed project is comprehensive and was prepared in accordance with the CEQA Guidelines.

COMMENT NO. 31-235

Comments:
VI.B, p.309 Reasons for Project with Significant Unavoidable Impacts (Overriding Considerations) repeats "project objectives' and then indicates the only "Significant Unavoidable Impacts" is upon the regional air quality which"...would occur only on a short-term basis during the final phase of the project."

No reference is made to the other impacts which were not discussed as indicated in these and other comments.

RESPONSE NO. 31-235

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. The only project-related significant impact that would occur is associated with air-quality emissions during construction. In accordance with CEQA, this section of Draft EIR does not need to address other environmental impacts that are not significant.

COMMENT NO. 31-236

One objective-"harmonizes structures, open spaces, and landscaping with the natural landforms of the site."- is not achieved; EIR basically states that there is no "natural landform" (filled up to 26ft deep), and existing and proposed structures are rectangular boxes with little natural harmonizing aspects.

RESPONSE NO. 31-236

The Draft EIR provides information regarding project design features that support the Design Objective referred to in the comment and in Section II, Project Description, and IV.A.2.c. of the Aesthetics section of the Draft EIR. Features noted therein include replacement of the parking frontage along Western Heritage Way with attractive landscaping, the use of natural materials (e.g., concrete, stone and earth in outdoor areas, an interpretive landscape area), and the maintenance of trees at key locations including maintenance of all of the oak trees along the eastern project edge. Updated site plans and elevations are provided in Section II, Corrections and Additions, of the Final EIR. The project would have an amount of landscaped open space

that is similar to that occurring on the site today, it would include a similar amount of trees, and it would include building colors and forms similar to natural features in the area, e.g. nearby hillsides. All of these features would support harmonizing of the project with the natural features in the project area. Notwithstanding, the commentor's opinion on the buildings is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 31-237

All objectives could be achieved by construction in virtually any existing developed urban area owned directly by the NAC, [sic] Applicant but at much higher costs than $1.00/year x 50 years = $50 required by the LA City lease.

RESPONSE NO. 31-237

As discussed in Section V, Alternatives, of the Draft EIR, consideration was given to locating the project at alternative locations in accordance with CEQA Guidelines Section 15126.6(f)(2). Specifically, as the Autry National Center also operates the Arroyo Campus in the Mount Washington area of Los Angeles, the Arroyo Campus was given consideration as an alternative site for expansion of some of the project uses as Alternative E, Arroyo Campus Expansion, in the Draft EIR. Consideration was also given to relocating the entire Griffith Park Campus building area, including the project's additional 129,000 square feet of development, to the Arroyo Campus. However, based on the physical constraints discussed in the evaluation of Alternative E, the Arroyo Campus does not lend itself to development of a 287,000 square foot facility, which is the building area that would result upon completion of the proposed project within Griffith Park. Further, the physical constraints of the Arroyo Campus would also not readily accommodate the 129,000 square foot expansion proposed for the project. Thus, based on the substantially greater environmental impacts that would result, both of these scenarios were rejected from further analysis.

COMMENT NO. 31-238

No discussion is provided regarding the availability of "free public land" and the prospect of being able to acquire for the ANC and sell private lands with proceeds going to the ANC.

RESPONSE NO. 31-238

As discussed in Section V, Alternatives, of the Draft EIR, relocation of the project to other sites not operated by the Autry National Center would not be feasible as the project involves remodeling and enhancing an existing Campus on a site already improved with utilities and surface parking. Further, the current site is ideally suited for the project's purpose, as it is located on a relatively flat, developed site in a regional visitor facility with immediate freeway access. Thus, the possibility of finding an equally suitable site would be remote. In addition, construction of the project at an alternative site would most likely result in greater impacts than

project development at the existing location. Specifically, the only significant project-related impact occurring at the project site is a short-term air quality impact associated with grading and use of construction equipment. An entirely new development at an alternative site would require a far greater construction program than required at the existing site, thus resulting in greater construction impacts associated with air quality, traffic, and noise. Further, operational impacts would be greater with regard to traffic as an entirely new use would be interjected into an area that would not already have that use. In addition, depending on existing conditions, including surrounding/sensitive uses, impacts associated with aesthetics and noise could possibly be substantially increased when compared with the expansion of the existing Campus at the already developed project site.

COMMENT NO. 31-239

Request:
Review, revise. and reissue reflecting revisions of other sections to make complete and adequate for analysis. review, and public comments.

RESPONSE NO. 31-239

Please see Response to Comment Nos. 31-235 through 31-238 for a discussion regarding each specific request. The Draft EIR for the proposed project is comprehensive and was prepared in accordance with the CEQA Guidelines.

COMMENT NO. 31-240

Comments:
VI-C, p.310 Significant Irreversible Environmental Changes states the proposed project is the result of an effectively "irreversible environmental change" resulting from the original lease to the ANC and the construction of the original building without adequate provisions for its pivotal position in the public services to the City of Los Angeles.

The Griffith Park mandate is "open space", and the ANC structural development is in direct conflict with this mandate. City planning and others have realized finally that the importance of the pedestrian and the people of Los Angeles and are in a phase to reduce the road imprint on downtown. Griffith Park and the LA River.

The section does not indicate that the land for the project is the most valuable and significant commitment of environmental resources and that the structural land uses are in conflict with the mandate of the original delegation of Griffith Park to the City of Los Angeles.

Request:

Review, revise, and present the original mandate for the Griffith Park, compare the original allocation of the lease to the ANC with regard to current laws and the original mandate, and relate the original mandate, original lease and structural development and the currently proposed expansion. Provide a qualified legal opinion regarding the consistency or lack of consistency of the proposed project, the lease, and the Griffith Park mandate.

RESPONSE NO. 31-240

This comment not does accurately summarize the discussion of Significant Irreversible Environmental Changes included in pages 310-311 of the Draft EIR. The analysis concludes that while construction and operation of the project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, continued use of such resources would be of a relatively small scale and would be consistent with regional and local growth forecasts in the area. Furthermore, the loss of such resources would not be highly accelerated as compared to existing conditions.

In addition, as discussed in Section IV.E, Land Use, of the Draft EIR, Griffith Park and the project site are designated as being within an Open Space Zone by the Los Angeles Municipal Code (LAMC). The LAMC permits museum uses within an Open Space Zone with approval of a Conditional Use Permit, which is one of the approvals requested for the project. Furthermore, as discussed in Section IV.E, Land Use, of the Draft EIR, the project would be consistent with the land use plans that are relevant to the project site. For additional analysis, please refer to Topical Response B regarding the ground lease agreement between the Autry and the City of Los Angeles.

COMMENT NO. 31-241

Comments:

VI.D, p.311-12 Growth inducement applies to any actions which can induce further structural development within Griffith Park. The City of Los Angeles leasing of Griffith Park lands for structural uses by ANC induced (made easy) the ANC's construction of the original buildings. The original construction induced the subsequent proposal for the current project to further expand the structural development within the Park boundary, even though the City has developed new plans and projects to return more of the "developed' lands back to unstructured uses as per the original mandate for the Park.

The section does not indicate that with further development of the proposed Project and conversion of open space to structured uses, adjacent lands become more easily accepted for structural uses (e.g., the Golf Course for a Club House and Pro-Shop, the Equestrian "Center" and Shops, etc.).

Construction of the original museum adjacent to other museum (LACounty complex in Exposition Blvd. area) would be more appropriate "inducements'.

Request:
Clearly indicate as in VI.C that growth of structural development in the northeast comer of Griffith Park is promoted or induced by the expansion of the ANC Campus facilities in the proposed Project.

Clearly indicate as in VI.C that growth of structural development in the northeast comer of Griffith Park is promoted or induced by the expansion of the ANC campus facilities in the proposed Project.

Many different mitigation or compensatory measures could be proposed to allow such (e.g., ANC purchase of an equivalent land area contiguous to the Park and deeding over of such to the City and Recreation and Parks Department with a formal limitation of no structural development.

RESPONSE NO. 31-241

As discussed in Section VI, Other Environmental Considerations, of the Draft EIR and in Response to Comment No. 31-157, the proposed project does not include any of the features typically associated with growth inducement. In addition, the uses surrounding the project site are already developed and include golf courses, a Zoo and a major interstate.

COMMENT NO. 31-242

Comment:
VI.E, p.312-315 Erroneous interpretation of the word, Secondary, as second in importance rather than secondary, indirect in relationship to the effects of the project.

Many mitigation measures are available for virtually all significant impacts if they are completely and adequately addressed.

Request:
Revise the entire section and remove direct effects previously discussed and describe all secondary, indirect impacts as indicated below.

RESPONSE NO. 31-242

Section VI.E provides an identification of the project's mitigation measures and how/whether implementation of those measures might generate secondary project impacts. As such, the discussion considers secondary impacts as indirect impacts, pursuant to Section 15126.4(a)(1)(D) of the CEQA Guidelines. There is no language included therein that says that

secondary impacts are of lesser importance. For the reasons stated therein, implementation of the mitigation measures would not result in significant secondary impacts, and therefore additional mitigation is not required. As this comment is introductory in nature, further elaboration is included in the following responses.

COMMENT NO. 31-243

Potential Secondary Effects, Detailed Comments:
VI.E, p.312-315

1. Aesthetics

No discussion is- provided for the secondary effects of the proposed project for the visitors to the Zoo and Golf Course.

Specifically the Zoo experience would be degraded by the presence of up to eight (8) 40+ft buses along the street side unloading/loading space provided in lieu of parking for buses within the proposed parking areas behind (east) of the building.

RESPONSE NO. 31-243

The impacts on aesthetics as seen from all locations in the project area, including the Zoo and the golf courses, are considered primary impacts of the project, and as such are addressed in Section IV.A, Aesthetics, of the Draft EIR. The discussion of impacts on visual character (pages 96 to 99) describes the changes in the visual character of the site which would be apparent to all visitors to the area. In particular, it notes the relocation of parking away from Western Heritage Way and the replacement of the existing parking areas with landscaping, which would enhance the site views for zoo visitors. The discussion of the project impact on views (pages 99 to 100) focuses on the views as seen from Western Heritage Way. As such, it represents view impacts from the Zoo as well as for all visitors to and/or through the project location. As the project is removing parking frontages along Western Heritage Way, it would reduce the aesthetic impacts of all vehicular parking including that of buses. Proposed bus loading on Western Heritage Way would allow buses to unload in front of a portion of the project site. However, such unloading would be of short duration, would not constitute a permanent aesthetic condition on the project site, and would be of lesser impact than the existing bus loading and unloading that currently occurs within the project site's Western Heritage Way frontage. As described on page 312 of the Draft EIR, there are no project features, e.g. mitigation measures, that would cause secondary impacts on aesthetics.

COMMENT NO. 31-244

Visitors and riders along the ridge trails which look down on the golf course, Zoo, and Center would be faced with a larger building mass and larger parking surface which would merge with the mass of the I-5 freeway, interchange, and treatment plant and contract markedly with the future Zoo-parking picnic areas

RESPONSE NO. 31-244

As described in previous responses to the comments in this letter, including Response to Comment Nos. 31-82 and 31-236, and as described in the Draft EIR, the proposed project would include an amount of landscape area that is about the same as that occurring on the project site today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions, of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions. The number of trees on the project site would be similar to the number of trees on site today. Further, the landscaping would replace the parking areas that currently exist along the Western Heritage Way frontage, thus enhancing the transition to the site buildings and somewhat off-setting the effects of additional building area. The extension of the Phase 1 building towards Western Heritage Way would be negligible, particularly with the added landscaping. The new Phase 2 building would add to the overall amount of the site buildings. However, this building would be set into the rear part of the site, blending with surrounding landscaping and visually tying more to the freeway to the east, rather than the zoo parking area. As indicated in the new site plans shown in Section II, Corrections and Additions, of the Final EIR, considerable landscaping would be placed around the Phase 2 building, reducing its visual impacts. The additional building area would be noticeable, but the overall site appearance would not be substantially altered from the current site appearance, particularly as a small component of the viewscape, as seen from more distant locations.

COMMENT NO. 31-245

2. Air Quality

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Air Quality impacts from emissions resulting from:
Processing of cement, concrete, and asphalt to be used in the construction

Petroleum processing for diesel and gasoline for equipment and vehicles
Generation of electricity used in construction and operations
Crushing or burial of demolition and construction debris

RESPONSE NO. 31-245

The analysis of localized construction air quality impacts was properly conducted and consistent with the City of Los Angeles and SCAQMD guidelines. As such, the construction air pollutant emission inventory did not include emissions from the sources provided in this comment. Emissions resulting from the sources identified in this comment are permitted SCAQMD facilities and emissions from these sources would be independent of project construction emissions. Any attempt to quantify emissions from the sources identified in this comment would be speculative and beyond the scope of this Draft EIR.

COMMENT NO. 31-246

Other temporary and short-term local effects would include exhaust emissions resulting from congestion on surrounding streets, freeway interchanges, and off-ramps of SR 134 and I-5 due to tail-back stacking for special events (e.g., "Pow-Wows", etc.).

RESPONSE NO. 31-246

Please refer to Response to Comment No. 31-230 and Section IV.B, Air Quality, of the Draft EIR, which demonstrates that regional and local emissions associated with project-related traffic would be less than significant based on SCAQMD thresholds.

COMMENT NO. 31-247

Secondary Biological impacts resulting from:
Road-kills along the access roads to the Center

RESPONSE NO. 31-247

As discussed in Response to Comment No. 11-22 and Section VI, Other Environmental Considerations, of the Draft EIR, the proposed project would not result in significant impacts to biological resources.

COMMENT NO. 31-248

Increased erosion and riparian encroachment in the LA River due to changes in runoff and groundwater exfiltration

RESPONSE NO. 31-248

Due to intervening development, particularly the Interstate-5 Freeway, the project site does not drain directly into the Los Angeles River. Furthermore, the proposed project would only result in a small increase in impermeable surfaces (approximately 5 percent) and would make use of infiltration as primary stormwater mitigation through the use of bioswales and permeable pavement for surface parking areas in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project. Thus, the proposed project would not result in significant impacts associated with drainage or groundwater exfiltration.

COMMENT NO. 31-249

Insufficient replacement of trees based on numbers rather than numbers and sizes (i.e., 2:1 based on square inches at breast-height 12in tree =25 x 2in trees)

RESPONSE NO. 31-249

Refer to Response to Comment Nos. 31-5 and 31-102 regarding trees to be removed.

COMMENT NO. 31-250

Appendix 2 references the migratory uses of the area and abundant trees and shrubs which appears to conflict with the designation of biological resources.

RESPONSE NO. 31-250

As discussed in Response to Comment No. 11-22, project impacts on biological resources would be less than significant.

COMMENT NO. 31-251

4. Cultural Resources

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Cultural Resources impacts resulting from:
Excavations for new off-site utilities and services (e.g., trenches and pole bases)
Construction for changes in interchanges and pedestrian ways to access the Center

RESPONSE NO. 31-251

Please see Response to Comment No. 4-5 for mitigation measures related to discovery and treatment of archaeological and Native American cultural resources during ground-disturbing activities in previously undisturbed sediments.

COMMENT NO. 31-252

5. Geology and Solis

Discussion erroneously includes soil erosion runoff under this category rather than under Hydrology which includes surface water quality and thereby settleable/suspended solids and turbidity of runoff.

RESPONSE NO. 31-252

Section VI, Other Environmental Considerations, of the Draft EIR correctly includes a discussion of soil erosion under Geology/Soils in order to correspond to Section VI, Geology and Soils, of the City of Los Angeles CEQA Initial Study and Checklist, which was included as Appendix A of the Draft EIR. As stated therein, Section VI(b) of the Initial Study Checklist asks if the proposed project would "result in substantial soil erosion or the loss of topsoil." Accordingly, Section VI of the Draft EIR responds to this topic under the same category of Geology, stating that while the potential for soil erosion to occur within the areas of the project site is very limited, mitigation measures were included as a precautionary measure to ensure that impacts associated with erosion would be less than significant.

COMMENT NO. 31-253

No discussion of seismic induced liquefaction and the potential effects of accepted risks of 7.5 Richter on the Elysian Thrust Fault, which is not discussed anywhere and which could have significant adverse effects on high-visitor traffic public facilities such as the Center.

No discussion is provided regarding the recommendations or findings of the MACTEC investigations of the site or their statements regarding seismic and liquefaction risks.

RESPONSE NO. 31-253

The Upper Elysian Park Fault is a blind thrust fault that overlies the Los Angeles and Santa Fe Springs segments of the Puente Hills Blind Thrust (Oskin et al., 2000 and Shaw et al., 2002). The eastern edge of the Upper Elysian Park Fault is defined by the northwest-trending Whittier Fault Zone. Like other blind thrust faults in the Los Angeles area, the Upper Elysian Park fault is not exposed at the surface and does not present a potential surface rupture hazard; however, the Upper Elysian Park Fault should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.3 mm/yr and a maximum magnitude of 6.4 are estimated by the California Geological Survey (2003) for the upper Elysian Park Fault.

As stated in the updated Geotechnical Report, which is included as Appendix 2 of the Final EIR, for the evaluation of the liquefaction potential, the peak ground acceleration (PGA)

for the ground motion with a 10 percent probability of being exceeded in 50 years (having a return period of approximately 475 years) was computed. This ground motion, which is designated as the Design Basis Earthquake (DBE) is corrected to be compatible with a Magnitude 7.5 earthquake. The PGA of the Magnitude 7.5-compatible DBE was computed probabilistically using EZ-FRISK, Version 7.22. The PGA computed in this manner is 0.51g.

As previously stated, the evaluation of the liquefaction potential of the soils underlying the site was based on a probabilistic approach which incorporated all of the faults within 200 kilometers of the site, including the Upper Elysian Park Fault. Since the Upper Elysian Fault could only generate an earthquake with a maximum magnitude of 6.4, which is less than the 7.5 magnitude used in the liquefaction analysis, the evaluation of the liquefaction potential of the soils underlying the site is applicable to the Upper Elysian Park Fault. Furthermore, the probabilistic method is approved by governmental and reviewing agencies such as the Office of Statewide Health, Planning and Development (OSHPD), the Division of the State Architect (DSA), the California Geological Survey (CGS), and the United States Geological Survey (USGS).

COMMENT NO. 31-254

6. Hydrology

As indicated above, hydrologic effects discussed are duplications of those directly resulting from the project and do not include:
Reduced groundwater recharge due to increase impervious areas
Needs for greater physical impervious drainage protection to avoid local flooding of roads, paths, and trails

RESPONSE NO. 31-254

Section VI.E of the Draft EIR is meant to evaluate proposed project mitigation measures that could cause potential impacts in accordance with Section 15126.4(a)(1)(D) of the CEQA Guidelines. As stated in Section IV.D, Hydrology, of the Draft EIR, because the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required. Thus, no secondary impacts resulting from mitigation measures would occur and no further discussion is necessary. The proposed project would not result in a substantial increase in the amount of impervious area on-site. Furthermore, the proposed project would incorporate the use of permeable pavement in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project, which would assist in replenishing groundwater levels. Thus, further analysis is not required.

COMMENT NO. 31-255

7. Land Use

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Land Use impacts, such as:

Justification for other structural development (e.g., Golf Course Club House, etc.)
Contravention of LA City Planning Departments-"Do Real Planning" processes
Continued and expanded support of individual vehicular access rather than transit

RESPONSE NO. 31-255

Subsection E, Potential Secondary Effects, of Section VI, Other Environmental Considerations, of the Draft EIR is meant to evaluate the project's secondary impacts in accordance with Section 15126.4(a)(1)(D) of the CEQA Guidelines. The analysis addresses secondary impacts that would be caused through implementation of the project's mitigation measures. The project would have no impact on facilities in the area. The project would not change the setting conditions for other existing uses in a manner that would necessitate other structural development. Other development within the park would occur pursuant to decision processes that would be unrelated to the proposed project. As stated in Section IV.E, Land Use, of the Draft EIR, because the proposed project is not anticipated to result in any significant impacts with regard to land use, no mitigation measures would be required. Thus, no secondary impacts resulting from mitigation measures would occur and no further discussion is necessary.

COMMENT NO. 31-256

8. Noise

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Noise impacts, such as:

Offsite processing of construction materials
Petroleum processing for fuels
Generation of electricity used in construction and operations
Crushing or burial of demolition and construction debris
Event-generated congestion on surrounding streets, freeway interchanges, and offramps (e.g., "Pow-Wows", etc.).

RESPONSE NO. 31-256

Noise generation from off-site processing of construction materials, petroleum processing for fuels, crushing of construction demolition debris and generation of electricity would occur at facilities that are already permitted for these uses. Such activities would also be required to

comply with the applicable regulations governing such uses. Thus, such activities are not part of the project or the scope of this EIR. In addition, project-related traffic noise was fully analyzed in the noise analysis provided in Section IV.F, Noise, of the Draft EIR.

COMMENT NO. 31-257

9. Public Services

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Services impacts, such as:

Offsite visitor increases along with increased risk of fire
Offsite congestion and increased risk of illegal parking, congestion, and interferences leading to increased accidents and requirements for emergency services
Increased demand for emergency services for Center due to increased public and employee presence within the building and parking (especially for events)
Increased school-children visiting to Center by buses requiring greater supervision

RESPONSE NO. 31-257

Subsection E., Potential Secondary Effects, of Section VI, Other Environmental Considerations, of the Draft EIR is meant to evaluate proposed project mitigation measures that could cause potential impacts in accordance with Section 15126.4(a)(1)(D) of the CEQA Guidelines. As stated in Section IV.G, Public Services - Fire Protection, of the Draft EIR, as the proposed project is not anticipated to result in any significant impacts to fire services, no mitigation measures would be required. Thus, no secondary impacts resulting from mitigation measures would occur and no further discussion is necessary.

COMMENT NO. 31-258

10. Transportation and Circulation

Effects discussed are duplications of those directly resulting from the project and do not include Secondary Transportation impacts, such as:

Interference between pedestrian access between LA River Walk and Zoo
Contravention of LA City Planning Departments - "Do Real Planning" processes
Continued and expanded support of individual vehicular access rather than transit

RESPONSE NO. 31-258

Subsection E, Potential Secondary Effects, of Section VI, Other Environmental Considerations, of the Draft EIR evaluates proposed project mitigation measures that could cause

potential impacts in accordance with Section 15126.4(a)(1)(D) of the CEQA Guidelines. As stated in Section VI of the Draft EIR, a mitigation measure requiring implementation of a construction traffic and parking management plan has been proposed in Section IV.H, Transportation and Circulation, of the Draft EIR. However, this plan would not result in physical changes that would create significant secondary environmental impacts. As there are no additional mitigation measures with regard to traffic, no secondary impacts could occur and no further discussion is necessary.

Pedestrian access would continue to be provided with a strong connection to the Zoo and, as discussed in Section IV.H, Transportation and Circulation, of the Draft EIR, the existing crosswalk from the Zoo parking area would remain. Please see Response to Comment No. 31-142 for a discussion of "Do Real Planning". Please also see Response to Comment No. 28-10 for a discussion of the Transportation Management Plan that will be prepared for the proposed project.

COMMENT NO. 31-259

General Request:
Revise the entire section, remove redundant direct effects previously discussed, and describe all real secondary, indirect impacts (e.g., what are effects of >50,000cu [sic] yd of excess excavation materials), not just what is considered as minor environmental issues.

RESPONSE NO. 31-259

Please see Response to Comments Nos. 31-243 through 31-258 for a discussion of each request made by the commentor. Subsection E., Potential Secondary Effects, of Section VI, Other Environmental Considerations, of the Draft EIR is meant to evaluate proposed project mitigation measures that could cause potential impacts in accordance with Section 15126.4(a)(1)(D) of the CEQA Guidelines. Thus, only a discussion of potential secondary effects that could occur as a result of implementing project mitigation measures is required under the CEQA Guidelines and no further discussion is necessary.

COMMENT NO. 31-260

Comment:
Appendix 2, Trees, references the migratory birdlife uses of the area and abundant trees and shrubs which appears to conflict with the designation of biological resources.

F. Effects Not Found to be Significant, F.2 Biological Resources, p. 316-317 As indicated in the section, the lower slopes of the Santa Monica Mountains/Hollywood Hills/Griffith Park, adjacent lower density residential zones, and the LA River are vital "migratory corridors" in that they provide shelter, food, and water, especially during the 2006-2008 drought. The site does

function as part of the LA River migratory corridor (the SR 134 and 1-5 do not stop migrating and foraging birds). Improvements proposed for the LA River and for the Griffith Park (other than the proposed Project) will further improve the birdlife habitat, as has the existing landscaping of 20 years age has done (small compensation for the amount of asphalt, concrete and building).

Discussion of biological resources does not adequately represent the known and available information for birds and other wildlife in the area and does not adequately mitigate the impacts of the proposed project. The preparers apparently did not solicit information from the Los Angeles Audubon Chapter regarding Christmas bird counts in Griffith Park or along the current LA River.

Request:
Request available information from recognized authorities for the LA River and Griffith Park, review and compile information, re-assess and revise relevant sections, and elevate at least birdlife to assessment level conditions, impacts, and mitigation (Section IV) as was done for "Trees", although trees were not considered as biological resources.

RESPONSE NO. 31-260

As discussed in Response to Comment No. 11-22, above, and in Section VI, Other Environmental Considerations, of the Draft EIR, the high human traffic, adjacent development, and ornamental landscaping in and around the Griffith Park Campus discourage major use of the project site by wildlife, aside from common small and medium mammals, birds and reptiles. Thus, the site does not function as a migratory wildlife corridor.

Concerning migratory birds, as discussed in the Tree Survey provided in Appendix B of the Draft EIR, the project would be required to comply with the Federal Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Game Code Section 3503. In accordance with the MBTA, all tree and vegetation (i.e., large branching shrubs) removal activities should take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found, a 200' buffer radius (500' for raptors) will be established until the fledglings have left the nest. With compliance with these regulatory requirements, any potential construction impacts on migratory birds would be less than significant.

As discussed in Response to Comment No. 30-2, proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Development would respect and promote the natural existing setting of the site, and the

introduction of new landscaping would serve to further enhance the natural setting of the site. The amount of open space and trees on site would be approximately the same as existing conditions. Therefore, as the proposed project would not significantly change the amount of open space on-site and would include the planting of additional trees, operational impacts of the proposed project on migratory birds would be less than significant.

COMMENT NO. 31-261

Comments:

F.3 Geology, p.317-318 This Section like that for the Initial Study (Appendix A of this report) makes unsupported interpretations and references the MACTEC investigation without it being made available or provided in the appendices.

Reference is made to the various faults and the MACTEC Geotechnical Investigation which has not been made available. The assessor has stated various geotechnical interpretations but only direct reference to MACTEC for the distance to the Raymond Fault. Other statements appear to be new interpretations and may be subject to investigation by the Consumers Affair.

RESPONSE NO. 31-261

The Initial Study included as Appendix A of the Draft EIR demonstrates that the proposed project would not result in significant impacts associated with seismic hazards based on a geotechnical report provided by MACTEC. An updated Geotechnical Report prepared by MACTEC is included as Appendix 2 of the Final EIR. This report continues to support the conclusions reached in the Initial Study.

COMMENT NO. 31-262

No maps are cited for the Griffith Fault and no consideration is given for numerous other faults which lie in this critical junction area of the northern Los Angeles/San Fernando/Repetto Hills sectors.

No discussion of the Elysian Thrust Fault and the many reports and investigations of it and their implications upon structural development in Los Angeles (Richter 7+ event for designs).

RESPONSE NO. 31-262

The Initial Study within Appendix A of the Draft EIR provides a discussion of the closest mapped faults to the project site based on the Geotechnical Report prepared by MACTEC. Please refer to Appendix 2 of this Final EIR for the more detailed discussion of faults and seismic hazards contained within the updated Geotechnical Report. Please see Response to Comment No. 31-253 for further discussion of the Elysian Thrust Fault.

COMMENT NO. 31-263

The concluding interpretation with regard to shaking being "less than significant" is not supported by the materials presented and may not be borne out by structural and geotechnical engineers.

RESPONSE NO. 31-263

Please refer to Response to Comment No. 31-262.

COMMENT NO. 31-264

No discussion is provided regarding the USGS mapped "liquefaction areas" along the LA River and extending to and beyond the Project site, other than "the Geotechnical Report" (?=MACTEC) indicated a "low potential" and "recommendations" would render impacts of failures as being "less than significant".

RESPONSE NO. 31-264

The analysis of liquefaction in the Initial Study is based on the data presented in the Geotechnical Report prepared by MACTEC. As indicated in the detailed analysis of liquefaction provided in the updated Geotechnical Report, which is included as Appendix 2 to this Final EIR, liquefaction induced settlement would not have an adverse impact on proposed building additions. In addition, the liquefaction analysis focused on the project site and not the Los Angeles River, which is separated from the project site by Interstate-5.

COMMENT NO. 31-265

The CGS 1997 Guidelines have been updated and apply to general construction. The existing and proposed project are facilities for large numbers of the general public and facilities employees and like the Southwest Museum should be held to a much higher Seismic Safety standard for structural stability during a design event of Richter 7+ (within 5km) and potential liquefaction. Without the MACTEC Geotechnical Investigation (="Geotechnical Report"), the conclusions of "less than significant" can not be affirmed as is done in the EIR. In the Air Quality sections and appendix, the entirety of the Dust Emissions Sec. 403 is provided, while the pivotal MACTEC investigation is NOT AVAILABLE for public review.

RESPONSE NO. 31-265

An updated Geotechnical Report has been prepared for the proposed project and is included as Appendix 2 of the Final EIR. No known updates to the CGS Guidelines have occurred at the time of preparation of the Draft EIR. To date, the California Geological Survey has not released any updates to CGS Special Publications 117 Guidelines for Evaluating and

Mitigating Seismic Hazards in California. There have been revisions to CGS Special Publications 118, The Recommended Criteria for Delineating Seismic Zones in California. However, those revisions only affect the guidance criteria used by the CGS to delineate seismic hazard zones. It is noted that because of the progressing detail of seismic hazard maps, changes to construction criteria have resulted. This comment does not introduce new environmental information that changes the findings of the Draft EIR. Project impacts regarding geological resources remain less than significant.

COMMENT NO. 31-266

Discussions of soil erosion and stormwater are repeated in Hydrology and Surface Water Quality and mitigation measures only include compliance with existing City codes and ordinances and preparation of a Best Management Plan/Practices and SUSMP for stormwater which are repeated in the Hydrology sections and which are not relevant herein.

RESPONSE NO. 31-266

Please see Response to Comment No. 31-252 for a discussion of the inclusion of soil erosion under the heading of Geology in the Draft EIR.

The proposed project's compliance with applicable regulations is not the same as mitigation measures. As stated in Section IV.D, Hydrology, of the Draft EIR, the compliance of the proposed project with the Municipal National Pollutant Discharge Elimination System (NPDES) requirements, including preparation of a Storm Water Pollution Prevention Plan (SWPPP) and compliance with SUSMP requirements would ensure that impacts to hydrology and surface water quality are reduced to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality because of its compliance with these regulations, no mitigation measures would be required.

COMMENT NO. 31-267

The Griffith Park Plan (Draft) contains a map of environmental constraints which includes the entire project area and surroundings within the "Liquefaction Zone" and a recognized mapped fault line along the southern boundary (proposed Institute Phase 2 building and parking structure) .

RESPONSE NO. 31-267

Please refer to Response to Comment Nos. 31-264 and 31-265.

COMMENT NO. 31-268

Request:
Request/acquire available information from recognized authorities for the LA River and Griffith Park, provide the MACTEC Investigation, review and compile geotechnical information, reassess and revise relevant sections, and elevate at least geology. seismicity, liquefaction, etc. to assessment level conditions, impacts, and mitigation (Section IV) as was done for "Hydrology", although erosion was not considered as water-related conditions.

RESPONSE NO. 31-268

An updated Geotechnical Report has been included as Appendix 2 of this Final EIR. This Geotechnical Report continues to support the conclusions of less than significant impacts regarding geology and seismic hazards, as set forth in the Initial Study.

COMMENT NO. 31-269

Comments:
F.7 Public Services, p.320-321 Reference is made to the effects of employees on the LAUSD but not of a successful student visitor load. The ANC is a "public services" facility for the education and recreation of the public, including especially the school student (generally 7-12 levels). If the ANC is successful and the facilities would be used to their full potential and capacity additional school and Park services would be required. Provisions of eight bus loading/parking space would indicate that the ANC assumes that approximately 45,000 students (8x40x152d/year) may visit the museum in a year and be exposed to Griffith Park, the Zoo, Travel Town, and adjacent areas. Once exposed, students are assumed to remember and return to explore more of the Park.

LAUSD would need to assure provision of eight (8) round trips per day to the Museum and appropriate vehicles and drivers, in addition to monitors and teachers.

Similarly, assuming a successful service to the LA community, student would be expected to return to the Park and visitor use would increase by 36,000 new visitors (20% of students x 4 persons per family outing) and by over 100,000 visitor days per year.

These aspects are not considered in both their benefits and adverse effects as to water use, trash generation, vehicular expenses, air pollution, noises, and visual impacts of buses loading/unloading/parking in front of the Museum.

No evidence is provided to substantiate the "less than significant" or "no significant impacts" for Public Services of Police, LAUSD, or Parks.

Request:
Review the "successful" use aspects of the proposed Project as to their related effects both beneficial and detrimental and re-evaluate and assess the Public Services impacts. SCAQMD and other authorities assess impacts based on "successful" and "full capacity" operations of the physical facilities (e.g., 8 spaces = 8 buses every day; 1 visitor/20 sq ft = 5000 visitors in 100,000sq ft of gallery) and similar consideration should be made for the Project and existing facilities.

RESPONSE NO. 31-269

The analysis of the project's impact on schools was based on the *City of Los Angeles' CEQA Thresholds Guide (2006)*. According to the Thresholds Guide, and as discussed in Section VI, Other Environmental Considerations, of the Draft EIR, since the proposed project does not involve the construction of new dwelling units, a direct impact on the demand for additional classroom space within LAUSD or any other school district would not occur. In addition, any increase in demand for public schools resulting from new project employees relocating to the area would be inconsequential. Furthermore, providing the opportunity for public schools to be able to educate students about the history of the American West at the project site will not generate a demand for additional school capacity. In addition, the environmental impacts of the continued use of the project site for visitation by students is accounted for in the Draft EIR. As illustrated in the updated conceptual site plans in Section II, Corrections and Additions, of the Final EIR, one curb cut for bus loading would be located along Western Heritage Way between the two driveways. This loading area could hold up to approximately five 40-foot busses for loading and unloading.

Analysis of the proposed project's impact on park services was also based on the *City of Los Angeles' CEQA Thresholds Guide (2006)*. As discussed in Section VI of the Draft EIR, implementation of the proposed project would result in an increase in the number of Campus visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Griffith Park Campus. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the Campus. The proposed project does not include the construction of new residences, which typically generate a direct demand for parks. Therefore, the proposed project would result in a less than significant impact on parks.

With regard to police protection, as discussed in Section VI of the Draft EIR, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. Therefore, any increase in daytime population due to the project that results in greater demand for security services would be met through the projects' private security force. Impacts to police protection services would therefore be less than significant.

COMMENT NO. 31-270

Comments:
F.8 Utilities, p. Wastewater services are not provided by DWP, but by LA Sanitation. The "Project" (=expansion) is estimated to generate 14,601 gpd of wastewater, although the "net increase" is "approximately" 8,031 gpd; this is unclear. No calculations are provided to support any wastewater numbers especially as the "new project components" are estimated to have a "peak water demand" of 18,521 gpd.

RESPONSE NO. 31-270

As indicated in Section II, Corrections and Additions, of the Final EIR, the City of Los Angeles Department of Public Works (LADPW) is now named as the provider of wastewater services for the project site.

The source of the factors used to calculate the wastewater generation as set forth in the Initial Study is the Bureau of Sanitation. According to those calculations, existing uses on the project site have a current average wastewater generation of an estimated 6,570 gallons per day (gpd). With the additional project improvements, the proposed project would result in an estimated average wastewater generation of 14,601 gpd. Therefore, the proposed project would result in a net increase of approximately 8,031 gpd of wastewater, representing approximately .01 percent of Hyperion Treatment Plant's total remaining capacity.

Conservatively assuming that the demand for water would be approximately 125 percent of the wastewater generation, the proposed project would generate a peak water demand of approximately 18,251 gpd.

COMMENT NO. 31-271

In both wastewater and water supply, existing facilities may require augmentation; this should be clearly defined based on engineering review of existing facilities and generally accepted industry design parameters for estimating flows and capacities.

RESPONSE NO. 31-271

Please see Response to Comment No. 31-14 for a discussion of how impacts of the proposed project on wastewater and water services would be less than significant. Also refer to Appendix A of the Draft EIR for the analysis of potential impacts associated with wastewater and water supply.

COMMENT NO. 31-272

Any excavations or trenches for new stations or networks may have implications for cultural resources, erosion, hydrology, etc. which have not been indicated in their respective sections.

RESPONSE NO. 31-272

Please see Response to Comment No. 4-5 for mitigation measures related to discovery and treatment of archaeological and Native American cultural resources during ground-disturbing activities in previously undisturbed sediments. As stated therein, a qualified archaeologist shall be retained by the Autry to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments, including primary construction-related activities and any associated secondary activities for support services such as utilities.

COMMENT NO. 31-273

Request:
Review calculations, provide consistent existing facilities and new facilities water supply needs and wastewater generation, clearly indicate the levels of network improvements by BoS and DWP, and revise this section and related sections.

RESPONSE NO. 31-273

Please see Response to Comment Nos. 31-270 through 31-272 for a discussion regarding each specific request.

COMMENT NO. 31-274

Section VII. Persons and Organizations Consulted

Comments:
The listing of Lead Agency, preparers, consultants, and Project Applicant is incomplete and inadequate and the listing conflicts with citations of verbal communications provided in Section VIII and other sections (e.g., LADoT [sic], Bur.Egr., LAFD, etc.).

RESPONSE NO. 31-274

Section VII, Persons and Organizations Consulted, of the Draft EIR is adequate as it identifies the lead agency, those individuals involved in the preparation of the Draft EIR, project consultants, and the project applicant. Other individuals and organizations that contributed their expertise or information to the analysis throughout the Draft EIR are included in Section VIII, References, of the Draft EIR.

COMMENT NO. 31-275

No consultant is indicated for geology, geotechnical engineering, etc. (e.g., MACTEC 2003 is cited in references). This absence of consultation indicates section and review were evaluated/assessed by persons other than the geologist or geotechnical engineer or PSOMAS.

RESPONSE NO. 31-275

As indicated in Section II, Corrections and Additions, of the Final EIR, a reference to MACTEC as a consultant for the project has been added to Section VII, Persons and Organizations Consulted.

COMMENT NO. 31-276

Based on listing provided, the preparers did not solicit comments regarding the scoping, the environmental contents and significance criteria (Environmental Department), master plans (Planning Department), fire safety (LA Fire Department), stormwater and sewerage (Department of Sanitation), and various relevant County, State, and local organizations (e.g., Neighborhood Councils, Golf Course, equestrian groups, etc.).

RESPONSE NO. 31-276

Please see Topical Response A for a discussion of how the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. All of the agencies listed in this comment were provided with notices indicating that a Draft EIR was being prepared for the proposed project and soliciting input regarding the proposed project. In addition, the Draft EIR uses the same significance criteria used by the Environmental Review Section of the City of Los Angeles Planning Department. Furthermore, input from the Fire Department was incorporated into the Draft EIR. As indicated in Section VIII, References, of the Draft EIR, material and information necessary to conduct a through analysis of the proposed project was obtained from a wide range of organizations.

COMMENT NO. 31-277

Natural History Museum of Los Angeles County authored an Appendix, Cultural Resources but is not referenced herein or in references.

RESPONSE NO. 31-277

As indicated in Section II, Corrections and Additions, of the Final EIR, the Natural History Museum of Los Angeles County has been added to Section VIII, References.

COMMENT NO. 31-278

PCR Services Corporation (2007) is referenced herein for EIR preparation and of two Appendices B, Trees, and E, Noise, but no qualification and experience is provided as preparers of the EIR as required by CEQA.

RESPONSE NO. 31-278

In accordance with CEQA Guidelines Section 15129, the firm that prepared the Draft EIR was identified in Section VII, Persons and Organizations Consulted, of the Draft EIR as PCR Services Corporation, a professional environmental planning firm specializing in the preparation of CEQA documents. PCR has worked with the City of Los Angeles in preparing environmental documents for over 20 years. Additionally, Section VII lists all employees of PCR Services Corporation that were involved with the preparation of the Draft EIR as well as their professional title in order to demonstrate their qualifications and expertise in EIR preparation.

COMMENT NO. 31-279

PSOMAS, David Martin, is cited as Consultants but the Appendix 0, Hydrology makes no reference to the author of the Appendix. qualifications of the preparer, and as an engineering document has not been signed-off by a professional engineer within the materials provided.

RESPONSE NO. 31-279

As indicated in Section VIII, References, of the Draft EIR as well as the first page of the Hydrology Study, which was included as Appendix D of the Draft EIR, the preparer of the Hydrology Study was Ross Barker. Mr. Barker is identified in Appendix D of the Draft EIR as a Registered Civil Engineer (RCE) and his RCE number is provided therein. As such, no further indications of the preparer's qualifications or a signature page are required.

COMMENT NO. 31-280

MACTEC prepared the geotechnical investigation referenced in Sections IV and VIII, but no communications appear to have been made for the preparation of this EIR. This appears to be a serious deficiency as the report was dated November 2003. No preparer has been designated and makes no reference to the author of the investigation, qualifications of the investigator, and as an engineering document may not have been signed-off by either a geotechnical engineer or an engineering geologist. Pronouncements with regard to the geotechnical and geological conditions and impacts within the EIR appear to be technical statements' by perhaps unqualified specialists as no documentation is provided and no communications are indicated. Unqualified statements regarding engineering geology has serious implications for the preparers of EIRs (PCR).

RESPONSE NO. 31-280

Geotechnical information presented in the Draft EIR and Initial Study, which was included in Appendix A of the Draft EIR, is based on a Geotechnical Report for the proposed project that was prepared by registered professional geotechnical engineers. An updated Geotechnical Report has been prepared for the proposed project and has been included as Appendix 2 of the Final EIR.

COMMENT NO. 31-281

Request: The entire sedion needs revision and massive augmentation.

RESPONSE NO. 31-281

Please see Response to Comment Nos. 31-274 through 31-280 for a discussion regarding specific comments addressing Section VII, Persons and Organizations Consulted, of the Draft EIR.

COMMENT NO. 31-282

Comments:
The listing of various documents and communications are not consistent with the text of other sections, no text or notes are provided for referenced verbal communications, many text referenced communications (e.g., review of traffic model) are not included, and many documents are not generally available through public facilities.

Request:
Text should be provided in appendices for all verbal communications.
Copies of relevant referenced documents should be made available through the Recreation and Parks Department counters or in the public libraries as required by CECA.
Section should be completely reviewed and revised and made consistent in citations and references between the text sections and Section VIII.

RESPONSE NO. 31-282

The EIR includes all of the technical information necessary to provide a comprehensive analysis of the potential impacts of the project. The technical reports that support the analyses in the Draft EIR were appended to the Draft EIR. In addition, the updated Geotechnical Report that was the basis for the determination in the Initial Study that geotechnical impacts would be less than significant has been included in this Final EIR. Please also refer to Response to Comment No. 31-274 for a discussion of the references and persons consulted as part of preparation of the Draft EIR.

LETTER NO. 32

Rosa Rivas and Tina Gulotta-Miller
Garvanza Improvement Association
No address provided

COMMENT NO. 32-1

The Garvanza Improvement Association would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition (of which we are a member), Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

Garvanza Improvement Assocation [sic] still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 32-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 33

Maximillian Vasquez
President
Highland Park Chamber of Commerce
5000 York Boulevard
Los Angeles, CA 90042

COMMENT NO. 33-1

The Highland Park Chamber of Commerce would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length, It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

The Highland Park Chamber of Commerce still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 33-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 34

Carmela Nigro Gomes
President
Highland Park Heritage Trust
PO Box 50894
Los Angeles, California 90050-0894

COMMENT NO. 34-1

The Highland Park Heritage Trust would have liked to formally submit comments regarding the DEIR for this proposed project. The HPHT has worked for a quarter of a century to ensure the preservation and enhancement of our community. The Southwest Museum is one of the most visible and historically important parts of our heritage. We have worked diligently toward the preservation and growth of this historic venue, including drafting the original Los Angeles City Historic Cultural Monument application for the site in 1983.

We have worked to review the Draft Environmental Impact Report for the Autry's Griffith Park expansion and have found a number of discrepancies and omissions in the document, including the complete failure to address a smaller project in Griffith Park in conjunction with a project at the Southwest Museum site on Mt. Washington that would bring both facilities together as a cohesive institution for the full history of the American Southwest.

RESPONSE NO. 34-1

The first portion of the comment does not state an environmental issue; it is noted for the record and will be forwarded to the decision-makers for review and consideration.

The second portion of the comment is incorrect. The Alternatives section of the Draft EIR addresses concentrating museum functions at the Arroyo Campus. Please see Topical Response C for a discussion of a decentralized project and Alternative E, which analyzed the feasibility of increased expansion at the Arroyo Campus. For various reasons, both options were determined to be infeasible.

COMMENT NO. 34-2

The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such an issue in only 45 days, especially for a project of such importance to the City.

It is our understanding that a variety of organizations as well as out [sic] own requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

The HPHT still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 34-2

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 35

Jenny Krusoe
1115 Brent Avenue
South Pasadena, CA 91030

COMMENT NO. 35-1

I'm happy that the environmental impact report reflects the importance of the Autry's commitment to preserving the Southwest Collection and restoring the Southwest Museum. I am in complete support of the Autry's proposed plan, and am grateful that this expansion will protect the collection for generations to come.

As the former Executive Director of the Center for the Arts in Eagle Rock, I have had first hand knowledge of the Autry-Southwest Museum merger. Over the past two months, I have read all reports available to the public concerning the merger and the collection. The following is what I have come to believe.

Four years ago, after no one else came forward and the community support was almost nonexistent, the Autry took on the Herculean task of preserving and protecting the integrity of the Southwest Museum's collection of over 250,000 objects and of restoring the museum itself. Since the merger, the Autry has:

- Developed and implemented a multi-year plan to conserve, rehouse, and properly catalogue the collection. All collections have now been safely moved from sub-standard storage areas, the most vulnerable objects have been carefully treated, and the project is roughly 60% complete.;
- Secured approximately 4.5 million dollars in foundation and government funding to support the conservation and collection management activities;
  and
- Invested close to 2 million dollars in rehabilitating the Southwest Museum building and has raised an additional 2 million dollars to continue the restoration of this national landmark.

This is what the Autry has done already; and what they have committed to do in the years to come. I'm also pleased that the Autry is in the process of creating a vibrant public future use for the historic Southwest Museum building, which will include rotating displays of the collection. As a result, by offering two locations to view the collection, the Autry expansion will double its public impact. (I understand that in the past only 2 percent of the collection had been displayed).

Over the last 100 years, the Southwest Museum has assembled one of the world's largest and most important collections of Native American material. It represents the work and art of indigenous peoples spanning the breadth of North America, and includes as well non-native material related to the history of the American West, such as objects from the Spanish Colonial period and Mexican and post-Mexican California. The Southwest's collection of Navajo and Pueblo textiles exceeds in number the combined collections of the Smithsonian's National Museum of the American Indian and the National Museum of Natural History. Its over 13,500 baskets constitute the largest collection of Native American basketry in the world. The importance of this entire collection and its preservation is profound.

To preserve the past is to affect the future. The Autry expansion will allow scholars, graduate students and Indian communities to study these Native American materials in an environment that is safe for the collection. The Autry plan will provide scholars, graduate students, and Indian communities with unique opportunities to study and interpret for the public particular periods, places, and people, as well as to observe and compare changes in various indigenous cultures over time. I can't imagine a higher form of respect for those who have gone before us, and those who will follow than to preserve this past.

It is vital that this collection be housed in a state-of-the-art facility, one where it can be studied and shared. I believe the expansion will protect this internationally important collection and enable the Autry to fulfill the mission of the Southwest Museum, which is to educate, enlighten and enrich. To have a museum is to invite a built-in tension between a museum's dual missions – to protect and to create access. It seems to me that the Autry's proposal manages to satisfy both of these mandates. I believe that we as a community should do everything in our power to support the Autry and this proposal to expand its facilities. The cornerstone of the Southwest Museum is a stone incised with the image of a bird with the words Manana Flor de Sus Ayeres (Tomorrow is the flower of yesterdays). Let's not let this opportunity to support a more enlightened future fly away.

RESPONSE NO. 35-1

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 36

Robert J. Lee, Architect
Lois L. Lee
Christopher Robert Lee
2765 Pelham Place
Los Angeles, California 90068

COMMENT NO. 36-1

WE ARE REQUESTING INVESTIGATION OF MAIL FRAUD RELATIVE TO THE ABOVE-CAPTIONED DATED 8/16/2007 AND POSTMARKED 8/16/2007, WHICH WE RECEIVED ON 8/16/2007, COPY OF WHICH IS ENCLOSED.

ABSENT ANY WRITTEN COMMUNICATION FROM YOU TO THE CONTRARY BY 8/24/2007, WE SHALL PRESUME CORRECTLY THAT THE ABOVE-CAPTIONED NOTICES WERE COUNTERFEITED BY JEFFREY LEE ETAL, 2760 PELHAM PLACE, LOS ANGELES CA 90068; THAT THE EVIDENCE IS LOCATED IN THE ACCOUNTING/FINANCE/PAYROLL/PERSONNEL CDROM RECORDS OF TERSO ROLANDO ROSALES, LOS ANGELES ASSISTANT CITY ATTORNEY, DWP, 111 NORTH HOPE STREET, LOS ANGELES CA 90012, THE AFOREMENTIONED BOTH AKA LOS ANGELES CITY FIRE DEPARTMENT-PARAMEDICS.

RESPONSE NO. 36-1

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 37

Marian Dodge (Dated September 22, 2007)
President
Los Feliz Improvement Association
PO Box 29395
Los Angeles, CA 90029

COMMENT NO. 37-1

The Los Feliz Improvement Association respectfully requests an extension of the public comment period for the Draft EIR for the Autry National Center's Griffith Park Campus Improvements. Since the DEIR is nearly 1,000 pages long, community groups and individuals should be granted a longer review period to analyze and evaluate the extensive document. We urge you to extend the comment period to December 31.

Thank you for considering our request.

RESPONSE NO. 37-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 38

Marian Dodge (Dated October 1, 2007)
President
Los Feliz Improvement Association
PO Box 29395
Los Angeles, CA 90029

COMMENT NO. 38-1

The Los Feliz Improvement Association requested an extension of the public comment period until December 31 for the DEIR for the Autry National Center Project. Since I have not received a response to my request, I must assume that it was not granted.

Our association would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is almost 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

The Los Feliz Improvement Association still requests a formal extension in the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

We formally request that you submit this comment as part of the DEIR process.

RESPONSE NO. 38-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 39

Marian Dodge (Dated October 18, 2007)
President
Los Feliz Improvement Association
PO Box 29395
Los Angeles, California 90029

COMMENT NO. 39-1

The Los Feliz Improvement Association (LFIA) representing nearly 1,000 households in the Los Feliz district of Los Angeles would like to comment on the proposed Autry National Center's Griffith Park Campus Improvements Project.

Moving the parking lot from front of the building to the south side of the campus will make for a far more attractive approach to the museum. The use of a California native plant pallet in the proposed landscaping is thoroughly in keeping with the urban wilderness identity of Griffith Park.

RESPONSE NO. 39-1

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 39-2

LFIA would like to have the following issues in the Draft Environmental Impact Report reexamined and clarified.

Phase 2 parking structure: The LA City code requirement for parking spaces for museums is one per 500 square feet. This is a purely arbitrary number to determine the number of parking spaces needed based solely on the square footage of a proposed project. No distinction is made among the various uses of the space, either existing or planned. A more detailed study of the existing utilization of the various space types by employees and visitors is required. For example the storage area has no permanent staff; the entire conservation area has only twelve employees; much of the area is devoted to library shelving.

RESPONSE NO. 39-2

Please see Response to Comment No. 28-7 regarding the conservative methodology used to calculate the demand for parking and the demand anlaysis that supports a reduction in parking spaces on-site to accommodate peak demand.

COMMENT NO. 39-3

Page 36 of the executive summary states that each member of the 160-person staff should have his own parking space and that these are primarily used only during the week days. There are currently 179 spaces for exclusive employee use. Page 42 of the traffic report states that the employee lot "will seldom be used on weekends." Therefore over 100 spaces would be available for visitor use during the presumably peak weekends. The parking structure planned for Phase 2 only nets 100 new spaces over those in the Phase 1 parking lot. Because of the available empty employee spaces on weekends, more than 100 spaces are available for the public. Those spaces and the overflow parking at the Zoo lot across the street, which is closer than the proposed lot, would more than make up for any perceived deficiency in parking needs for the visitors.

LFIA feels that these factors obviate the need for the Phase 2 parking structure.

RESPONSE NO. 39-3

Please see Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center.

COMMENT NO. 39-4

Mitigation for the increased traffic: The DEIR states that Phase 1 of the project would have two intersections, Los Feliz Boulevard and Riverside Drive and Riverside Drive and Zoo Drive with unacceptable levels of traffic (p. 36). The completion of Phase 2 would only aggravate the problems. Four intersections would have a Level Of Service (LOS) rating of either E (poor) or F (failure). The city's own Department of Transportation has stated that they have already tweaked Los Feliz as much as they can. The city needs to address the mitigation of traffic congestion problems before they approve any project, the Autry National Center or any other construction project.

RESPONSE NO. 39-4

As shown in Table 29 in Section IV.H, Transportation and Circulation, of the Draft EIR, the future 2014 "Without Project" conditions indicate that three intersections (Riverside Drive and Zoo Drive, Western Heritage Way and North Zoo Drive, and Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard) would operate at LOS E or F. LADOT provides thresholds that determine if a significant impact has occurred based on the project related increase in traffic and V/C ratio. When Phase 2 project traffic is added to future base conditions, no significant impact is found based on LADOT's thresholds. Thus, the proposed project would not significantly impact any of the study intersections at full buildout in 2014 during either of the peak periods.

COMMENT NO. 39-5

There are several options that would reduce the impact. A modification of freeway access to the north end of Griffith Park to improve ingress and egress to the Zoo and Autry would relieve the congestion of the Los Feliz exit of 1-5. Improved freeway signage could redirect traffic to the north. The Department of Recreation and Parks could redirect access to the facilities on the north end of the park. Increased direct access via improved public transportation services and internal park shuttles would all help to mitigate the anticipated increased traffic congestion in and around Griffith Park.

RESPONSE NO. 39-5

As stated in Section IV.H, Transportation and Circulation, of the Draft EIR, the project would not significantly impact any of the study intersections for the future year 2010 or 2014 during either of the peak periods. Thus, no mitigation measures were necessary. Nonetheless, as discussed in Response to Comment No. 28-10, a memo that outlines the Transportation Management Plan that will be prepared for the proposed project is included in Appendix 4 of the Final EIR.

COMMENT NO. 39-6

LFIA would like to see all of these traffic mitigations explored more fully. Traffic in the entire city is increasingly becoming bumper-to-bumper. The city can no longer afford to ignore alternatives to relieve congestion in order to keep Los Angeles a world-class city. Los Angeles should be famous for something other than its traffic gridlocks.

LFIA anticipates that you will give thoughtful consideration to our suggestions.

RESPONSE NO. 39-6

Please see Response to Comment Nos. 39-4 and 39-5 for a discussion of how the proposed project would not have a significant impact on the study intersections or the regional transportation system.

LETTER NO. 40

Kathleen Lowenthal
2030 North Commonwealth Avenue
Los Angeles, CA 90027

COMMENT NO. 40-1

Our local residents make very few visits to the Gene Autry Museum. This is obvious. The Los Angeles Zoo gets more attention "under construction [sic] than the Autry Museum will get at its best.

RESPONSE NO. 40-1

This comment does not raise specific environmental information related to the proposed project, but is acknowledged and will be forward to the decision-makers for review and consideration.

COMMENT NO. 40-2

The summer events are fabulous The Courtyard [sic] and Restaurant [sic] need improvement around the museum.

RESPONSE NO. 40-2

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Section II, Project Description, of the Draft EIR, states that as part of the proposed project, the café area would be relocated to the eastern side of the Campus Building.

COMMENT NO. 40-3

You propose a project of an estimated 6 year period (estimated to end in 2014) [sic] The time involved, not mentioning the costs seem to me to be excessive and unnecessary. The streets of Los Angeles need paving which is our worst eyesore.

RESPONSE NO. 40-3

Please refer to Topical Response B, which explains that neither the Department nor the City incurs any material costs, operational requirements or governance burdens as a result of the Ground Lease Agreement. In addition, construction of the project is not anticipated to occur for six consecutive years. Please refer to Section II, Project Description, of the Draft EIR.

LETTER NO. 41

David Wilson
The Museum of Jurassic Technology
9341 Venice Boulevard
Culver City, CA 90232-2621

COMMENT NO. 41-1

The Museum of Jurassic Technology would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

The Museum of Jurassic Technology would like to add it's [sic] voice to the requests for a formal extension in the comment period. But, in light of today's official comment deadline, the Museum would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 41-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 42

Tom and Melinda Peters
La Casa de la Abuela
4770 Bonvue Avenue
Los Angeles, CA 90027

COMMENT NO. 42-1

Thank you for your letter/memo of 8-16-07 re the Autry National Center. As we shall be away at the time of the next public meeting, we write to request that we remain on your list of interested, concerned supporters of this project. Additionally, we enclose herewith a notation of some of the issues and queries which we hope will be covered at that time.

How many per day visitors are there now at the Center, and what is the projected increase once the expansion is completed?

RESPONSE NO. 42-1

As discussed in Response to Comment No. 28-6, the Autry expects that its current attendance figures will roughly double.

COMMENT NO. 42-2

How many employees and volunteers per day are there now, and what is the anticipated increase?

RESPONSE NO. 42-2

Currently, the Griffith Park Campus has a total of approximately 129 employees. In addition, the Autry has over 300 volunteers. During peak hours, there are approximately 17 volunteers on-site at one time. Upon completion of the proposed project, the Griffith Park Campus would have a total of approximately 159 employees. In addition, there would be approximately 35 volunteers on-site at one time during peak hours. These updated employee numbers are included in Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 42-3

What is the projected increase in traffic volume, both through the park and along the Golden State Freeway?

RESPONSE NO. 42-3

The increase in traffic volume through the park and along the Golden State Freeway (I-5) is discussed in Section IV.H, Transportation and Circulation, of the Draft EIR and in the Traffic Study attached as Appendix F of the Draft EIR. As indicated therein, it is estimated that the project would result in a total of approximately 85 net new weekend mid-day trips and 45 net new weekday peak hour trips as a result of Phase 1 and approximately 54 net new weekend mid-day trips and 29 net new weekday peak hour trips as a result of Phase 2. Of these trips, it is estimated that the traffic volumes along the I-5 with the project would result in an increase of 34 and 18 in the traffic volumes on the I-5 Freeway in the year 2010 (Phase 1) for the weekend peak hour and the weekday p.m. peak hour, respectively. In the year 2014 (Phase 2) it is estimated that the traffic volumes along the I-5 with the project would result in an increase of 22 and 12 in the traffic volumes on the I-5 freeway for the weekend peak hour and the weekday p.m. peak hour, respectively. Cumulative analysis for the year 2014 estimates that the traffic volumes along the I-5 with the project would result in a total increase (Phase 1 and Phase 2) of 56 and 30 in the traffic volumes on the I-5 freeway for the weekend peak hour and the weekday p.m. peak hour, respectively. It should be noted that these trips do not all use the same on- and off-ramps. Also, although analysis is broken down in two phases, cumulative conditions for Phase 2 includes all Phase 1 traffic.

COMMENT NO. 42-4

How shall Los Feliz Boulevard, already often extremely congested, be affected by the inevitable additional traffic?

RESPONSE NO. 42-4

As demonstrated by the analysis provided in Section IV.H, Transportation and Circulation of the Draft EIR, the proposed project would not significantly impact Los Feliz Boulevard. Also refer to Response to Comment No. 25-3.

COMMENT NO. 42-5

At times now there is insufficient parking at the Center and we wonder how that shall be remediated when the additional facility brings in an even greater volume of vehicles.

RESPONSE NO. 42-5

Please refer to Response to Comment No. 28-7 and Section II, Corrections and Additions, of the Final EIR regarding the ability of the propsoed parking supply to satify peak demand for parking generated by the project.

.. Please see Section II, Corrections and Additions, of the Final EIR for further discussionregarding the reduction in parking on-site.

COMMENT NO. 42-6

Is there any plan to have interested parties (neighbors, museum attendees, and other 'non-official' persons) involved in the planning process? We would like to see some form of a 'citizens committee' have on-going input and hopefully some authority as this project proceeds. Whether one is in general a supporter of Griffith Park, a regular hiker or walker, a horseback rider, a museum supporter... The [sic] Autry Center's addition shall have significant impact.

RESPONSE NO. 42-6

Please see Topical Response A for a discussion of how the lead agency has gone above the requirements of CEQA by holding two scoping meetings during the NOP comment period and a public meeting during the Draft EIR comment period in order to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. In addition, the Autry intends to present its plans at future community meetings and hold a community open house in order to further solicit comments regarding the proposed project.

COMMENT NO. 42-7

Does the Autry intend to enhance existing nearby walking and riding trails – perhaps even in some way as an educational outreach to those who pass by, but have not entered the Center?

These are just a few of our thoughts and questions . . . We [sic] hope that the September 18th meeting addresses these issues and raises others pertinent to this exciting, in some respects provocative project.

RESPONSE NO. 42-7

Existing equestrian trails are not located on the project site and are not owned by the Autry. Upon completion of the proposed project, equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions. Please refer to Section II, Project Description, of the Draft EIR and Response to Comment No. 31-41 for additional analysis.

Nicole and Frank's Letter

October 1, 2007 Via Fax and Hardcopy: (213) 928-9180

Mr. David Attaway, Environmental Supervisor
Environmental Management Section
Department of Recreation and Parks
City of Los Angeles
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

RE: Autry National Center, Griffith Park Campus Improvements, State Clearinghouse No. 2007051084,

Dear Mr. Attaway:

Given the amount of time permitted, which was limited to 45 days by the Lead Agency, we submit these comments regarding the many deficiencies, errors, inadequacies, absences and incompleteness of the DEIR.

The entire DEIR is biased, in many places not based on factual information, and this bias is used to justify the proposed project as the "Environmentally Superior Alternative." It doesn't adequately evaluate and address the real issues of building approximately 275,000 sq. foot building in an oasis of Open Space but rather equates the proposed project to one located within an intensely urbanized environment. The massive building contains over 6 acres of floor area sitting on a footprint of 2 acres of parkland, portions of which are 70' tall (equivalent to 6 story building) not to mention the tower. The document is based on cursory assertions and not supported by substantial evidence to support its conclusions.

Based on the complexity and size of the document, requests to the City of Los Angeles, through our elected representative, were made the day after the DEIR was released for an extension and was not granted even though under State law it could have been 60 days under normal circumstances (CEQA Guidelines Section 15105). Furthermore, the Greater Griffith Park Neighborhood Council and other interested stakeholders requested an extension to December 31st which was also denied. As of the mailing of this document, no extension was granted. Therefore these comments are not as comprehensive or thorough as we would have liked based on the overwhelmingly confusing DEIR.

The DEIR was illogical, not well organized and limits the ability of the reader to thoroughly digest and understand the information in any comprehensive manner. Without an adequate Table of Contents, information was disseminated in a manner that was confusing and did not allow easy review of the large document. Related information

is haphazardly spread through the document in a manner that requires constant comparisons of related material.

While there are many issues that we have identified, we are concerned there are still many to be explored but were unable to address those in the short time limit provided. We will break down the shortcomings and inadequacies that we did find into three major sections:

1) Inaccuracies and inadequacies in the Proposed Project description and its impacts
2) Inadequate and insufficient selection of Alternatives
3) Inadequate and unsubstantiated analysis of the Proposed Alternatives

Our conclusion is that the entire DEIR does not contain meaningful information for analysis sufficient to allow informed decision making. It is biased to justify the proposed project and cannot be certified without major revisions.

Proposed Project

Project Description

The project description is not adequate in that it does not describe the real project. It describes the proposed project as a 129,000 square foot expansion. When in reality, it is a demolition of most of the existing structure and the construction of a 271,800 sq foot new building. This would be the largest enclosed structure in Griffith Park and will be four times as large as the newly expanded Griffith Park Observatory. The project goes on to justify the new building and minimizes the impacts of such construction and operation on public parkland that is one of the few remaining expanses of undeveloped land primarily intended to be used for open space.

The project description does not adequately describe or analyze the availability of other land and assets owned by Autry National Center or effectively describe the merger that created this new institution. The DEIR does not address an important part of Autry's holdings where the current Southwest Museum exists and precludes any evaluation of the potential affects on this resource or it's availability to serve and meet project objectives.

Such an inadequate project description does not allow for a thorough and accurate analysis of the proposed project and skews the analysis.

Project Purpose and Objectives

The DEIR does not acknowledge that the reason an expansion is needed is based on a 2003 merger that created the Autry National Center, which assumed the Southwest Museum's assets. The Southwest Museum's Collection is very large and the project is needed only because of the desire and the decision of the Autry to relocate the Southwest Collection. The underlying purpose creates the perception that the proposed project can only be achieved in Griffith Park. If the project description provided the factual evidence of Autry's full business operations, the decision maker could better understand that other alternatives to meet the overall purpose and objectives are available.

With such a narrowly defined project and objectives, the analysis is skewed from the start and leads to an erroneous conclusion. The City should correct these errors to ensure that all reasonable alternatives are developed and assessed by the lead agency.

Consistency with the City's General Plan

The project analysis is inadequate and only focuses on those portions of the General Plan which support the proposed project and does not consider other aspects of the Plan in which the proposed project would not be consistent. Is a 275,000 sq foot building appropriate for an open space zone or would it be more appropriate to add density near a transit stop in a urbanized setting?

The document erroneously concludes "In addition, the Community Plan designation for the project site is Open Space; a designation which allows museums. Therefore, the proposed project would remain consistent with this designation." This is in error.

Chapter 6 of the Citywide Framework Plan states that "As established by the State legislature, 'open space' is defined at a broader level than the traditional zones that have been used by the City. It encompasses both publicly and privately owned properties that are *unimproved* and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards."

In addition, the Open Space Zone (Sec. 12.04.05) states:

It is the purpose of the "OS" Open Space Zone to provide regulations for publicly owned land in order to implement the City's adopted General Plan, including the recreation, parks and open space designations in the City's adopted district and community plans, and other relevant elements, including the Open Space, Conservation and Public Recreation Elements. Implementation of the General Plan will serve to protect and preserve natural resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open space uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved.

Furthermore, the zone identifies the following by right uses:

The following regulations shall apply to publicly owned land classified in the "OS" Open Space Zone: no building, structure or land shall be used and no building or structure shall be erected, moved onto the site, structurally altered, enlarged or maintained, except for the following uses:

1. The following uses and activities when conducted in accordance with the limitations hereafter specified.

(a) Types of Uses.

(i) Parks and recreation facilities, including: bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, childrens' play areas, child care facilities, picnic facilities, and athletic fields (not to exceed 200 seats in park) used for park and recreation purposes. (Amended by Ord. No. 176,545, Eff. 5/2/05.)

(ii) Natural resource preserves for the managed production of resources, including, but not limited to, forest lands, waterways and watersheds used for commercial fisheries; agricultural lands used for food and plant production; areas containing major mineral deposits ("G" Surface Mining Districts) and other similar uses.

(iii) Marine and ecological preserves, sanctuaries and habitat protection sites.

(iv) Sanitary landfill sites which have received certificates of closure in compliance with federal and state regulations.

(v) Public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs.

(vi) Water conservation areas, including percolation basins and flood plain areas.

(b) Limitations: (Amended by Ord. No. 169,013, Eff. 9/28/93.)

(1) (Amended by Ord. No. 173,492, Eff. 10/10/00.) The use may not be located on land which includes a lake, river, or stream or which is designated by the City as an historic or cultural landmark, unless approved as a conditional use pursuant to Section 12.24 U.19.

(2) (Amended by Ord. No. 173,492, Eff. 10/10/00.) Any change of use from a conditional use or deemed to be approved conditional use described in Section 12.24 U.19. of this Code to any of the above uses shall require conditional use approval pursuant to Section 12.24.

Based on the definition of open space and the Open Space Zone, a museum is an **exception** to what is permitted in open space and is not permitted by right. While it *may* be allowed under Conditional Use procedures, it is only allowed when conditions of approval make it compatible with the surrounding area and consistent with the General Plan.

So, while the OS zone allows a museum by conditional use, it can only allow it when the total project is consistent with the General Plan. When it appears that the project is not consistent with the General Plan, how can a CUP be issued for the proposed project?

The procedures clearly state that conditional use is a discretionary action and are only applied for uses in zones not permitted by right. Section E states: "In approving any conditional use, the decision-maker must find that the proposed location will be desirable to the public convenience or welfare, is proper in relation to adjacent uses or the development of the community, will not be materially detrimental to the character of development in the immediate neighborhood, and will be in harmony with the various elements and objectives of the General Plan... The decision-maker shall adopt written findings of fact supporting the decision based upon evidence in the record, including decision-maker or staff investigations."

Since museums are only allowed when conditional use findings and approval can be met, the document is inadequate in its conclusion that it is consistent with the Open Space

zone and therefore the document does not adequately describe how this proposed project will be accomplished and should do this by addressing the findings and conditions required under conditional use procedures.

Land use /Height Issues
The DEIR inaccurately describes that the height issues of the proposed project stating they can be addressed through a conditional use permit.

It was determined through the General Plan Zoning Consistency Program that the appropriate zone for the site is OS-1XL zone. As stated in the DEIR, the height limitation under the 1XL classification is 2 stories/30 feet. The existing building at 3 stories and 36-60' with 114' tower does not conform to this requirement. The proposed project at 3 stories and portions extending to 70' (not including the tower will be at least 114' tall) still does not conform to this requirement. The requested height allowance for the proposed project, as described in the DEIR as a "slight modification in height", is an increase over the permitted height of 20, 230 and 380% increase.

Permitting a CUP requires a finding of consistency with the General Plan. Since the General Plan for this site limits the height to 1XL (30') the conclusion that the height of the new project is consistent with the General Plan and that the height variance from the General Plan is appropriate is erroneous.

Non-conforming Use of Existing Building
The DEIR does not adequately address the regulatory conditions of the existing building. The current Museum is a non-conforming use under the existing zoning and height regulations. Furthermore a conditional use was never granted and the building was not consistent with the underlying zoning at the time of construction. Not-for-profit museums are allowed only by right in the R4 zone or by a Conditional Use Permit.

Since a CUP was never granted for the existing facility, and it came about as a result of a Ground Lease with Department of Recreation and Parks, it does not appear that the existing building ever had legal status and was not erected in compliance with the City's zoning regulations.

The DEIR needs to fully address the manner in which the consistency of findings and development under the current zoning is permissible.

Additional Consistency Issues
The errors of the DEIR are compounded by the fact that it narrowly addresses the General Plan consistency issue. As described above, the proposed project is not consistent with the General Plan Framework Chapter 6 (Open Space and Conservation) and specifically the city's Open Space Policies #2 (there is a deficiency of open space in the City) and Policy #3 (The LA River presents numerous opportunities for enhancing the City's open space network). The DEIR did not adequately address other portions of the General Plan and the proposed project's compliance with those elements such as:

- LA River Revitalization Plan –lack of adequate analysis to be consistent with the LA River Revitalization Plan (ZI-2358), which has identified this site as one for "improved open space and connectivity." There is also specific conflict in design alternatives created in this River Plan with the Autry Proposed Project's location of a new surface parking lot that were not adequately addressed.
- Northeast Community Plan – the proposed project is contrary to this Plan in that Policy 14-3.1 that states "Support the Southwest Museum as a cultural resource, encourage expansion both on and off site, and preserve its present location in Mt. Washington." In addition the program states "the Plan's policies and programs, regarding transit stations and transit-oriented districts improve the viability and accessibility of the museum and reinforce its significance as a focal point of the community."
- 1993 adopted a city-wide Land Use-Transportation Policy which has among its objectives:
    - focus future growth of the City around transit stations.
    - increase land use intensity in transit station areas, where appropriate
    - provide for places of employment
    - reduce reliance on the automobile
- 2007 City Planning Commission "Do Real Planning" document states "every movement has its moment. Its beginning. Mayor Antonio Villaraigosa and Planning Director Gail Goldberg have challenged each of us to do more. It is our privilege to follow their lead. The time for inspired, principled land use planning in Los Angeles is now." Among the 14 Principles, principle # 3 "Require density around transit" and principle #12 "Identify smart parking requirements"

How does the proposed project comply with these? In light of a more accurate project description, the lead agency and reader might understand that the Autry National Center owns, not leases, 12 acres of land in Mt Washington with two museums facilities currently being underutilized for the public's museum experience and that these assets are in proximity to a light rail public transportation with a dedicated station within walking distance of under 500 feet.

Again, the DEIR is biased in its factual presentation of information and should be corrected.

Lighting Description of Proposed project – The DEIR erroneously assesses the proposed project site as that of being in an urban area. Therefore it did not adequately evaluate or consider the ambient light impact of project on open space and parkland, for people and especially for wildlife in this urban wilderness park.

Air Quality – The DEIR erroneously assesses the proposed project site as that of being in an urban area. Therefore it didn't adequately address impacts on wildlife and flora and fauna of the Park, the zoo and their neighbors.

Cultural Resources

The DEIR inadequately addresses the identification and impact on cultural and historical resources.

Impact on Historic Southwest Museum/Casa de Adobe

The document states that the proposed project and the Southwest Museum (Arroyo Campus in the DEIR) are not related and the Arroyo campus is not part of the project. In that the Autry Board's decision to remove the artifacts from the SWM/Arroyo Campus is independent of the proposed project and was pre-determined irrespective of the proposed project. Therefore, it concludes that Southwest Museum is not materially impaired by the proposed project and that there is no significant impact on the historic resource. In fact, the project enables the relocation of the Collection and the abandonment of the historic resources in Mt Washington (Southwest Museum and Casa de Adobe). There would be no need for the proposed project if the Autry had not merge with the Southwest Museum in 2003 and made a pre-determined decision to relocate the Southwest Museum Collection.

Section 15064.5of the CEQA Guidelines provide that:
(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, **relocation**, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
(2) The significance of an historical resource is materially impaired when a project:
(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.

The Southwest Museum's original listing on the National Register was the reason it was originally included in the California Register. Just to cite two examples from the 1992 National Register nomination illustrating the identification of the building and the collection as a historical resource are: "Together the museum building's architectural style and complete collection serve to illustrate Los Angeles' ethnic and cultural heritage." And, "The Southwest Museum is unique in that the building's architectural style significantly corresponds to the Native American and Spanish ethnic history exhibits which it was built to contain."

And in addition, the 2007 amendment to the National Register listing states: "The Southwest Museum founded in 1907, is a product of the period in the United States when museums, education institutions and academic fields of study were being created to acquire archaeological and ethnological material, knowledge of Southwestern and Native America and other cultures throughout the world, and it is an excellent example of this type of institution which focused on acquiring knowledge through systematic study and education dissemination programming. Contextually it relates to the realization of the importance of the study of archeology throughout the United States, and specifically in California and the Southwestern United States. The Museum meets the National Register

Criterion A in the areas of significance for Education and Archaeology as a contributor of consequence to the broad pattern and trend of acquisition of knowledge relating to Southwestern United States and Native American cultures, and its conveyance through their research, exhibit and publication programs in the United States. The distinguished work of various professionals associated with the Southwest Museum is important to the development in the academic fields of archaeology and ethnology and study of American and Southwestern United States cultures, and museums in the United States with education programs related specifically to Southwestern and Native American material."

Since the proposed project enables the relocation of a portion of the resource (ie, its Collections) which have been identified in the National Register nomination as part of its significance, the proposed project has not been adequately analyzed as having a no significant affect.

The Southwest Museum has been the first museum in the City; if the proposed project is constructed with Autry's stated purpose of relocating the primary functions of the Southwest Museum to Griffith Park, it will become just a building that formerly housed the City's first museum. That is a material impairment that potentially would affect listing on the National Register.

Therefore the relocation of the Southwest Collection to another structure from the historic Southwest Museum, which is facilitated by the proposed project, would be a material impairment under CEQA and would result in a significant impact to a historical resource.

Other Historical Resources and Potential Impacts

The DEIR did not an adequate inventory of other historical resources that might be impacted by the proposed project. In this regard, it was limited to researching existing documentation of existing resources. It did not take into consideration Article 5, Section 15064.5 which states: "Section a) For purposes of this section, the term "historical resources" shall include the following: 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."

Among the resources under this provision that were not identified is the Antonio Feliz House, an adobe structure, built in 1853 and located on Crystal Springs Drive. This building is located between the proposed project site and one of its major defined access points at Los Feliz and Crystal Springs Drive.

This is an obvious error and would lead to question whether other resources under this category were missed and not identified that may be potentially impacted by this proposed project. As required by CEQA, the DEIR should be revised to include an

inventory of all known or potential historic resources within the vicinity or potentially affected by the proposed project.

Impact on Human Remains
The IS and DEIR did not adequately analyze or assess this as a significant impact. As stated on the Initial Study Check List, section V, Cultural Resources, section d) Disturb any human remains, including those interred outside of formal cemeteries.

It is well known that the Autry's new property of the Southwest Collection includes Native American human remains interred at the historic SWM building that were acquired over the life of the institution. Since the DEIR states on page 20 that "The Autry Board has previously resolved to move the Southwest Collection…", removal of all the artifacts must also include the disinterment of these Native America remains from their current location and re-internment at the new proposed project. The issue of human remains was never adequately addressed in the DEIR and is inadequate.

The Cultural Resources section of the DEIR is in adequate in that it does not address this adverse impact associated with the proposed project and do the proper analysis for the potential of significant impact and make a finding of potential significant impact.

Selection of Alternatives

The entire Alternative section is cursory and not meaningful. The review of the alternative section excluded alternatives of decentralization and other appropriate sites that could meet the primary purpose and the majority of the project objectives.

While their primary objective of the project is to preserve maintain and display the Collection, the DEIR gave cursory review and did not adequately consider the beneficial aspects of dispersing the Collection through a decentralized project that would better protect the Collection from disasters such as earthquakes and fires.

In addition, the DEIR did not take into consideration the continued use of the existing approximately 33,000 sq. ft. facility. And instead it considered the impacts associated with an expansion at the Arroyo Campus site exclusively. Using the existing building at the Arroyo Campus would reduce impacts at the Proposed Project site by 25%.

Alternative Analysis of the Arroyo Seco Campus Expansion

The DEIR analysis is intended to justify the proposed project and ignores the fact that the Arroyo Seco Campus Expansion meets most of the objectives of the Project and may be environmentally superior to the Proposed Project.

In this regard, the document shows extreme bias in that it is written to justify rather than objectively evaluate the potential environmental impacts of the proposed project. In particular, the short review period did not allow sufficient time to do the quantitative research necessary to adequately evaluate the Alternative.

Comparison of Impacts associated with Alternative Site Arroyo Campus Expansion

The DEIR alternatives analysis is not based on objective data but cursory review intended to justify the proposed project over the Arroyo Seco Campus Alternative. In this regard even when an alternative is viewed as having a "Less than Significant Impact" the document states in numerous cases that the while the impact is Less than Significant it is greater than that of the proposed project without any objective data to support this conclusion and biasing the review of the fact that the impact is "less than significant" under the thresholds set forward in CEQA. Through these conclusory assertions, with no substantial evidence, the DEIR errors in selecting the environmentally superior alternative.

Page 307 of Section V.F. states: "As discussed above, Alternative E, the Arroyo Campus Alternative would result in an overall increase in impact, including potential additional significant impacts, when compared with the project and other Alternatives. Thus such an Alternative would not be the environmentally superior alternative."

This is an unsubstantiated conclusion, based on a subjective analysis lacking objective data and actual facts, to extent possible with time constraints, as presented below and major revisions to the DEIR should occur.

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project From Table 33 (pages 269-271)

	Project Impact	**Alternative E:– Arroyo Campus Expansion**
A. Aesthetics		
Aesthetics/		
Visual Character	Less Than Significant	Greater (Less Than Significant)
Views	Less Than Significant	Greater (Less Than Significant)
Light and Glare	Less Than Significant	Greater (Less Than Significant)
Shade and Shadow	Less Than Significant	Similar (Less Than Significant)
B. Air Quality		
Construction		
Regional Emissions	Significant and Unavoidable	Greater (Significant and Unavoidable)
Local Emissions	Less Than Significant	Greater (Potentially Significant)
Operations		
Regional Emissions	Less Than Significant	Less (Less than Significant)
Local Emissions	Less Than Significant	Greater (Less than Significant)
Toxic Air Contaminants	Less Than Significant	Similar (Less than Significant)
Odors	Less Than Significant	Similar (Less than Significant)
Consistency w/ regulatory	Less Than Significant	Similar (Less Than V. Alternatives
C. Cultural Resources		
Paleontological Resources	Less than Significant w/Mitigation	Similar (Less than Significant w/Mitigation)
Archeological Resources	Less Than Significant	Similar (Less than Significant)
Historic Resources	No Impact	Greater (Less than Significant Impact)

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative E:– Arroyo Campus Expansion
D. Hydrology		
Construction	Less Than Significant	Greater (Less Than Significant)
E. Land Use		
Consistency with Plans	Less Than Significant	Similar (Less Than Significant)
Land Use Compatibility	Less Than Significant	Greater (Less Than Significant)
F. Noise		
Construction	Less Than Significant w/Mitigation	Greater (Significant)
Operation	Less Than Significant	Greater (Less Than Significant)
G. Public Services – Fire		
Construction	Less Than Significant	Greater (Less than Significant)
Operation	Less Than Significant	Greater (Less Than Significant)
H. Traffic & Circulation		
Construction	Less Than Significant w/Mitigation	Greater (Less Than Significant w/Mitigation)
Intersection Operations	Less Than Significant	Greater (Potentially Significant)
Regional facilities (CMP Impact)	Less Than Significant	Less (Less Than Significant)
Transit	Less Than Significant	Similar (Less Than Significant)
Site Access Significant	Less (No Impact)	Greater (Less Than Significant)
Parking	Less Than Significant	Greater Potentially Significant)
Pedestrian/Bicycle Safety	Less Than Significant	Similar (Less Than Significant)

Source: PCR Services Corporation, 2007.

Aesthetics

Visual Character -- The Arroyo Campus Alternative would utilize a developed parking lot (not open space) in a similar manner to the proposed project that expands the building over existing parking lots. Wouldn't that make the conclusion to be "similar" rather than "greater"?

Part of the aesthetic is this alternative would retain and rehabilitate a historic building and adding new buildings that would be compatible and distinctive while the proposed project is totally redoing and changing the entire aesthetic of an existing building. Since they are architecturally compatible, they would actually be an improvement over the parking lot that currently exists.

The alternative calls for a buildings with height levels less than the existing with massing compatible and within the Secretary of Interior Standards.

In contrast the proposed project is adding 129,000 square feet of enclosed structures that replaces open space surrounding their current building.

Therefore the conclusion (greater, Less than Significant) is erroneous and should be re-evaluated based on actual circumstances and corrected.

Views – the only view that will be changed will be to an existing parking lot, not open space. The major views of the museum will not be interrupted or changed in any significant manner. The conclusion that the impact is greater is not founded on actual circumstances and is therefore erroneous. This should be re-evaluated and corrected.

Light and Glare – on page 96 of the report the proposed project "would include exterior lighting on buildings (particularly within the parking facility) and along pathway s for security and way-finding purposes, similar to existing lighting within the Campus site. In addition, low-level lighting to accent architectural and landscaping elements would be incorporated throughout the site. Additional outdoor lighting would include lighting for events."

So why would the amount of lighting in an area of a public park, designated for open space, be considered less of an impact than the lighting attributed by the author to the proposed Alternative, since no lighting details are given and this is purely speculative. It would be done in a manner that would be compatible to the surrounding environment and in compliance with applicable City regulations and approvals required for expanding the site. It is therefore presumptuous to assume that the impacts of this alternative would be greater and appears to be added to discredit the proposed Alternative and to justify the proposed project.

On the contrary, from an ambient light situation, it would appear that the proposed project would have greater impact in an area that is predominantly open space.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Air Quality

Construction, Regional Emissions – The assumption that the amount of excavation and construction activity at the proposed project will somehow be less than proposed Alternative is not based in fact. Grading for the proposed project's parking structure of 476 parking spaces (62,600 cubic yards) will be substantially more than the grading required at the Alternative project that called for 100 parking spaces (with yet to be determined amount of cubic yards) in a similar manner as a semi-subterranean parking structure. There is no basis in fact for the conclusion. Therefore the conclusion that the Alternative will be greater is speculative and should be corrected.

Construction, Local Emissions – How can one conclude that the Alternative is greater due to the proximity of residential development when the proposed project has a proximity of highly active recreational uses including the zoo and the golf courses with a transient population of thousands of people and permanent population of wildlife and an exotic floral and fauna. Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Operations, Local Emissions – there is inconsistency between the chart, on page 269, and the project analysis on page 300 and should be corrected. Furthermore, it is not clearly articulated why the development creates a potential for increased impacts on localized emissions as compared to the proposed project. Therefore, the conclusion should be corrected to reflect your conclusion that "Similar to the project, operation impacts.

The conclusion of that "the accessibility constraints on the roadway created a potential for increased impacts on localized operational emission" did not consider or evaluate the Alternative project's superior proximity to public transit.

The reduction in emissions associated with the Arroyo Alternative project's proximity to a low-emissions major transit line, with a dedicated passenger station, with over 1,000 available parking spaces adjacent to stops along the rail line and a daily ridership of over 18,000 with capacity to easily double to service the Alternative project and reduce high-emissions auto travel, which is the primary mode of transportation to the proposed project in Griffith Park.

The low-emission transit line also provides direct access for at least 120,000 students near a transit station who would otherwise have to use higher-emission vehicles (school buses or autos) to travel to/from the proposed project in Griffith Park.

In fact, impacts on air quality would be reduced because most access to the site can be provided through public transportation with dedicated… and the conclusion should be as an improvement in air quality associated with this Alternative.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Cultural Resources

Historic Resources – The DEIR has not identified all historical resources in proximity to the proposed project. Therefore, the proposed project may have a greater impact to historical resources than the Arroyo Campus Alternative.

The Arroyo Alternative project as expressed in the Brenda Levin Rehabilitation Report (prepared by Autry), the Garavaglia Architects prepared for the Friends of the Southwest Museum Coalition and reviewed by preservation expert Michael Crowe, indicate that the proposed Alternative project described meets the Sect of Interior Standards. If it was a stand alone project, it could be exempt from CEQA (Article 19, Section 15331 Historical Resource Restoration/Rehabilitation Class 31).

Based on the previous discussion in this letter, the relocation of the Collection from the historic Southwest Museum are materially impaired by the Proposed Project. Therefore, the Proposed Project may in actuality, have a greater potential significant impact to historic resources than the Arroyo Alternative. The conclusions in the DEIR therefore are erroneous and should be corrected to acknowledge that the Proposed Project would

have a substantial effect on historical resource and the Alternative is less than significant and potentially exempt from CEQA.

Hydrology

Construction – The DEIR states that the Arroyo Alternative site is a steep grade and would have a greater impact on hydrology than the Proposed Project. The Proposed Project purports that the steep grade change at that site requires a height variance to achieve the proposed design. In actuality, the Arroyo Alternative the existing buildings are situated on terraces. It would appear therefore that conditions are similar at the two sites and that the impacts from construction are similar, Less than Significant.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Land Use

Consistency with Plan – based on the discussion above, it is questionable that the proposed project is consistent with the General Plan. Expansion of the existing museum in the Arroyo Alternative is supported and consistent with the Northeast Community Plan thereby supporting the Conditional Use finding of General Plan consistency.
In this regard the proposed project would have a greater impact since its consistency with the General Plan elements are questionable. The conclusion in the DEIR should be re-evaluated and corrected.

Land Use Compatibility – Arroyo Alternative is in an urbanized area, 500' from a dedicated passenger station of a fixed rail transit line while the Proposed Project is proposing a 271,800 square foot building in an area designated as open space. This is the largest building in the park with 6 acres of floor area on 3 stories and is 4 times the size of the recently expanded Griffith Park Observatory. The existing Southwest Museum building was in place many years prior to the development of most of the surrounding residential community. Which project is more compatible building near a transit stop or in an area designated Open Space?

Therefore, the impacts on land use appear to be greater at the proposed project than the Arroyo Alternative. The DEIR conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Noise

Construction – that temporary construction noise is more susceptible in a residential neighborhood than a public park with highly active uses (equestrian trails, golf courses and zoo) is simply absurd.

Construction noise can't be mitigated in the Alternative project site because it is in proximity to a residential neighborhood with topography? Construction noise can be mitigated in the same manner at either site.

This appears to be an attempt by the author to identify greater impacts from the Alternative project to support their conclusion that the proposed project is a superior alternative.

Rethink this based on the multiple sensitive uses of public parkland. Mitigation measures can be applied to the Alternative project especially when the nearest residence is quite a distance away from the proposed project site

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Operational – are humans in a low density residential zone more significant than operational noises to the sensitive uses in a public park? The operational noise from the existing Southwest Museum has existed, with no complaints from the surrounding residents, for close to 100 years. Again, there are sensitive receptors in Griffith Park including humans and wildlife that enjoy the public park.

This includes outdoors activities in places that will be put inside (parking and museum). This is at best similar to the proposed project or lesser. Any ambient noise can be mitigated.
Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Public Services – Fire Protection
Both construction and operation --
Access for fire trucks is limited but we have two fire stations that are closer than Griffith Park. Do the math, two stations closer with trained fire personnel has got to be similar to one fire station much further away. The rehabilitation work at the Arroyo Alternative would enable and allow the opportunity to improve fire protections specific for the needs of a museum, which are prevention not eradication. The Alternative would be similar to, if not lesser, than the proposed project. Also, please note that fire prevention in the area of high fire danger is not even discussed. This is a good reason to have the collections decentralized so that not all the collection is endangered by the same fire event. And relying on water to put out a fire with precious artifacts cannot be good and in keeping with good museum practices.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

Traffic & Circulation
Construction – agree with the conclusion on page 303 that both sites will be similar (Less than Significant with Mitigation). This is the way the rest of the Alternative analysis should have been analyzed. But Table 33 is in error as it shows that the Arroyo Alternative is "greater (Less than Significant with Mitigation). It should be consistent with the text through correction.

Intersection Operations – incorrectly inadequate access to the site is from Museum Drive when in reality the driveway entrance to the museum is a mere 66' from Marmion Way, which is a Secondary Highway and it's probable that the improvement is comparable to Zoo Drive in Griffith Park. Access from the State Rout 110 is 0.6 miles from the proposed site. Access to the proposed project site from the 134 and 5 freeway exits varies from .3 to 1.9 miles. For example, coming south on the 5 Freeway, one exists at Western Avenue and has to travel 1.9 miles through residential neighborhoods in order to arrive at the Proposed Project site. When taking into consideration these distances from freeways, it should be noted that additional access to the Arroyo Alternative in Northeast Los Angeles is serviced by 5 different freeways, three of which easily serve the Mt. Washington/Glassell Park area where the Arroyo Alternative is located.

Furthermore, as far as accessibility, there is nothing at the proposed project site that can compare with the service provided by the Metro Gold Line and the dedicated "Southwest Museum" passenger station.

This is a good example, again, of not fully analyzing the actual conditions. Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

In conclusion, the DEIR contains many errors, is biased and uses speculative analysis with simplified conclusions that do not approach the required standards for legally adequate analysis and a good faith effort at full disclosure.

Thank you for the opportunity to comment and we encourage the lead agency to seriously consider its role in the creation of an objective analysis.

Sincerely,

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LETTER NO. 43

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COMMENT NO. 43-1

Given the amount of time permitted, which was limited to 45 days by the Lead Agency, we submit these comments regarding the many deficiencies, errors, inadequacies, absences and incompleteness of the DEIR.

RESPONSE NO. 43-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 43-2

The entire DEIR is biased, in many places not based on factual information, and this bias is used to justify the proposed project as the "Environmentally Superior Alternative."

RESPONSE NO. 43-2

The Draft EIR for the proposed project was prepared in accordance with the CEQA Guidelines. Specifically, the analysis of all potential impacts was based on factual information that is referenced throughout the document and utilized those thresholds set forth in the *City of Los Angeles' CEQA Thresholds Guide (2006)*. As such, the Draft EIR is compliant with CEQA and provides an accurate analysis of the project's impacts on the environment.

Furthermore, Section V, Alternatives, of the Draft EIR identifies the No Project Alternative as the environmentally superior alternative. Thus, in accordance with CEQA requirements, the remaining alternatives were compared and Alternative B, Reduced Program Alternative, was identified as the environmentally superior alternative.

COMMENT NO. 43-3

It doesn't adequately evaluate and address the real issues of building approximately 275,000 sq. foot building in an oasis of Open Space but rather equates the proposed project to one located within an intensely urbanized environment. The massive building contains over 6 acres of floor area sitting on a footprint of 2 acres of parkland, portions of which are 70' tall (equivalent to 6 story building) not to mention the tower.

RESPONSE NO. 43-3

As discussed in Section IV.E, Land Use, of the Draft EIR, the LAMC permits museum uses within an Open Space Zone with approval of a Conditional Use Permit, which is one of the approvals requested for the project. In addition, while the project site is located within Griffith Park, the area surrounding the project site is developed with urban uses including golf courses, the Los Angeles Zoo and Interstate-5. Finally, the project does not propose a new 275,000 square foot building, as this comment suggests. Rather, the project proposes to add approximately 129,000 square feet to the existing campus building, which consists of approximately 161,271 gross square feet.

COMMENT NO. 43-4

The document is based on cursory assertions and not supported by substantial evidence to support its conclusions.

RESPONSE NO. 43-4

Please see Response to Comment No. 43-2 for a discussion of the Draft EIR's compliance with the CEQA Guidelines.

COMMENT NO. 43-5

Based on the complexity and size of the document, requests to the City of Los Angeles, through our elected representative, were made the day after the DEIR was released for an extension and was not granted even though under State law it could have been 60 days under normal circumstances (CEQA Guidelines Section 15105). Furthermore, the Greater Griffith Park Neighborhood Council and other interested stakeholders requested an extension to December 31st which was also denied. As of the mailing of this document, no extension was granted. Therefore these comments are not as comprehensive or thorough as we would have liked based on the overwhelmingly confusing DEIR.

RESPONSE NO. 43-5

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 43-6

The DEIR was illogical, not well organized and limits the ability of the reader to thoroughly digest and understand the information in any comprehensive manner. Without an adequate Table of Contents, information was disseminated in a manner that was confusing and did not allow easy review of the large document. Related information is haphazardly spread through the document in a manner that requires constant comparisons of related material.

RESPONSE NO. 43-6

The Draft EIR has been completed in accordance with CEQA requirements as implemented by the City of Los Angeles. The Draft EIR is thorough and technically sound. A Table of Contents is included in the EIR which clearly directs the reader to the various sections and environmental topics addressed in the EIR. The Table of Contents also include a list of figures, tables and appendices within the Draft EIR.

COMMENT NO. 43-7

While there are many issues that we have identified, we are concerned there are still many to be explored but were unable to address those in the short time limit provided.

RESPONSE NO. 43-7

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 43-8

We will break down the shortcomings and inadequacies that we did find into three major sections:

1) Inaccuracies and inadequacies in the Proposed Project description and its impacts

RESPONSE NO. 43-8

Please see Response to Comment No. 43-2 for a discussion of the Draft EIR's compliance with CEQA. Section II, Project Description, of the Draft EIR is adequate as it complies with all of the requirements set forth in CEQA Guidelines Section 15124.

COMMENT NO. 43-9

2) Inadequate and insufficient selection of Alternatives

3) Inadequate and unsubstantiated analysis of the Proposed Alternatives

RESPONSE NO. 43-9

Please refer to Topical Response C, which discusses the selection of alternatives under the CEQA Guidelines. The alternatives analysis includes a reasonable range of alternatives that address the project's significant impact to support an informed decision about the project. Under CEQA, the focus of an alternatives analysis is to identify alternatives that would avoid or substantially lessen any of the significant effects of a project. Therefore, the selection of alternatives for this analysis is based on project variations that have the potential to reduce the Autry National Center's Griffith Park Campus Improvement Project's single significant impact associated with air quality emissions during construction of the project. The analysis includes five alternatives including the required No Project Alternative and discussion of an alternative site. Thus, in accordance with CEQA, a reasonable range of alternatives has been included in the Draft EIR. Furthermore, in accordance with CEQA, a comparative analysis of each of these alternatives with those of the project is also provided.

COMMENT NO. 43-10

Our conclusion is that the entire DEIR does not contain meaningful information for analysis sufficient to allow informed decision making. It is biased to justify the proposed project and cannot be certified without major revisions.

RESPONSE NO. 43-10

Please see Response to Comment No. 43-2 for a discussion of the Draft EIR's compliance with CEQA.

COMMENT NO. 43-11

Proposed Project

Project Description

The project description is not adequate in that it does not describe the real project. It describes the proposed project as a 129,000 square foot expansion. When in reality, it is a demolition of most of the existing structure and the construction of a 271,800 sq foot new building. This would be the largest enclosed structure in Griffith Park and will be four times as large as the newly expanded Griffith Park Observatory. The project goes on to justify the new building and minimizes the impacts of such construction and operation on public parkland that is one of the few remaining expanses of undeveloped land primarily intended to be used for open space.

RESPONSE NO. 43-11

Contrary to this comment's assertion, the project does not propose to demolish most of the existing structures on the project site. As discussed in Section II, Project Description, of the Draft EIR, and as illustrated in Figures 4 and 5 on pages 52 and 56 of the Draft EIR, Phase 1 of the project would expand the building footprint outwards towards the east and west with approximately 79,000 square feet of new building space while Phase 2 involves the construction of a 50,000 square foot Institute Building south of the Campus Building.

While the project site is located within Griffith Park, the overall appearance of the project site is shaped in part by some of the Park's more active elements, such as the Los Angeles Zoo, the adjacent freeways and roadways, as well as a large amount of surface parking. In addition, upon completion of the project, the amount of landscaped open space area would be similar to that which exists today. Specifically, the existing 11.93-acre site consists of approximately 6.48 acres of open space. Upon completion of the proposed project with the parking layout originally proposed, the site would consist of approximately 6.06 acres of open space, resulting in a decrease of approximately 0.42 acre of open space. In addition, as described in Section II, Corrections and Additions of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the design initially proposed resulting in an increase of approximately 0.05 acre of open space over existing conditions.

Please also see Topical Response B for a discussion of how the project site was not part of the original Griffith Park donation, but was instead annexed to the Park in connection with the development of Interstate-5.

COMMENT NO. 43-12

The project description does not adequately describe or analyze the availability of other land and assets owned by Autry National Center or effectively describe the merger that created this new institution.

RESPONSE NO. 43-12

Section II, Project Description, of the Draft EIR adequately describes the land assets and merger that created the Autry National Center. As stated therein, the Autry National Center was established in 2003 following the merger of the Southwest Museum, the Women of the West Museum, and the Museum of the American West. Section II also states that the Autry National Center is comprised of three entities: the Museum of the American West, the Institute for the Study of the American West, and the Southwest Museum. Furthermore, Section II states that the Museum of the American West and the Institute for the Study of the American West are located within the Autry National Center's Griffith Park Campus, while the Southwest Museum is located within the Autry National Center's Arroyo Campus, which are the land assets of the Autry National Center. Thus, Section II is adequate and no revisions are required.

COMMENT NO. 43-13

The DEIR does not address an important part of Autry's holdings where the current Southwest Museum exists and precludes any evaluation of the potential affects on this resource or it's [sic] availability to serve and meet project objectives.

RESPONSE NO. 43-13

Please see Section IV.C, Cultural Resources, of the Draft EIR as well as Topical Response E and Topical Response F, which analyzes and concludes that the proposed project does not place a significant impact on either the Southwest Museum or its Collection. The Collection is not a project under CEQA.

COMMENT NO. 43-14

Such an inadequate project description does not allow for a thorough and accurate analysis of the proposed project and skews the analysis.

RESPONSE NO. 43-14

Please see Response to Comment No. 43-2 for a discussion of the Draft EIR's compliance with CEQA and response to Comment No. 43-8 for a discussion of how Section II, Project Description, of the Draft EIR is compliant with CEQA.

COMMENT NO. 43-15

Project Purpose and Objectives

The DEIR does not acknowledge that the reason an expansion is needed is based on a 2003 merger that created the Autry National Center, which assumed the Southwest Museum's assets. The Southwest Museum's Collection is very large and the project is needed only because of the desire and the decision of the Autry to relocate the Southwest Collection. The underlying purpose creates the perception that the proposed project can only be achieved in Griffith Park. If the project description provided the factual evidence of Autry's full business operations, the decision maker could better understand that other alternatives to meet the overall purpose and objectives are available.

RESPONSE NO. 43-15

A majority of this comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration. Please also refer to Topical Response E for a discussion of the Autry's commitment to stewardship of the Arroyo Campus (which is not part of the project).

COMMENT NO. 43-16

With such a narrowly defined project and objectives, the analysis is skewed from the start and leads to an erroneous conclusion. The City should correct these errors to ensure that all reasonable alternatives are developed and assessed by the lead agency.

RESPONSE NO. 43-16

The project objectives listed within the Draft EIR have been provided in accordance with the requirements of CEQA. Specifically, CEQA Guidelines Section 15124(b) requires that the project description include a statement of objectives sought by the proposed project. Section II, Project Description, of the Draft EIR, which includes the Project Objectives, includes a sufficient discussion of the purpose of the project, and outlines various objectives that meet the purpose. The description and analysis of the project and its objectives is thorough and accurate. Thus, there are no errors to be corrected.

COMMENT NO. 43-17

Consistency with the City's General Plan

The project analysis is inadequate and only focuses on those portions of the General Plan which support the proposed project and does not consider other aspects of the Plan in which the proposed project would not be consistent. Is a 275,000 sq foot building appropriate for an open

space zone or would it be more appropriate to add density near a transit stop in a [sic] urbanized setting?

The document erroneously concludes "In addition, the Community Plan designation for the project site is Open Space; a designation which allows museums. Therefore, the proposed project would remain consistent with this designation." This is in error.

Chapter 6 of the Citywide Framework Plan states that "As established by the State legislature, 'open space' is defined at a broader level than the traditional zones that have been used by the City. It encompasses both publicly and privately owned properties that are *unimproved* and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards."

In addition, the Open Space Zone (Sec. 12.04.05) states:

It is the purpose of the "OS" Open Space Zone to provide regulations for publicly owned land in order to implement the City's adopted General Plan, including the recreation, parks and open space DESIGNATIONS in the City's adopted district and community plans, and other relevant elements, including the Open Space, Conservation and Public Recreation Elements. Implementation of the General Plan will serve to protect and preserve natural resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open space uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved.

Furthermore, the zone identifies the following by right uses:

The following regulations shall apply to publicly owned land classified in the "OS" Open Space Zone: no building, structure or land shall be used and no building or structure shall be erected, moved onto the site, structurally altered, enlarged or maintained, except for the following uses:

1. The following uses and activities when conducted in accordance with the limitations hereafter specified.
(a) Types of Uses.

(i) Parks and recreation facilities, including: bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, childrens' play areas, child care facilities, picnic facilities, and athletic fields (not to exceed 200 seats in park) used for park and recreation purposes. (Amended by Ord. No. 176,545, Eff. 5/2/05.)

(ii) Natural resource preserves for the managed production of resources, including, but not limited to, forest lands, waterways and watersheds used for commercial fisheries; agricultural lands used for food and plant production; areas containing major mineral deposits ("G" Surface Mining Districts) and other similar uses.

(iii) Marine and ecological preserves, sanctuaries and habitat protection sites.

(iv) Sanitary landfill sites which have received certificates of closure in compliance with federal and state regulations.

(v) Public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs.

(vi) Water conservation areas, including percolation basins and flood plain areas.

(b) Limitations: (Amended by Ord. No. 169,013, Eff. 9/28/93.)

(1) (Amended by Ord. No. 173,492, Eff. 10/10/00.) The use may not be located on land which includes a lake, river, or stream or which is designated by the City as an historic or cultural landmark, unless approved as a conditional use pursuant to Section 12.24 U.19.

(2) (Amended by Ord. No. 173,492, Eff. 10/10/00.) Any change of use from a conditional use or deemed to be approved conditional use described in Section 12.24 U.19. of this Code to any of the above uses shall require conditional use approval pursuant to Section 12.24.

Based on the definition of open space and the Open Space Zone, a museum is an **exception** to what is permitted in open space and is not permitted by right. While it *may* be allowed under Conditional Use procedures, it is only allowed when conditions of approval make it compatible with the surrounding area and consistent with the General Plan.

RESPONSE NO. 43-17

Section IV.E, Land Use, of the Draft EIR describes how museum uses are allowed under the OS-1XL zoning designation with a Conditional Use Permit (CUP). Because the proposed project would exceed 30 feet in height, it would require a CUP for the Campus use and expansion (LAMC § 12.24.U.19.(c) allows museums by conditional use in the OS zone) and to seek relief from the 30-foot height limit as part of the CUP under LAMC § 12.24.F, which allows the decision-maker, in connection with a CUP approval, to determine that the "height and area regulations" do not apply to the CUP. The Autry is seeking such a CUP as part of the entitlements necessary to implement the proposed project.

Section IV.E of the Draft EIR discusses how the proposed project is consistent with all relevant City of Los Angeles land use regulations and the City's General Plan. As stated therein, the project would be consistent with the Open Space and Conservation goals of the General Plan Framework. Specifically, Framework Objective 3.1 is to "accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors." The project would be consistent with this objective because it would support the needs of existing

and future residents by providing important cultural uses. The proposed project would also provide a destination for visitors and tourists.

COMMENT NO. 43-18

So, while the OS zone allows a museum by conditional use, it can only allow it when the total project is consistent with the General Plan. When it appears that the project is not consistent with the General Plan, how can a CUP be issued for the proposed project?

The procedures clearly state that conditional use is a discretionary action and are only applied for uses in zones not permitted by right. Section E states: "In approving any conditional use, the decision-maker must find that the proposed location will be desirable to the public convenience or welfare, is proper in relation to adjacent uses or the development of the community, will not be materially detrimental to the character of development in the immediate neighborhood, and will be in harmony with the various elements and objectives of the General Plan... The decision-maker shall adopt written findings of fact supporting the decision based upon evidence in the record, including decision-maker or staff investigations."

Since museums are only allowed when conditional use findings and approval can be met, the document is inadequate in its conclusion that it is consistent with the Open Space zone and therefore the document does not adequately describe how this proposed project will be accomplished and should do this by addressing the findings and conditions required under conditional use procedures.

RESPONSE NO. 43-18

Please refer to Response to Comment No. 43-17 for a discussion of how museum uses are allowed under the OS-1XL zoning designation with CUP, and an analysis of how the proposed project is consistent with all relevant City of Los Angeles land use regulations and the City's General Plan.

COMMENT NO. 43-19

Land use /Height Issues

The DEIR inaccurately describes that the height issues of the proposed project stating they can be addressed through a conditional use permit.

It was determined through the General Plan Zoning Consistency Program that the appropriate zone for the site is OS-1XL zone. As stated in the DEIR, the height limitation under the 1XL classification is 2 stories/30 feet. The existing building at 3 stories and 36-60' with 114' tower does not conform to this requirement. The proposed project at 3 stories and portions extending to

70' (not including the tower will be at least 114' tall) still does not conform to this requirement. The requested height allowance for the proposed project, as described in the DEIR as a "slight modification in height", is an increase over the permitted height of 20, 230 and 380% increase.

Permitting a CUP requires a finding of consistency with the General Plan. Since the General Plan for this site limits the height to IXL (30') the conclusion that the height of the new project is consistent with the General Plan and that the height variance from the General Plan is appropriate is erroneous.

RESPONSE NO. 43-19

Please refer to Response to Comment No. 43-17 for a discussion of how museum uses are allowed under the OS-1XL zoning designation with a CUP, and an analysis of how the proposed project is consistent with all relevant City of Los Angeles land use regulations and the City's General Plan.

As discussed in the Draft EIR, the proposed building heights would be consistent with existing building heights. The building heights proposed are not intended to add additional levels to the buildings, but rather to integrate the new building area into the existing Campus.

COMMENT NO. 43-20

Non-conforming Use of Existing Building

The DEIR does not adequately address the regulatory conditions of the existing building. The current Museum is a non-conforming use under the existing zoning and height regulations. Furthermore a conditional use was never granted and the building was not consistent with the underlying zoning at the time of construction. Not-for-profit museums are allowed only by right in the R4 zone or by a Conditional Use Permit.

Since a CUP was never granted for the existing facility, and it came about as a result of a Ground Lease with Department of Recreation and Parks, it does not appear that the existing building ever had legal status and was not erected in compliance with the City's zoning regulations.

The DEIR needs to fully address the manner in which the consistency of findings and development under the current zoning is permissible.

RESPONSE NO. 43-20

The existing facilities at the Griffith Park Campus were approved and constructed in accordance with regulations that were in place at their time of construction. Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations.

COMMENT NO. 43-21

Additional Consistency Issues
The errors of the DEIR are compounded by the fact that it narrowly addresses the General Plan consistency issue.

RESPONSE NO. 43-21

Please refer to Response to Comment No. 31-10.

COMMENT NO. 43-22

As described above, the proposed project is not consistent with the General Plan Framework Chapter 6 (Open Space and Conservation) and specifically the city's Open Space Policies #2 (there is a deficiency of open space in the City) and Policy #3 (The LA River presents numerous opportunities for enhancing the City's open space network).

RESPONSE NO. 43-22

As indicated in site plans in the Draft EIR and updated site plan with proposed landscaping concept in Section II, Corrections and Additions, of the Final EIR, the project is proposed for the previously developed Museum site. With project development, the amount of landscaped open space would be approximately the same as occurring on-site today; and the surface parking lot along Western Heritage Way would become landscaped, creating a better site transition to the surrounding areas. In addition, as described in Section II, Corrections and Additions of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the project with the parking layout included in the Draft EIR. Please refer to Response to Comment No. 16-6, which refers to the Draft EIR's discussion of the Los Angeles River Revitalization Master Plan.

COMMENT NO. 43-23

The DEIR did not adequately address other portions of the General Plan and the proposed project's compliance with those elements such as:

- LA River Revitalization Plan -lack of adequate analysis to be consistent with the LA River Revitalization Plan (ZI-2358), which has identified this site as one for "improved open space and connectivity." There is also specific conflict in design alternatives created in this River Plan with the Autry Proposed Project's location of a new surface parking lot that were not adequately addressed.

RESPONSE NO. 43-23

Please refer to Response to Comment No. 16-6, which refers to the Draft EIR's discussion of the Los Angeles River Revitalization Master Plan.

COMMENT NO. 43-24

- Northeast Community Plan - the proposed project is contrary to this Plan in that Policy 14-3.1 that [sic] states ""Support the Southwest Museum as a cultural resource, encourage expansion both on and off site, and preserve its present location in Mt. Washington." In addition the program states "the Plan's policies and programs, regarding transit stations and transit-oriented districts improve the viability and accessibility of the museum and reinforce its significance as a focal point of the community."

RESPONSE NO. 43-24

The proposed project is not located within the Northeast Community Plan. The Arroyo Campus, which is not part of the project, is located within the Plan area. Policy 14-3.1 is therefore identified on page 301 of the Draft EIR, under the analysis of the Arroyo Campus Expansion Alternative. As described therein, continued use and enhancement of the Southwest site for museum purposes is consistent with the Northeast Community Plan. The proposed project is independent of the future activities at the Southwest Museum site. Refer to Topical Responses E and F for further discussion.

COMMENT NO. 43-25

- 1993 adopted a city-wide Land Use-Transportation Policy which has among its objectives:
  - focus future growth of the City around transit stations.
  - increase land use intensity in transit station areas, where appropriate
  - provide for places of employment
  - reduce reliance on the automobile

RESPONSE NO. 43-25

The proposed project would support the objectives identified by this comment. Specifically, the project would expand a site that is already developed and is served by public transit. In addition, the proposed project would provide for an expansion of employment within the project site. A Transportation Management Plan has been proposed that will reduce reliance on the automobile. The project by its nature generates no new residential development and only a few new employment opportunities. Therefore, it is not a prime contender for increased density at a transit center. The policies are not intended to cause expansion projects to split facilities, increasing trips between facilities.

COMMENT NO. 43-26

- 2007 City Planning Commission "Do Real Planning" document states "every movement has its moment. Its beginning. Mayor Antonio Villaraigosa and Planning Director Gail Goldberg have challenged each of us to do more. It is our privilege to follow their lead. The time for inspired, principled land use planning in Los Angeles is now." Among the 14 Principles, principle # 3 ""Require density around transit" and principle #12 "Identify smart parking requirements" [sic]

RESPONSE NO. 43-26

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Response to Comment No. 43-25 regarding density at transit centers. As explained therein, the proposed project is not a notable population or employment generator. The purpose of principal 12 is to encourage project specific parking requirements that would avoid the provision of "acres of parking spaces and parking lots that often occupy prime street frontage." As the proposed project would replace the existing surface parking area along Western Heritage Way with attractive landscaping, it would be supportive of principle 12. Also refer to Response to Comment No. 31-142 and Section II, Corrections and Additions, of the Final EIR regarding the "Do Real Planning" program.

COMMENT NO. 43-27

How does the proposed project comply with these?

RESPONSE NO. 43-27

Please refer to Response to Comment Nos. 43-21 through 43-26.

COMMENT NO. 43-28

In light of a more accurate project description, the lead agency and reader might understand that the Autry National Center owns, not leases, 12 acres of land in Mt Washington with two museums facilities currently being underutilized for the public's museum experience and that these assets are in proximity to a light rail public transportation with a dedicated station within walking distance of under 500 feet.

RESPONSE NO. 43-28

The Draft EIR does provide information regarding the Arroyo Campus, including its size and that it is part of the Autry National Center. See Sections IV.C, Cultural Resources, and V.E, Arroyo Campus Expansion, of the Draft EIR. The portion of the comment regarding public

transit is noted for the record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 43-29

Again, the DEIR is biased in its factual presentation of information and should be corrected.

RESPONSE NO. 43-29

Please see Response to Comment No. 43-2 for a discussion of the Draft EIR's compliance with CEQA.

COMMENT NO. 43-30

Lighting Description of Proposed project - The DEIR erroneously assesses the proposed project site as that of being in an urban area. Therefore it did not adequately evaluate or consider the ambient light impact of project on open space and parkland, for people and especially for wildlife in this urban wilderness park.

RESPONSE NO. 43-30

The comment does not accurately portray the setting information presented on page 82 of the Draft EIR, the description of the setting in Section IV.A, Aesthetics, which states, "Given the project site's natural setting and the separation of the industrial and low density residential development east of the proposed project by the I-5 Freeway, ambient nighttime levels in the project area are relatively low. Night lighting sources in the project vicinity are limited to security and grounds lighting and building up-lighting on the project site, and adjacent street lighting...." Similar language is included in Section III, General Description of Environmental Setting, on page 60 of the Draft EIR. The analysis of light and glare on page 101 of the Draft EIR accurately portrays the project's lighting as being consistent with the current types of lighting on the project site.

The comment may be referring to a statement on page 59 of the Draft EIR which refers to the "... appearance of the project site [is] that of an urban area when compared with the more natural areas of the park." In context, that statement refers to the more active character of the Zoo Gateway area as contrasted with other parts of the park. The statement is followed by a description of the open lawn area, tree plantings, the golf courses, and the conveyed sense of the larger park setting. This clarification has been added to the EIR as described in Section II, Corrections and Additions, of the Final EIR.

COMMENT NO. 43-31

Air Quality - The DEIR erroneously assesses the proposed project site as that of being in an urban area. Therefore it didn't adequately address impacts on wildlife and flora and fauna of the Park, the zoo and their neighbors.

RESPONSE NO. 43-31

From an air quality standpoint, Section IV.B, Air Quality, of the Draft EIR correctly identifies the proposed project area as urban. Specifically, Interstate-5 is adjacent to the site to the east, the Los Angeles Zoo parking area is located to the west, golf courses are located to the south and State Route-134 is located to the north. In addition, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. As discussed in Section IV, Other Environmental Considerations, of the Draft EIR, the site is not known to contain any species identified as a candidate, sensitive or special status species, nor does the site function as a migratory wildlife corridor. The project site also does not contain riparian habitat or other sensitive natural communities. Thus, implementation of the project would not result in air quality emissions that would significantly impact wildlife, flora or fauna within Griffith Park. Furthermore, the air quality analysis did address sensitive receptors in close proximity to the project site (e.g., zoo, schools, residential uses). Based on the analysis, no localized air quality impacts would occur as a result of the proposed project.

COMMENT NO. 43-32

Cultural Resources

The DEIR inadequately addresses the identification and impact on cultural and historical resources.

RESPONSE NO. 43-32

The analysis of potential impacts to cultural and historic resources was completed in accordance with the requirements of CEQA. Please see Section IV.C, Cultural Resources, of the Draft EIR for a full discussion of impacts under CEQA. This general comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 43-33

Impact on Historic Southwest Museum/Casa de Adobe

The document states that the proposed project and the Southwest Museum (Arroyo Campus in the DEIR) are not related and the Arroyo campus is not part of the project. In that the Autry Board's decision to remove the artifacts from the SWM/Arroyo Campus is independent of the proposed project and was pre-determined irrespective of the proposed project. Therefore, it

concludes that Southwest Museum is not materially impaired by the proposed project and that there is no significant impact on the historic resource. In fact, the project enables the relocation of the Collection and the abandonment of the historic resources in Mt Washington (Southwest Museum and Casa de Adobe). There would be no need for the proposed project if the Autry had not merge with the Southwest Museum in 2003 and made a pre-determined decision to relocate the Southwest Museum Collection.

RESPONSE NO. 43-33

Please see Topical Responses E and F for a discussion regarding the Southwest Museum and Collection.

COMMENT NO. 43-34

Section 15064.5of [sic] the CEQA Guidelines provide that:
(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, **relocation**, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
(2) The significance of an historical resource is materially impaired when a project:
(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.

RESPONSE NO. 43-34

The comment correctly cites but misinterprets a relevant guideline. The Arroyo Campus buildings are not being relocated. Further, there is no evidence that the relocation of the Collection would result in the de-listing of the Southwest from the National Register. See Topical Response E regarding the continued listing and eligibility. As for the Collection, there is also no issue under CEQA. First, it is not a designated resource. Second, the relocation of the Collection is not a CEQA project. Finally, there is no evidence that the relocation of the Collection would impact the significance of the Collection itself. Please Refer to Topical Response F for further information.

COMMENT NO. 43-35

The Southwest Museum's original listing on the National Register was the reason it was originally included in the California Register. Just to cite two examples from the 1992 National Register nomination illustrating the identification of the building and the collection as a historical resource are: "Together the museum building's architectural style and complete collection serve to illustrate Los Angeles' ethnic and cultural heritage." And, "The Southwest Museum is unique in that the building's architectural style significantly corresponds to the Native American and Spanish ethnic history exhibits which it was built to contain."

And in addition, the 2007 amendment to the National Register listing states: "The Southwest Museum founded in 1907, is a product of the period in the United States when museums, education institutions and academic fields of study were being created to acquire archaeological and ethnological material, knowledge of Southwestern and Native America and other cultures throughout the world, and it is an excellent example of this type of institution which focused on acquiring knowledge through systematic study and education dissemination programming. Contextually it relates to the realization of the importance of the study of archeology throughout the United States, and specifically in California and the Southwestern United States. The Museum meets the National Register Criterion A in the areas of significance for Education and Archaeology as a contributor of consequence to the broad pattern and trend of acquisition of knowledge relating to Southwestern United States and Native American cultures, and its conveyance through their research, exhibit and publication programs in the United States. The distinguished work of various professionals associated with the Southwest Museum is important to the development in the academic fields of archaeology and ethnology and study of American and Southwestern United States cultures, and museums in the United States with education programs related specifically to Southwestern and Native American material."

RESPONSE NO. 43-35

Please see Response to Comment No. 13-22.

COMMENT NO. 43-36

Since the proposed project enables the relocation of a portion of the resource (ie, its Collections) which have been identified in the National Register nomination as part of its significance, the proposed project has not been adequately analyzed as having a no significant affect.

RESPONSE NO. 43-36

The Collection is not called out in the National Register nomination as a contributing feature to the Southwest building. Further, as noted in Topical Response E, there is no evidence that the Southwest Museum would be de-listed. Moreover, there is no evidence that the relocation of the Collection would materially impair its significance. Rather, as noted in the evaluation demonstrating no impacts to the Southwest Museum and Collection prepared by Dr. Margarita Wuellner, which is included as Appendix 6 of the Final EIR, the Southwest and the Collection would not be materially impaired under the relevant regulations and guidance materials.

COMMENT NO. 43-37

The Southwest Museum has been the first museum in the City; if the proposed project is constructed with Autry's stated purpose of relocating the primary functions of the Southwest Museum to Griffith Park, it will become just a building that formerly housed the City's first

museum. That is a material impairment that potentially would affect listing on the National Register.

RESPONSE NO. 43-37

Please refer to Topical Response E, which explains that the Southwest Museum's listing as a historical resource would not be impaired.

COMMENT NO. 43-38

Therefore the relocation of the Southwest Collection to another structure from the historic Southwest Museum, which is facilitated by the proposed project, would be a material impairment under CEQA and would result in a significant impact to a historical resource.

RESPONSE NO. 43-38

Please see Topical Response F, which discusses why relocation of the Collection does not constitute a material impairment and hence does not constitute a significant impact under CEQA.

COMMENT NO. 43-39

Other Historical Resources and Potential Impacts

The DEIR did not an [sic] adequate inventory of other historical resources that might be impacted by the proposed project. In this regard, it was limited to researching existing documentation of existing resources. It did not take into consideration Article 5, Section 15064.5 which states: "Section a) For purposes of this section, the term "historical resources" shall include the following: 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."

Among the resources under this provision that were not identified is the Antonio Feliz House, an adobe structure, built in 1853 and located on Crystal Springs Drive. This building is located between the proposed project site and one of its major defined access points at Los Feliz and Crystal Springs Drive.

This is an obvious error and would lead to question whether other resources under this category were missed and not identified that may be potentially impacted by this proposed project. As required by CEQA, the DEIR should be revised to include an inventory of all known or potential historic resources within the vicinity or potentially affected by the proposed project.

RESPONSE NO. 43-39

As discussed in Response to Comment No. 31-131, a cultural resource record search was conducted in accordance with standard methodological practices through the California Historical Resources Information System South Central Coastal Information Center at California State University, Fullerton. The records search indicated that there are no recorded historic resources within the project site or adjacent to the project site. In addition, as indicated in the Draft EIR, while there are historic resources within Griffith Park, the distance of these historic resources from the project site precludes potential direct or indirect impacts to such resources. Therefore, a proper inventory search was conducted.

The Public Resources Code sections referred to in this comment apply to historical resources as determined by the California Register of Historical Resources. The Antonio Feliz House is not listed in the California Register.

COMMENT NO. 43-40

Impact on Human Remains
The IS and DEIR did not adequately analyze or assess this as a significant impact. As stated on the Initial Study Check List [sic], section [sic] V, Cultural Resources, section d) Disturb any human remains, including those interred outside of formal cemeteries.

It is well known that the Autry's new property of the Southwest Collection includes Native American human remains interred at the historic SWM building that were acquired over the life of the institution. Since the DEIR states on page 20 that "The Autry Board has previously resolved to move the Southwest Collection... ", removal of all the artifacts must also include the disinterment of these Native America remains from their current location and re-internment at the new proposed project. The issue of human remains was never adequately addressed in the DEIR and is inadequate.

The Cultural Resources section of the DEIR is in adequate [sic] in that it does not address this adverse impact associated with the proposed project and do the proper analysis for the potential of significant impact and make a finding of potential significant impact.

RESPONSE NO. 43-40

While the Southwest Museum does house human remains, one of the Autry's initial acts after the merger with the Southwest was to engage a forensic anthropologist to oversee their respectful analysis, categorizing, rehousing, and co-location. The human remains were cared for under the blessing of local tribal elders, and their movement away from other Southwest artifacts to an isolated space was guided with ceremony and respect. These remains would continue to be

housed in situ at the Southwest Museum, and are available for repatriation to identified tribes. As such, these remains would not be moved to the Griffith Park Campus.

COMMENT NO. 43-41

Selection of Alternatives

The entire Alternative section is cursory and not meaningful. The review of the alternative section excluded alternatives of decentralization and other appropriate sites that could meet the primary purpose and the majority of the project objectives.

While their primary objective of the project is to preserve maintain and display the Collection, the DEIR gave cursory review and did not adequately consider the beneficial aspects of dispersing the Collection through a decentralized project that would better protect the Collection from disasters such as earthquakes and fires.

RESPONSE NO. 43-41

As discussed in Response to Comment No. 43-9, the 41-page analysis of alternatives was thorough and completed in accordance with CEQA requirements. This comment does not accurately portray the project objectives. According to the Project Objectives as set forth in Section II, Project Description, of the Draft EIR, the underlying purpose of the proposed project includes engaging all people in the inclusive stories of the American West; expanding and modernizing the Griffith Park Campus; and creating an accessible, enlightening, inspiring, innovative and scholarly Campus to provide a deeper understanding of the art, history, and cultures of the American West. The Mission Objectives include enhancing Griffith Park as a cultural resource for the community; Program Objectives look to stimulate dialogue, create a research environment, and increase the display of exhibitions. Please see Topical Response C for a discussion of the rejection of a decentralized campus alternative.

COMMENT NO. 43-42

In addition, the DEIR did not take into consideration the continued use of the existing approximately 33,000 sq. ft. facility. And instead it considered the impacts associated with an expansion at the Arroyo Campus site exclusively. Using the existing building at the Arroyo Campus would reduce impacts at the Proposed Project site by 25%.

RESPONSE NO. 43-42

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. In addition, separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation, and improved disabled access within the buildings of the Arroyo Campus are underway. Such investment includes repair and stabilization

of the Caracol Tower within the Southwest Museum (where much of the Collection has been stored) due to damage sustained during the Northridge Earthquake. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. Please refer to Topical Response E. In addition, also refer to Section V, Alternatives, of the Draft EIR for a discussion of the Arroyo Campus Alternative that was included in the Draft EIR in response to public comments.

COMMENT NO. 43-43

Alternative Analysis of the Arroyo Seco Campus Expansion

The DEIR analysis is intended to justify the proposed project and ignores the fact that the Arroyo Seco Campus Expansion meets most of the objectives of the Project and may be environmentally superior to the Proposed Project.

In this regard, the document shows extreme bias in that it is written to justify rather than objectively evaluate the potential environmental impacts of the proposed project.

RESPONSE NO. 43-43

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The Draft EIR provides a description of the ability of the proposed project to meet its objectives at the Arroyo Seco Campus in Section V.E, Arroyo Campus Expansion, on page 304 of the Draft EIR. The discussion therein demonstrates that the development at the alternative site would not meet most of the Project Objectives. It would only partially support the Project Objectives regarding expansion of exhibition, storage and collection management, and education/research facilities; allowing a lesser program than proposed for the project. It would not achieve numerous other objectives regarding the synergy between interpretation, conservation and education roles; combining the presentation of archival and artificant history; expansion of the visitor experience at the Griffith Park Campus or numerous objectives regarding upgrading the Griffith Park Campus, inclusive of improvements in the standard of care for artifacts.

COMMENT NO. 43-44

In particular, the short review period did not allow sufficient time to do the quantitative research necessary to adequately evaluate the Alternative.

RESPONSE NO. 43-44

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure

that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 43-45

Comparison of Impacts associated with Alternative Site Arroyo Campus Expansion

The DEIR alternatives analysis is not based on objective data but cursory review intended to justify the proposed project over the Arroyo Seco Campus Alternative.

RESPONSE NO. 43-45

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The analysis of the Arroyo Campus Expansion alternative is based on the same considerations as used for the analysis of the proposed project, and explanations are provided for each conclusion. It may be noted that under CEQA, an alternatives analysis need not include the same level of detail as that for a proposed project. This comment is introductory to more specific topic by topic comments regarding the analysis of the alternatives. Therefore, this comment is responded to further in the responses to the following comments. The analysis as further discussed in the following responses provides considerable reason for the conclusion that environmental impacts at the alternative site could be greater than at the Griffith Park Campus. While the comments take issue with certain conclusions, it may be noted that at the very least the development at the Arroyo Campus would not provide a means of reducing the impacts to the physical environment.

COMMENT NO. 43-46

In this regard even when an alternative is viewed as having a "Less than Significant Impact" the document states in numerous cases that the while the impact is Less than Significant it is greater than that of the proposed project without any objective data to support this conclusion and biasing the review of the fact that the impact is "less than significant" under the thresholds set forward in CEQA. Through these conclusory assertions, with no substantial evidence, the DEIR errors in selecting the environmentally superior alternative.

RESPONSE NO. 43-46

Please see Response to Comment No. 43-45.

COMMENT NO. 43-47

Page 307 of Section V.F. states: "As discussed above, Alternative E, the Arroyo Campus Alternative would result in an overall increase in impact, including potential additional significant impacts, when compared with the project and other Alternatives. Thus such an Alternative would not be the environmentally superior alternative."

This is an unsubstantiated conclusion, based on a subjective analysis lacking objective data and actual facts, to extent possible with time constraints, as presented below and major revisions to the DEIR should occur.

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project From Table 33 (pages 269-271)		
	Project Impact	**Alternative E:- Arroyo Campus Expansion**
A. Aesthetics		
Aesthetics/Visual Character	Less Than Significant	Greater (Less Than Significant)
Views	Less Than Significant	Greater (Less Than Significant)
Light and Glare	Less Than Significant	Greater (Less Than Significant)
Shade and Shadow	Less Than Significant	Similar (Less Than Significant)
B. Air Quality		
Construction Regional Emissions	Significant and Unavoidable	Greater (Significant and Unavoidable)
Local Emissions Operations	Less Than Significant	Greater (Potentially Significant)
Regional Emissions	Less Than Significant	Less (Less than Significant)
Local Emissions	Less Than Significant	Greater (Less than Significant)
Toxic Air Contaminants	Less Than Significant	Similar (Less than Significant)
Odors	Less Than Significant	Similar (Less than Significant)
Consistency w/ regulatory	Less Than Significant	Similar (Less Than V. Alternatives [sic]
C. Cultural Resources		
Paleontological Resources	Less than Significant w/Mitigation	Similar (Less than Significant w/Mitigation)
Archeological Resources	Less Than Significant	Similar (Less than Significant)
Historic Resources	No Impact	Greater (Less than Significant Impact)
D. Hydrology		
Construction	Less Than Significant	Greater (Less Than Significant)
E. Land Use		
Consistency with Plans	Less Than Significant	Similar (Less Than Significant)
Land Use Compatibility	Less Than Significant	Greater (Less Than Significant)

F. Noise		
Construction	Less Than Significant w/Mitigation	Greater (Significant)
Operation	Less Than Significant	Greater (Less Than Significant)
G. Public Services - Fire		
Construction	Less Than Significant	Greater (Less than Significant)
Operation	Less Than Significant	Greater (Less than Significant)
H. Traffic & Circulation		
Construction	Less Than Significant w/Mitigation	Greater (Less Than Significant w/Mitigation)
Intersection Operations	Less Than Significant	Greater (Potentially Significant)
Regional facilities (CMP Impact)	Less Than Significant	Less (Less Than Significant)
Transit	Less Than Significant	Similar (Less Than Significant)
Site Access Significant	Less (No Impact)	Greater (Less Than Significant)
Parking	Less Than Significant	Greater Potentially Significant) [sic]
Pedestrian/Bicycle Safety	Less Than Significant	Similar (Less Than Significant)
Source: PCR Services Corporation, 2007.		

RESPONSE NO. 43-47

Please see Response to Comment No. 43-45 and Topical Response C regarding the analysis of Alternative E, Arroyo Campus Expansion. The comment presents information from Table 33 of the Draft EIR which supports the conclusion that the Arroyo Campus Expansion alternative would not be an "environmentally superior alternative." The comment addresses the Draft EIR conclusions in the following comments and therefore is addressed further in the responses to the following comments.

COMMENT NO. 43-48

Aesthetics

Visual Character -- The Arroyo Campus Alternative would utilize a developed parking lot (not open space) in a similar manner to the proposed project that expands the building over existing parking lots. Wouldn't that make the conclusion to be "similar" rather than "greater"?

RESPONSE NO. 43-48

As described on page 296 of the Draft EIR: "The Arroyo Campus Expansion Alternative would alter the character of the existing site. It would replace a large amount of open area with new buildings creating a more noticeable development complex. In contrast, the proposed project would not substantially alter the aesthetic character of the area, as the project provides for an expansion of an existing building with building heights that would be similar to existing building heights. The Phase 2 Institute Building would be located within the southeastern

portion of the site, back from the roadway and leaving an expansive open space area that would complement the setting of the site within Griffith Park." Furthermore, the proposed development would increase the size of the building, but the increase would be very small in contrast to the larger open area. In addition, upon completion of the project, the amount of landscaped open space areas would be similar to existing conditions. In addition, as described in Section II, Corrections and Additions of this Final EIR, the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the project with the parking layout included in the Draft EIR. Further, most of the additional development would be located away from the main viewing area along Western Heritage Way, behind areas that would be converted from parking to landscaping. In contrast, the Arroyo Seco site lies in a smaller, more confined area. The additional development would comprise a larger relative development component, and alter an open area that is much smaller in scale, thereby causing a greater change to the aesthetic setting.

COMMENT NO. 43-49

Part of the aesthetic is this alternative would retain and rehabilitate a historic building and adding new buildings that would be compatible and distinctive while the proposed project is totally redoing and changing the entire aesthetic of an existing building. Since they are architecturally compatible, they would actually be an improvement over the parking lot that currently exists.

RESPONSE NO. 43-49

Please refer to Response to Comment No. 43-48 regarding the aesthetic conclusions reached for this Alternative. Also, note that protection of the existing Southwest Museum is already underway by the Autry National Center, separate from the proposed project. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 43-50

The alternative calls for a buildings [sic] with height levels less than the existing with massing compatible and within the Secretary of Interior Standards.

In contrast the proposed project is adding 129,000 square feet of enclosed structures that replaces open space surrounding their current building.

Therefore the conclusion (greater, Less than Significant) is erroneous and should be reevaluated based on actual circumstances and corrected.

RESPONSE NO. 43-50

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Response to Comment No. 43-48 regarding the aesthetic conclusions reached for this Alternative. As described therein, placing the additional buildings in the more confined, limited space would have a greater effect on aesthetic character.

COMMENT NO. 43-51

Views - the only view that will be changed will be to an existing parking lot, not open space. The major views of the museum will not be interrupted or changed in any significant manner. The conclusion that the impact is greater is not founded on actual circumstances and is therefore erroneous. This should be re-evaluated and corrected.

RESPONSE NO. 43-51

The analysis of views addresses whether valued resources would be altered and/or whether new buildings would block views toward valued resources. With regard to the Arroyo Seco site, some might prefer viewing buildings in contrast to the parking lot; some might prefer the spaciousness of the open area and adjacent slopes. With regard to the proposed project site, some might prefer the placement of buildings within the site, and moving landscaping to the front of the site and consider that a fair tradeoff for an increment of additional building area. Notwithstanding, the Draft EIR concluded that the impacts on views at the Arroyo Seco site would be greater as the additional buildings would block panoramic views from adjacent residential development. In contrast, the additional buildings on the proposed project site would be nestled at the back of the site, interfering only with views of the freeway, and would not block panoramic views of distant view resources.

COMMENT NO. 43-52

Light and Glare - on page 96 of the report the proposed project "would include exterior lighting on buildings (particularly within the parking facility) and along pathway s [sic] for security and way-finding purposes, similar to existing lighting within the Campus site. In addition, low-level lighting to accent architectural and landscaping elements would be incorporated throughout the site. Additional outdoor lighting would include lighting for events."

So why would the amount of lighting in an area of a public park, designated for open space, be considered less of an impact than the lighting attributed by the author to the proposed Alternative, since no lighting details are given and this is purely speculative. It would be done in a manner that would be compatible to the surrounding environment and in compliance with applicable City regulations and approvals required for expanding the site. It is therefore presumptuous to assume that the impacts of this alternative would be greater and appears to be added to discredit the proposed Alternative and to justify the proposed project.

On the contrary, from an ambient light situation, it would appear that the proposed project would have greater impact in an area that is predominantly open space.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-52

The proposed project site is surrounded by heavily traveled roadways with automobile lighting including Western Heritage Way and the I-5 Freeway, as well as lighting in the Zoo parking lot. In addition, the project site is currently lit with building and parking lot lighting that would be similar in nature to conditions after development of the proposed project. In contrast, as discussed in Section V.E, Arroyo Campus Expansion, of the Draft EIR, development of the Arroyo Campus Expansion Alternative would require additional lighting on the site associated with internal building lighting, parking area lighting, security and wayfinding lighting, and lighting of the new amphitheater. As the Arroyo Campus is located in close proximity to residential development, impacts with respect to lighting would be greater than the project, although still less than significant.

COMMENT NO. 43-53

Air Quality

Construction, Regional Emissions - The assumption that the amount of excavation and construction activity at the proposed project will somehow be less than proposed Alternative is not based in fact. Grading for the proposed project's parking structure of 476 parking spaces (62,600 cubic yards) will be substantially more than the grading required at the Alternative project that called for 100 parking spaces (with yet to be determined amount of cubic yards) in a similar manner as a semi-subterranean parking structure. There is no basis in fact for the conclusion. Therefore the conclusion that the Alternative will be greater is speculative and should be corrected.

RESPONSE NO. 43-53

As described in the description of Arroyo Campus Expansion Alternative on page 298 of the Draft EIR, the development of that site, with the size of development anticipated in the Alternative, would require increasing the development pad by cutting into the hillside to the north and adding considerable fill to the east to accommodate the 110 parking spaces (not 100 as cited) as well as provide building pads for additional buildings. The discussion of regional emissions on page 300 of the Draft EIR does not contain the language cited in the comment, regarding substantially greater grading, but concludes that the regional emissions would be "equal to or exceed those of the proposed project and, like the proposed project, would be significant." Hence, the potential similarity is acknowledged. Table 33 of the Draft EIR, which

summarizes comparative impacts, has been amended to conform to the text on page 300. (See Section II, Corrections and Additions.) What is pertinent is that the development would require a large amount of grading and would result in significant regional emissions impacts. Therefore, the alternative would not be a candidate for avoiding the proposed project's significant impact. Also refer to Section II, Corrections and Additions of this Final EIR for a discussion of the proposed reduction in parking within the project site that will increase the amount of open space within the project site.

COMMENT NO. 43-54

Construction, Local Emissions - How can one conclude that the Alternative is greater due to the proximity of residential development when the proposed project has a proximity of highly active recreational uses including the zoo and the golf courses with a transient population of thousands of people and permanent population of wildlife and an exotic floral and fauna. Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-54

The analysis of localized impacts for the proposed project on page 131 of the Draft EIR is based on a methodology which evaluates 24 hour accumulations of contaminants, and looks at the greatest concentration that can occur at nearby sensitive receptors. The extent of such concentrations diminishes greatly with distance from the construction activity. The analysis of impacts from the proposed project evaluates impacts at the Zoo and the Zoo magnet school, where there are longer term concentrations of people, as sensitive receptors. With regard to shorter term exposure, the discussion on page 131 includes the following: "As previously discussed, certain population groups, including children, are considered more sensitive to air pollution than others. Children visiting the Griffith Park Campus may also be exposed to increased pollutant concentrations if they are outside in close proximity to the construction area for long durations. However, since children are typically outside for short durations and primarily during arrival and departure from the center, potential localized impacts would be less than significant." It may be further noted that most of the park visitors would pass through the area, and most activities would occur at some distance from the construction to the activity. In contrast, the residential development immediately adjacent to the Arroyo Campus site poses a continuous exposure to the localized emissions, and is considered a sensitive receptor. Further, the residential units are located extremely close to the nearest construction activities that would occur on the western side of the Arroyo Campus site. Their proximity to the residential development would result in a substantially lower localized significance threshold than the threshold for the far more distant sensitive receptors at the Griffith Park Campus site, such that the significance threshold would be exceeded. Therefore, the conclusion in the Draft EIR is correct.

COMMENT NO. 43-55

Operations, Local Emissions - there is inconsistency between the chart, on page 269, and the project analysis on page 300 and should be corrected.

RESPONSE NO. 43-55

Table 33 on page 269 of the Draft EIR correctly identifies that local operational impacts for Arroyo Campus Expansion Alternative would be less than significant, but that impacts would be greater in comparison to the proposed project. As stated on page 300 of the Draft EIR, accessibility constraints on the roadway that lies directly below existing residential development creates a potential for increased impacts on localized operational emissions with implementation of Arroyo Campus Expansion Alternative. However, such impacts would be expected to be less than significant.

COMMENT NO. 43-56

Furthermore, it is not clearly articulated why the development creates a potential for increased impacts on localized emissions as compared to the proposed project. Therefore, the conclusion should be corrected to reflect your conclusion that "Similar to the project, operation impacts. [sic]

RESPONSE NO. 43-56

As stated in Response to Comment No. 43-55 and on page 300 of the Draft EIR, accessibility constraints on the roadway that lies directly below existing residential development creates a potential for increased impacts on localized operational emissions with implementation of Arroyo Campus Expansion Alternative. Accessibility constraints have the potential for longer queuing of vehicles (increased idle time) with a direct increase in pollutant emissions. However, such impacts would be expected to be less than significant. The conclusion provided in Table 33 of the Draft EIR is correct and no changes or edits to the Draft EIR are warranted based on this comment.

COMMENT NO. 43-57

The conclusion of that [sic] "the accessibility constraints on the roadway created a potential for increased impacts on localized operational emission" did not consider or evaluate the Alternative project's superior proximity to public transit.

The reduction in emissions associated with the Arroyo Alternative project's proximity to a low-emissions major transit line, with a dedicated passenger station, with over 1,000 available parking spaces adjacent to stops along the rail line and a daily ridership of over 18,000 with

capacity to easily double to service the Alternative project and reduce high-emissions auto travel, which is the primary mode of transportation to the proposed project in Griffith Park.

The low-emission transit line also provides direct access for at least 120,000 students near a transit station who would otherwise have to use higher-emission vehicles (school buses or autos) to travel to/from the proposed project in Griffith Park.

In fact, impacts on air quality would be reduced because most access to the site can be provided through public transportation with dedicated... [sic] and the conclusion should be as an improvement in air quality associated with this Alternative.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-57

The commentor correctly identifies that the Arroyo Campus Expansion Alternative could result in an overall reduction in vehicular trips in comparison to the proposed project. However, the Arroyo Campus Expansion Alternative would still result in an overall increase in pollutant emissions as compared to existing baseline conditions and not an improvement in air quality, as stated in this comment. Page 300 of the Draft EIR correctly states that the Arroyo Campus Expansion Alternative "...operational impacts on regional emissions would be less than those of the proposed project." Furthermore, potential localized impacts resulting from this alternative are projected to be higher than those resulting from the proposed project. As stated on page 300 of the Draft EIR, "accessibility constraints on the roadway that lies directly below existing residential development creates a potential for increased impacts on localized operational emissions with implementation of Arroyo Campus Expansion Alternative." Accessibility constraints have the potential for longer queuing of vehicles (increased idle time) with a direct increase in localized pollutant emissions. However, such impacts would be expected to be less than significant. The conclusions provided in Table 33 of the Draft EIR are correct and no changes or edits to the Draft EIR are warranted based on this comment.

COMMENT NO. 43-58

Cultural Resources

Historic Resources - The DEIR has not identified all historical resources in proximity to the proposed project. Therefore, the proposed project may have a greater impact to historical resources than the Arroyo Campus Alternative.

RESPONSE NO. 43-58

The Draft EIR provides a description of the historical resources at the proposed project site in Section IV.C, Cultural Resources, on page 154. As described therein, there are no historic resources within the project site, nor adjacent to the project site. Therefore, as evaluated on page 163 of the Draft EIR, the proposed project would have no effect on historic resources. Therefore, impacts could not be greater than at the Arroyo Seco site, where historic resources are present.

COMMENT NO. 43-59

The Arroyo Alternative project as expressed in the Brenda Levin Rehabilitation Report (prepared by Autry), the Garavaglia Architects prepared for the Friends of the Southwest Museum Coalition and reviewed by preservation expert Michael Crowe, indicate that the proposed Alternative project described meets the Sect of Interior Standards. If it was a stand alone project, it could be exempt from CEQA (Article 19, Section 15331 Historical Resource Restoration/Rehabilitation Class 31).

RESPONSE NO. 43-59

Please refer to Topical Response E for a discussion of how the Arroyo Campus is not a part of the project. Also refer to Topical Response C and Appendix 9 regarding the Rehabilitation Study Prepared for the Southwest Museum in 2004. In addition, it is important to note that while projects that maintain, repair, stabilize, rehabilitate, restore, preserve, or reconstruct historic resources consistent with the Secretary of Interior Standards are exempt from CEQA, if such projects include other physical improvements that result in significant impacts, such projects are not exempt from CEQA. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 43-60

Based on the previous discussion in this letter, the relocation of the Collection from the historic Southwest Museum are materially impaired by the Proposed Project. Therefore, the Proposed Project may in actuality, have a greater potential significant impact to historic resources than the Arroyo Alternative. The conclusions in the DEIR therefore are erroneous and should be corrected to acknowledge that the Proposed Project would have a substantial effect on historical resource and the Alternative is less than significant and potentially exempt from CEQA.

RESPONSE NO. 43-60

Please refer to Topical Response F for a discussion regarding the Collection. Please also refer to Topical Response C, which addresses the analysis of Alternative E (Arroyo Campus Expansion). The proposed project would not materially impair the Collection's significance.

Alternative E would also not materially impair the Collection's significance, but may have significant impacts in addition to those of the proposed project, and so was properly rejected as the environmentally superior alternative.

COMMENT NO. 43-61

Hydrology

Construction - The DEIR states that the Arroyo Alternative site is a steep grade and would have a greater impact on hydrology than the Proposed Project. The Proposed Project purports that the steep grade change at that site requires a height variance to achieve the proposed design. In actuality, the Arroyo Alternative the [sic] existing buildings are situated on terraces. It would appear therefore that conditions are similar at the two sites and that the impacts from construction are similar, Less than Significant.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-61

While the Autry Campus site includes a steep slope, project implementation would not require notable recontouring of the site. The majority of building area would remain on the existing flat portions of the site that comprise most of the project area. Drainage patterns would be similar to those occurring today. In contrast, development at the Arroyo Seco Campus site would require recontouring of the site to create a large building pad north of the existing buildings. This would include the addition of fill material on the east side of the site and cuts on the hillside to the north to accommodate the new development. Therefore, the changes in drainage and impacts on drainage would be greater at the Arroyo Seco Campus site. Notwithstanding, it should be noted that these impacts, while greater, are not considered significant.

COMMENT NO. 43-62

Land Use

Consistency with Plan - based on the discussion above, it is questionable that the proposed project is consistent with the General Plan. Expansion of the existing museum in the Arroyo Alternative is supported and consistent with the Northeast Community Plan thereby supporting the Conditional Use finding of General Plan consistency. In this regard the proposed project would have a greater impact since its consistency with the General Plan elements are questionable. The conclusion in the DEIR should be reevaluated and corrected.

RESPONSE NO. 43-62

Please refer to Section IV.E, Land Use, regarding the project's consistency with the General Plan. As described therein, the proposed project would be consistent with the General Plan, as well as the Griffith Park Master Plan. The plan consistency at the Arroyo site, as characterized in the comment, is presented in the alternative analysis on page 301 of the Draft EIR. Since both the proposed project and the alternative would be consistent with the General Plan, the conclusion of "similar impacts" is appropriate.

COMMENT NO. 43-63

Land Use Compatibility - Arroyo Alternative is in an urbanized area, 500' from a dedicated passenger station of a fixed rail transit line while the Proposed Project is proposing a 271,800 square foot building in an area designated as open space. This is the largest building in the park with 6 acres of floor area on 3 stories and is 4 times the size of the recently expanded Griffith Park Observatory. The existing Southwest Museum building was in place many years prior to the development of most of the surrounding residential community. Which project is more compatible building near a transit stop or in an area designated Open Space?

Therefore, the impacts on land use appear to be greater at the proposed project than the Arroyo Alternative. The DEIR conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-63

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. As described in the comparison of the proposed project and the alternative on page 301 of the Draft EIR, "The Autry National Center is set into a large public facility that is a focus of activity for regional residents and visitors." The proposed project site is located at a gateway corner of Griffith Park that is designated for high intensity activity as a major destination location that serves the region, with a considerable number of visitors to the existing museum facility, the Los Angeles Zoo and the shuttle parking for the Griffith Park Observatory, as well as pass through traffic to other locations within the park. The project site is not located adjacent to the more natural, passive open space areas of the park. The Arroyo Campus site, while having an existing visitor facility, is not the same type of regional serving activity. The accessibility of the Arroyo Campus site to the Gold Line is identified on pages 298 and 303 of the Draft EIR as a beneficial feature of that site. Notwithstanding, its presence does not alter the comments on page 301 of the Draft EIR regarding the surrounding residential development adjacent to the Southwest Museum site.

COMMENT NO. 43-64

Noise
Construction - that temporary construction noise is more susceptible in a residential neighborhood than a public park with highly active uses (equestrian trails, golf courses and zoo) is simply absurd.

RESPONSE NO. 43-64

As noted in the comment, the proposed project is located in an active area. Existing noise levels in the project area are presented in Section IV.F, Noise, Table 16 on page 204. The noise levels reflected in that table are consistent with the sound levels found in urban areas, and typical of what might be found on a retail corridor. The higher noise levels are related to the presence of the freeways, as well as activity along Western Heritage Way. Noise impacts are measured as a function of increase in sound over ambient levels. Therefore, noise impacts are less noticeable in urban areas when compared with non-urban areas.

The analysis of construction noise impacts addresses noise impacts at three sensitive location sites: the school (Zoo Magnet Center), the Zoo, and the golf courses. The analysis noted that the impact at the golf courses would only be perceived by individual passers through on a very short time period and would diminish as the golfers pass from the northern edge of the golf courses, avoiding a significant impact. The analysis concluded that the implementation of the mitigation measures including the use of temporary noise barriers would reduce impacts to a less than significant level.

The setting at the Arroyo Seco site consists of residential development, which is also considered a sensitive receptor. These are permanent uses subjecting populations to more continuous noise activity when compared with the uses near the project site. Further, the proposed mitigation measure, temporary sound barriers, if used at the alternative site, could only address impacts related to the nearest homes, but not homes that extend up the adjacent slopes.

Temporary sound barriers mitigate noise impacts by placing a solid material between the point of the noise receptor and the generator of the noise. At the proposed project site, such solid barriers need only be a bit taller than the equipment generating the noise. At the Arroyo Seco site, such barriers would need to be extremely high to be effective (i.e. create a barrier between hill top home), and the construction of such barriers would not be feasible.

COMMENT NO. 43-65

Construction noise can't be mitigated in the Alternative project site because it is in proximity to a residential neighborhood with topography? Construction noise can be mitigated in the same manner at either site.

RESPONSE NO. 43-65

Please refer to Response to Comment No. 43-64 regarding the difficulty in mitigating construction sound impacts at the Arroyo Seco site. As indicated therein, the use of temporary sound barriers between construction equipment and residential development up the slope is not feasible.

COMMENT NO. 43-66

This appears to be an attempt by the author to identify greater impacts from the Alternative project to support their conclusion that the proposed project is a superior alternative.

RESPONSE NO. 43-66

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Response to Comment No. 43-64 regarding the basis of the noise analysis within the Draft EIR.

COMMENT NO. 43-67

Rethink this based on the multiple sensitive uses of public parkland. Mitigation measures can be applied to the Alternative project especially when the nearest residence is quite a distance away from the proposed project site [sic]

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-67

Please refer to Response to Comment No. 43-64.

COMMENT NO. 43-68

Operational - are humans in a low density residential zone more significant than operational noises to the sensitive uses in a public park? The operational noise from the existing Southwest Museum has existed, with no complaints from the surrounding residents, for close to 100 years. Again, there are sensitive receptors in Griffith Park including humans and wildlife that enjoy the public park.

RESPONSE NO. 43-68

The analysis of operational noise for the Arroyo Campus Expansion alternative notes that the noise generation would be less for the alternative, but that the adjacent residential uses at the

alternative site would be subject to an increased noise impact due to the lower ambient noise levels. For example, noise associated with additional traffic and mechanical equipment at the project site would be masked by the higher ambient noise levels associated with the freeway to the east of the project site. At the alternative site, the amount of additional traffic and associated increase in noise levels would be notably greater due to the lower ambient noise levels. In addition, vehicles would be traveling up-hill, adjacent to residential units, which would also increase noise levels. Nonetheless, it should be noted that the analysis concluded that operational noise impacts at the alternative site would be less than significant.

COMMENT NO. 43-69

This includes outdoors activities in places that will be put inside (parking and museum). This is at best similar to the proposed project or lesser. Any ambient noise can be mitigated.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-69

Noise from automobile traffic cannot be mitigated. However, noise from mechanical equipment typically can be mitigated. Again, it should be noted that the impacts of operations on noise at the alternative site were not identified as significant. It was merely noted that a specific type of impact (operational noise impacts on surrounding residential uses) may be present at the Arroyo Campus site that would not be present at the proposed project site.

COMMENT NO. 43-70

Public Services - Fire Protection
Both construction and operation --
Access for fire trucks is limited but we have two fire stations that are closer than Griffith Park. Do the math, two stations closer with trained fire personnel has got to be similar to one fire station much further away.

RESPONSE NO. 43-70

The closer location of the two fire stations is described in the analysis of the alternative on page 302 of the Draft EIR as a benefit for development at the alternative site, thus acknowledging the value of fire station accessibility noted in the comment. At the same time, the analysis points out that the alternative site is located in hilly terrain subject to brush fires, is more difficult to access, and has certain site constraints that require the LAFD to provide special training in firefighting at the site. The additional constraints at the Arroyo Campus site are properly noted, and do make the site less attractive from a fire-fighting standpoint. It may be

noted that the Draft EIR concluded that the fire provision at the alternative site would be less than significant.

COMMENT NO. 43-71

The rehabilitation work at the Arroyo Alternative would enable and allow the opportunity to improve fire protections specific for the needs of a museum, which are prevention not eradication.

RESPONSE NO. 43-71

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 43-72

The Alternative would be similar to, if not lesser, than the proposed project.

RESPONSE NO. 43-72

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please see Response to Comment Nos. 43-43, 43-45 and 43-70.

COMMENT NO. 43-73

Also, please note that fire prevention in the area of high fire danger is not even discussed. This is a good reason to have the collections decentralized so that not all the collection is endangered by the same fire event. And relying on water to put out a fire with precious artifacts cannot be good and in keeping with good museum practices.

Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-73

Please refer to Response to Comment No. 43-70 regarding the less than significant fire safety impacts that would result from the proposed project. The comparative analysis of fire impacts on page 302 of the Draft EIR is correct. For example, the Arroyo Campus includes more narrow access roads that are less conducive to firefighting than the conditions at the proposed project site. Nonetheless, the Draft EIR concludes that impacts of the Arroyo Campus Expansion Alternative would be less than significant. Re-evaluation of the conclusion of fire impacts associated with the Arroyo Campus Expansion Alternative is not necessary.

COMMENT NO. 43-74

Traffic & Circulation

Construction - agree with the conclusion on page 303 that both sites will be similar (Less than Significant with Mitigation). This is the way the rest of the Alternative analysis should have been analyzed.

RESPONSE NO. 43-74

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The discussion of construction traffic is identified as greater for the Arroyo Campus on page 303 (not similar as suggested in the comment), since it may be necessary to perform construction staging along the limited access roadway, in a manner that would not occur at the Griffith Park Campus site. The conclusion adds that "... the impact of the Arroyo Campus Expansion Alternative on traffic due to construction would be less than significant with mitigation, as would be the case with the proposed project."

COMMENT NO. 43-75

But Table 33 is in error as it shows that the Arroyo Alternative is "greater [sic] (Less than Significant with Mitigation). It should be consistent with the text through correction.

RESPONSE NO. 43-75

Please see Response to Comment No. 43-74. As indicated, the text on page 303 identifies the construction impacts on traffic as greater and therefore the text is consistent with the summary information in Table 33.

COMMENT NO. 43-76

Intersection Operations - incorrectly inadequate access to the site is from Museum Drive when in reality the driveway entrance to the museum is a mere 66' from Marmion Way, which is a Secondary Highway and it's probable that the improvement is comparable to Zoo Drive in Griffith Park. Access from the State Rout [sic] 110 is 0.6 miles from the proposed site. Access to the proposed project site from the 134 and 5 freeway exits varies from .3 to 1.9 miles. For example, coming south on the 5 Freeway, one exists at Western Avenue and has to travel 1.9 miles through residential neighborhoods in order to arrive at the Proposed Project site. When taking into consideration these distances from freeways, it should be noted that additional access to the Arroyo Alternative in Northeast Los Angeles is serviced by 5 different freeways, three of which easily serve the Mt. Washington/Glassell Park area where the Arroyo Alternative is located.

RESPONSE NO. 43-76

The discussion of access on page 303 of the Draft EIR addresses the relative advantages of the Griffith Park Campus site and the Arroyo Campus site with regards to localized access; i.e. the ability to reach the site from the nearest regional/freeway location. The characterization regarding access on page 303 is correct. While the 110 Freeway links with other freeways on the regional network, regional access is still ultimately via the 110 with access at S. Avenue 52 or Avenue 53. Access from the freeway ramps is circuitous along streets serving a range of urban traffic including Marmion Way and the short distance on Museum Drive, a residential street, to the entryway. It is not clear which other freeways are cited in the comment as providing access to Arroyo Campus site. The I-5 Freeway is located approximately 1.75 miles from the site, and the shortest route to the Glendale Freeway is more than 4 miles. In contrast, the Griffith Park Campus site lies immediately adjacent to the SR-134 and I-5 Freeways which abut the site. Several freeway ramps offer multiple access opportunities immediately adjacent to the project site. Other access ramps are offered in the immediate vicinity with direct linkages to the route along Zoo Drive, Western Heritage Way, and Crystal Springs Drive, a continuous route within Griffith Park that serves regional visitors to the Park. Therefore, accessibility conditions at the Griffith Park Campus site are considered better than those at the Arroyo Campus.

COMMENT NO. 43-77

Furthermore, as far as accessibility, there is nothing at the proposed project site that can compare with the service provided by the Metro Gold Line and the dedicated "Southwest Museum" passenger station.

This is a good example, again, of not fully analyzing the actual conditions. Therefore the conclusion is erroneous and should be re-evaluated based on actual circumstances and corrected.

RESPONSE NO. 43-77

The Draft EIR identifies the Gold Line and its advantages at the Southwest site. As noted on page 298 of the Draft EIR: "However, the overall site sits adjacent to the Gold Line Metro Station, which provides an opportunity for a high level of public transit accessibility." From page 303: "At the same time, the Arroyo Campus' location adjacent to the Gold Line could result in a higher proportion of site visits occurring via public transportation. Additional trips would occur during off-peak hours and would not be likely to burden the Gold Line capacity, and could support its value as a public service."

COMMENT NO. 43-78

In conclusion, the DEIR contains many errors, is biased and uses speculative analysis with simplified conclusions that do not approach the required standards for legally adequate analysis and a good faith effort at full disclosure.

Thank you for the opportunity to comment and we encourage the lead agency to seriously consider its role in the creation of an objective analysis.

RESPONSE NO. 43-78

Please see Response to Comment Nos. 43-1 through 43-77 for responses to specific comments regarding the Draft EIR.

LETTER NO. 44

Scott Rubel
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Los Angeles, CA 90031

COMMENT NO. 44-1

As liaison between Friends of the Southwest Coalition and Arroyo Seco Neighborhood Council, I would have liked to formally submit comments regarding the DEIR for this proposed project. The official review period of 45 days is too short for a document that is close to 1,000 pages in length. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

A variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. The City repeatedly denied these requests.

I, as ASNC representative and liaison, still request a formal extension in the comment period. But, in light of today's official comment deadline, I would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

As you know, all Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the City of Los Angeles.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 44-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 45

Kristin Sabo
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Sunland, California 91041

COMMENT NO. 45-1

Regarding the Draft EIR for the Autry National Center (RP-013-07), I would like to submit the following comments and observations as part of the formal review process and hope that all issues raised result in mitigation measures or actions.

Autry Lease of Dedicated Public Park Land (Open Space)

First and foremost, the Autry Museum of Western Heritage is the lessee of Dedicated Public Park Land ("OPEN SPACE").

This fact must be taken into consideration in every aspect of an environmental review. I will refer to this repeatedly in this letter.

RESPONSE NO. 45-1

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The comment is introductory to comments which follow, and therefore is addressed further in the responses to the following comments. Please also refer to Topical Response B regarding the Autry's ground lease arrangements with the City of Los Angeles.

COMMENT NO. 45-2

Also, because this is dedicated public parks land (Open Space), a substantial level of public participation, influence, transparency, feedback, and decision-making must be included above and beyond the standard City procedures for "projects".

RESPONSE NO. 45-2

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). In addition, two scoping meetings and a public meeting were held although such meetings were not required by CEQA.

COMMENT NO. 45-3

Again, for reference, we know that the allowed use of Open Space per the LAMC (Sec 12.04.05) is as follows:

The following regulations shall apply in the "OS" Open Space Zone:

A. Purpose. It is the purpose of the "OS" Open Space Zone to provide regulations for publicly owned land in order to implement the City's adopted General Plan, including the recreation, parks and open space designations in the City's adopted district and community plans, and other relevant elements, including the Open Space, Conservation and Public Recreation Elements. Implementation of the General Plan will serve to protect and preserve natural resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open pace uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved.

B. Use. The following regulations shall apply to publicly owned land classified in the "OS" Open Space Zone: no building, structure or land shall be used and no building or structure shall be erected, moved onto the site, structurally altered, enlarged or maintained, except for the following uses:

1. The following uses and activities when conducted in accordance with the limitations hereafter specified.

(a) Types of Uses. (i) Parks and recreation facilities, including: bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, childrens' play areas, child care facilities, picnic facilities, and athletic fields (not to exceed 200 seats in park) used for park and recreation purposes. (ii) Natural resource preserves for the managed production of resources, including, but not limited to, forest lands, waterways and watersheds used for commercial fisheries; agricultural lands used for food and plant production; areas containing major mineral deposits ("G" Surface Mining Districts) and other similar uses.(iii) Marine and ecological preserves, sanctuaries and habitat protection sites. (iv) Sanitary landfill sites which have received certificates of closure in compliance with federal and state regulations. (v)Public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs. (vi) Water conservation areas, including percolation basins and flood plain areas.

(b) Limitations: (i) The use may not be located on land which includes a lake, river, or stream or which is designated by the City as an historic or cultural landmark, unless approved as a conditional use pursuant to Section 12.24 U.19. (ii) Any change of use

from a conditional use or deemed to be approved conditional use described in Section 12.24 U.19. of this Code to any of the above uses shall require conditional use approval pursuant to Section 12.24. (iii) Conditional uses as allowed pursuant to Section 12.24 U.19. and Section 12.24 W.49. of this Code when the location is approved pursuant to the provisions of the applicable section.

RESPONSE NO. 45-3

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 45-4

Conditional Use Permits for this kind of lease typically should not be approved. The change of use is not only outside the allowed uses of Open Space, but permanently change the property such that it no longer can satisfy LAMC 12.04.05 without extremely large amounts of money having to be spent to restore the Open Space characteristics. Without the ability to restore the land to its original Open Space condition prior to financially reasonable limits for the restoration to Open Space, once the land is developed, it is no longer Open Space.

RESPONSE NO. 45-4

The Conditional Use Permit (CUP) is not before the Department of Recreation and Parks (the lead agency) at this time, however, it will be considered by City Planning as a responsible agency. Also, please refer to Response to Comments Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations. Additionally, please refer to Response to Comment No. 43-17 for a discussion of how museum uses are allowed under the OS-1XL zoning designation, with CUPs to address individual site situations and how the proposed project is consistent with all relevant City of Los Angeles land use regulations and the City's General Plan.

COMMENT NO. 45-5

When the lease is complete or the conditional use permit is not renewed, the lessee is not required to restore the open space to its original non-developed condition. This violates LAMC SEC. 12.04.05 "OS" OPEN SPACE.

RESPONSE NO. 45-5

Nothing in the Ground Lease Agreement provides that the land and buildings must be restored to undeveloped status upon the expiration of the lease term. Section 12.04.05 of the Los Angeles Municipal Code does not require a lessee of land in the OS zone to restore the land to its

original condition upon termination of the lease or non-renewal of a conditional use permit. Please see Topical Response B for additional discussion.

COMMENT NO. 45-6

Mitigation of this project must consider and mitigate the process by which the lessee restores the space to Open Space land requirements when the lease ends. This has not been considered to a sufficient degree in this EIR.

RESPONSE NO. 45-6

Please see Response to Comment No. 45-5 for a discussion of the OS zoning designation.

COMMENT NO. 45-7

Needs Assessments

Needs Assessments for any portion of this project must differ from standard projects assessments because the project is on dedicated public park land (Open Space). Needs Assessments and all other project studies, reports, assessments, and reports must be conducted from the perspective of legal and appropriate use of open space.

The stated needs for this project have not been studied and documented sufficiently to demonstrate the need to impact Griffith Park in any way with this project. A fully studied and documented Needs Assessment from the Dedicated Public Park Land (Open Space) perspective must be made public before any consideration of any project that impacts Griffith Park.

RESPONSE NO. 45-7

The project is located on a site that is already developed with museum uses. In addition, the project site has been leased to the Autry National Center by the City of Los Angeles since 1987. Furthermore, upon completion of the project, the amount of landscaped open space area would be about the same as what is present today. In addition, if the proposed parking variance is granted, an increase of approximately one-half acre of open space will rusult when compared with the project within the parking layout Refer to Section IV.E, Land Use, of the Draft EIR for a detailed discussion of how the proposed expansion is compatible with adjacent uses and appropriate for the site. In addition, a "Needs Assessment" is not a required assessment under CEQA. CEQA does require that an EIR include a statement of the objectives sought by the proposed project. Such objectives are included in Section II, Project Description, of the Draft EIR.

COMMENT NO. 45-8

This project as studied in this EIR has not been sufficiently studied and documented to demonstrate the need to impact Griffith Park in any way.

RESPONSE NO. 45-8

Please refer to Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. 45-9

The Southwest Museum

With Council File 03-0002-S32 and 04-1071, the Autry Museum of Western Heritage and the Southwest Museum became one entity.

I am not going to go into the laborious detail that I know thousands of others have put into their comments on this issue, but I will say in summary that this project - both phases - must include two things: 1. the promised use of the Southwest Museum site in Mt. Washington, and 2. the reasonable expansion and repurposing of the Southwest Museum site in Mt. Washington. There must be a net reduction in requested square footage of building expansion (not site expansion) from what is requested in the project studied in this EIR. A new EIR should then be issued.

RESPONSE NO. 45-9

This comment does not raise specific environmental information related to the project, but is acknowledged and will be forwarded to the decision-makers for review and consideration. Please see Topical Response E for a discussion of the Southwest Museum.

COMMENT NO. 45-10

Regulatory Consistency

Regulatory Consistency with the Hollywood Community Plan is not Dedicated Public Park Land (Open Space) appropriate beyond at the most superficial level for Griffth Park which is recognized by all City, County, and State agencies as a unique resource. The Griffith Park Master Plan (1978) is the only community-level plan governing Griffith Park. The Autry did not exist and was not in any plans for Griffith Park in 1978.

RESPONSE NO. 45-10

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. The analysis of plan consistency set forth in Section IV.E.3.d.(1) of the Draft EIR addresses impacts related to several plans and regulatory documents, including the 1978 Griffith Park Master Plan, which is a general guide for development within the Park. Please also refer to Topical Response G for additional discussion regarding the Griffith Park Master Plan.

COMMENT NO. 45-11

Land Use Compatibility

The Land Use Compatibility section of the Draft EIR must be redone because it is written from the Hollywood Community perspective rather than the Griffith Park Master Plan perspective.

RESPONSE NO. 45-11

Section IV.E, Land Use, of the Draft EIR addresses multiple land use issues including consistency with the Griffith Park Master Plan. As noted on page 192 of the Draft EIR: "The proposed project would be consistent with the 1978 Griffith Park Master Plan. As described above, the 1978 Plan includes six primary goals. Two of these goals are intended to focus future park development in areas that are already developed and to improve the cultural and entertainment aspects of Griffith Park. The proposed project would redevelop an existing Campus for cultural purposes, thus supporting these goals. Due to its location adjacent to the I-5 and SR-134 Freeways, the project would continue to support activities within the area designated as the 'Zoo Gateway area' by the 1978 Plan, which is identified as an area for focused visitor activities." Please also refer to Topical Response G for additional discussion regarding the Griffith Park Master Plan.

COMMENT NO. 45-12

Griffith Park Master Plan (1978), page 12, states: *The Master Plan forsees an evolutionary process of improvement for the Park. Many of its recommendations can be implemented immediately through new management policies; others may require a series of events to achieve full maturity. IN ALL CASES, the recommendations are directed at maintaining the entire 4,043 acres (circa 1978) as recreational park space. Uses which do not meet this classification should be located elsewhere within the City.*

This is the overriding direction with which the Land Use Compatibility and the Regulatory Consistency in this EIR should be evaluated and mitigated.

RESPONSE NO. 45-12

The citation is taken out of context and misconstrues the intended scope of the Griffith Park Master Plan. The very next sentence following the sentences cited in the comment above states: "There is, however a broad range of "park uses" which can be incorporated into the Park which will enhance the total Park experience. The Master Plan suggests *some* of these uses and recommends areas where they will be compatible with the overall Park objectives." [emphasis added]

The Griffith Park Master Plan, is intended to improve Park experiences. Page 10 of the Plan states as follows: "4. The established civic function of Griffith Park should be continued and improved. The social and cultural attractions are not ancillary to the natural and recreation experiences. Resources such as the Observatory, the Greek Theatre, and the Zoo have their own eminence and a long history of providing education and entertainment for the Los Angeles community. Attempting to make Griffith Park more educational and entertaining is a valid goal to pursue." In addition, the Zoo Gateway Area (which includes the project site) is identified on page 28 of the Plan as a location within the Park that is best suited as a focus of visitor and cultural activities.

The analysis in the Draft EIR regarding Land Use Compatibility and Regulatory Consistency addresses the provisions of the Griffith Park Master Plan in their entirety, and has concluded that the project would be consistent with the provisions of the Griffith Park Master Plan. For additional discussion, please also refer to Response to Comment No. 45-11.

COMMENT NO. 45-13

Parking

a.) Parking for this project must be viewed from an Open Space land use perspective (LAMC Sec 12.04.05). Therefore, it must be environmentally responsible.

RESPONSE NO. 45-13

Please see Response to Comment No. 11-21 for a discussion of the proposed project's inclusion of permeable pavement and bioswales in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project. In addition, please see Response to Comment No. 11-19 for a discussion of the parking reduction variance being sought by the Autry National Center. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking initially proposed by the project.

COMMENT NO. 45-14

Directly adjacent to this lot is the LA Zoo lot which the LA City Council has just allocated almost $14 million to retroactively make the lot environmentally responsible and consistent with LAMC Sec 12.04.05. For reference, the Prop 0 Zoo Permeable Surface project is as follows:

> Los Angeles Zoo Parking Lot: Demonstration on Environmental Sustainability Project ($13,904,243)
>
> Transform Zoo parking lot into exhibit, "Demonstration on Environmental Sustainability" in two phases. Funding is requested for Phase I: install wastewater filtration system; increase recreational and open space and promote collaboration with other City Depts including use of solar power.

RESPONSE NO. 45-14

Please see Response to Comment No. 11-21 for a discussion of the proposed project's inclusion of permeable pavement and bioswales to improve water quality.

COMMENT NO. 45-15

Rather than spending insanely large amounts of money in retroactively returning Autry parking to an environmentally responsible state in the future, any changes to Autry parking that occur within the scope of this project should restructure the lots so that all Autry parking matches the Zoo parking post-project (as referenced above).

RESPONSE NO. 45-15

Please see Response to Comment No. 11-21 for a discussion of the proposed project's inclusion of permeable pavement and bioswales to improve water quality in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project.

COMMENT NO. 45-16

b.) No parking structures should be allowed in Griffith Park. Parking structures are manmade intrusions inconsistent with LAMC Sec 12.04.05 on Open Space uses.

RESPONSE NO. 45-16

Parking structures are not prohibited in the OS Zone. Furthermore, LAMC § 12.04.05 Open Space Zone states "... no building or structure shall be erected, moved onto the site, structurally altered, enlarged or maintained, except for the following uses: Conditional uses as allowed pursuant to LAMC § 12.24.U.19", which includes museums. Section IV.E, Land Use,

of the Draft EIR discusses how the proposed project is consistent with all relevant City of Los Angeles land use regulations and plans. Additionally, please see Response to Comment No. 11-20 for a discussion of how proposed construction would minimize effects on the natural vegetation and existing open space areas.

COMMENT NO. 45-17

Speaking qualitatively, such structures introduce noise and light pollution, public safety issues, maintenance problems, and user fees. These qualities, as well as the increased automobile traffic that inevitably occurs in proximity to such structures, materially damages the park-like nature of the picnic areas and recreational facilities that are adjacent to the lots.

RESPONSE NO. 45-17

The only parking structure is a semi-subterranean parking structure which would be located below the proposed new Phase 2 Institute Building. The structure has been proposed as a means of providing parking in a manner that reduces the types of impacts referred to in the comment by placing the structure largely below ground, towards the back of the project site. The structure minimizes that amount of above ground area needed for parking, and allows for a greater amount of landscaping on the project site. So placed, it also reduces the amount of lighting and noise on the project site. The structure would serve only the project site and would not generate new sources of traffic. Additionally, as indicated in Section II, Corrections and Additions, of the Final EIR, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand that, by eliminating the proposed surface parking area south of the project site, would allow for additional open space and further enhance the overall aesthetics of the area.

COMMENT NO. 45-18

In future years, if the need should arise for the type of mass, concentrated parking such structures represent, it should be found outside of the Park's boundaries. Candidates for supplementary park and shuttle programs could include the municipal parking structure at Highland and Hollywood and the Park-adjacent Warner Bros Burbank employee parking structure.

RESPONSE NO. 45-18

Please refer to Section V, Alternatives, of the Draft EIR wherein an analysis of off-site parking and use of a shuttle system is evaluated under Alternative D, Off-Site Parking Alternative. As discussed therein, use of a shuttle system at more distant locations would likely result in increased environmental impacts and would likely add a financial burden that would undermine the feasibility of the project. Nonetheless, this comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 45-19

Traffic Study

Upon completion, this project can at any time increase the Autry's contribution to the traffic at this intersection by up to an estimated factor of 6. (100,000 visitors annually increases to an estimated 600,000 visitors annually). Traffic mitigation measures must mitigate the times of greatest impact.

RESPONSE NO. 45-19

The source of the commentor's data is unclear. The traffic impact analysis, which is based on the increase of project square footage, suggests that visitors could perhaps double from existing levels after the completion of Phase 2.

COMMENT NO. 45-20

On holiday weekends with the Autry and the Zoo in their current configurations, traffic at the intersection of Western Heritage Way/Zoo Drive and North Zoo Drive comes to a complete standstill. I personally have spent 45 minutes trying to simply cross this intersection. There is no doubt that the intersection which is located inside a park on dedicated public park land (open space) is significantly impacted by the current approved configuration.

RESPONSE NO. 45-20

Please see Response to Comment No. 28-2 for a discussion of the intersection analysis conducted for Phases 1 and 2 of the proposed project.

COMMENT NO. 45-21

To increase the total impact of the Autry and the Zoo on the intersection by, let's say, a factor greater than 2 would create huge pressure on the rest of the park as people try to avoid or bypass a wait of potentially 90 minutes to cross the intersection.

RESPONSE NO. 45-21

In conformance with LADOT impact criteria, it has been determined that no significant impact would occur at any of the seven study intersections analyzed in the Traffic Study, which was included as Appendix F of the Draft EIR. Based on the analysis completed for those intersections that were studied under the direction of LADOT, the project would not result in significant impacts at any other intersections in the surrounding area.

COMMENT NO. 45-22

The Autry is located on Dedicated Public Park Land ("OPEN SPACE"). Any significant increase in traffic caused by the expansion of the Autry must be evaluated from this perspective. Given that the current worst case conditions require a wait of 45 minutes to cross the intersection, there is little expansion in attendance that the area can handle without major mitigation, reconstruction/redesign etc.

RESPONSE NO. 45-22

Please see Response to Comment No. 39-4 for a discussion of how the proposed project would not have a significant impact on the study intersections. Therefore, no mitigation measures are required. Please refer to Response to Comment Nos. 31-9 and 31-10, which refer to the Draft EIR's discussion of the Griffith Park Campus' relationship to applicable land use regulations, as well as the proposed project's compliance with such regulations.

COMMENT NO. 45-23

Phase Two of Project

Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff offices; and construction of a semi-subterranean parking facility beneath the Institute Building.

Phase Two is for a non-recreational purpose.

RESPONSE NO. 45-23

Phase 2 provides for uses that are consistent with the existing museum-related uses within the project site. Specifically, as indicated in Section II, Corrections and Additions, of the Final EIR, the Phase 2 program would include several public areas, including the Institute Reading Room, seminar rooms, and an exhibition space. These museum-related uses are not prohibited in the OS Zone. Section IV.E, Land Use, of the Draft EIR discusses how the proposed project is consistent with all relevant City of Los Angeles land use regulations and plans.

COMMENT NO. 45-24

No relevant needs assessment exists for phase 2, and --

No relevant needs assessment from a dedicated public park land (Open Space) perspective exists for phase 2.

RESPONSE NO. 45-24

As discussed in Response to Comment No. 45-7, the project is located on a site that is already developed with museum uses. In addition, the project site has been leased to the Autry National Center by the City of Los Angeles since 1987. The proposed use of the site would be consistent with existing uses within the site. Furthermore, a "Needs Assessment" is not required under CEQA.

COMMENT NO. 45-25

If phase 2 is allowed to pass through the EIR process from an environmental impact standpoint (which it should not be based on change of use), the Autry will be entitled to the full amount of requested building square footage for phase 2 even if the phase 2 use is ultimately deemed unacceptable through another process such as the new CUP application that will be required.

Therefore, to mitigate this issue, reject and remove Phase 2 completely from this project.

RESPONSE NO. 45-25

As indicated in Response to Comment No. 43-23, Phase 2 provides for uses that are consistent with the existing museum-related uses within the project site. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 45-26

Equestrian Facilities on Autry-leased Grounds

Council file number 89-1554 approved public funds from the Equestrian Facilities Trust Fund for the Autry to construct a bridle trail railing, a small corral, a hitching rail and two water troughs adjacent to the Gene Autry Heritage Museum in Griffith Park. These facilities, build with public funds, must be restored to 100% use from an equestrian perspective before any version of this project is considered complete. This should be a definite mitigation measure and there must be public equestrian input in this process and the process must be publicly transparent and have proper accountability.

Thank you for your consideration of these vital issues related to the project as detailed in the EIR.

RESPONSE NO. 45-26

Please see Response to Comment No. 31-41 for a discussion of how existing equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions as well as a discussion about the relocation of the existing corral.

LETTER NO. 46

Lois Saffian
5680 Hill Oak Drive
Los Angeles, California 90068

COMMENT NO. 46-1

As a resident of Hollywood/Los Feliz and a dedicated member of the Autry Museum, I would like to add my strong support for the projected Improvement Project planned for the Center.

The Autry Center is an important institution of learning about the American West and American Indian culture. Los Angeles should be proud to have this internationally respected establishment in the City.

RESPONSE NO. 46-1

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 47

Diane Kane
Board Member
Scenic Arroyo Seco
7711 Lookout Drive
La Jolla, California 92037

COMMENT NO. 47-1

Scenic Arroyo Seco, a non-profit organization dedicated to economically revitalizing the Arroyo Seco through heritage tourism, concurs with analyses conducted by various groups and individuals associated with the Southwest Museum Coalition that the DEIR prepared for the Autry Museum Expansion project is factually erroneous and flawed in its alternatives analysis; it therefore appears biased toward the proposed project, with no accommodation for viable alternatives to reduce identified impacts.

RESPONSE NO. 47-1

Please refer to Response to Comment No, 43-9 and to Topical Response C, which addresses the CEQA requirements regarding sufficient Alternatives discussion.

COMMENT NO. 47-2

The DEIR does not contain sufficient information or analysis to support its conclusion that the proposed project cannot accommodate the Arroyo Seco Campus Expansion Alternative.

RESPONSE NO. 47-2

Please refer to Topical Response C for a discussion of the analysis of Alternative E, Arroyo Campus Expansion, contained in the Draft EIR.

COMMENT NO. 47-3

While the Autry may need to expand its existing facilities, the proposed scale and related increase in visitor use appear to be inconsistent with the open space and recreational intentions of Griffith Park.

RESPONSE NO. 47-3

The project uses are consistent with the uses that are anticipated for Griffith Park. As stated on page 12, of the 1978 Griffith Park Master Plan, "[t]here is, however a broad range of 'park uses' which can be incorporated into the Park which will enhance the total Park

experience. The Master Plan suggests some of these uses and recommends areas where they will be compatible with the overall Park objectives."

As further stated on page 10 of the Plan, educational and entertainment-type uses are intended to improve park experiences as follows: "4. The established civic function of Griffith Park should be continued and improved. The social and cultural attractions are not ancillary to the natural and recreation experiences. Resources such as the Observatory, the Greek Theatre, and the Zoo have their own eminence and a long history of providing education and entertainment for the Los Angeles community. Attempting to make Griffith Park more educational and entertaining is a valid goal to pursue." In addition, the Zoo Gateway Area (which includes the project site) is identified on page 28 of the Plan as a location within the Park that is best suited as a focus of visitor and cultural activities.

The analysis in the Draft EIR regarding Land Use Compatibility and Regulatory Consistency addresses the provisions of the Griffith Park Master Plan in their entirety, and has concluded that the project would be consistent with the provisions of the Griffith Park Master Plan. For additional discussion, please also refer to Response to Comment No. 45-11.

COMMENT NO. 47-4

These effects can be mitigated by down scaling the current proposal and moving a portion of the exhibition program to another suitable site--more specifically, the Southwest Museum.

RESPONSE NO. 47-4

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 47-5

Areas deficient in hard data and rigorous analysis with regard to the Arroyo Seco Campus alternative analysis include: aesthetics (visual character, views, light and glare); air quality (local emissions); traffic and circulation (intersection operations, site access and parking); public services (fire); cultural resources (archaeological and historical resources); land use compatibility; and operational noise. The DEIR should therefore be enhanced with factual data and its conclusions amended where appropriate to assist decision makers in their review of the proposed project.

RESPONSE NO. 47-5

Please refer to Response to Comment Nos. 43-43 through 43-77 regarding the analysis of the alternative at the Arroyo Seco Campus.

COMMENT NO. 47-6

Although the DEIR states that moving the Southwest Museum collection to the Autry Complex in Griffith Park is not a part of the project, the project's purpose and need would simply not exist without the Southwest Museum's extensive collection of Native American artifacts. The scale of the proposed building, its parking requirements and related traffic, open space and neighborhood spill over effects would not have the same magnitude without trying to accommodate the Southwest Museum's extensive holdings at the Griffith Park location.

RESPONSE NO. 47-6

Section V, Alternatives, of the Draft EIR analyzes various alternatives at both campuses. However, these alternatives either have similar or greater impacts than the proposed project or the alternative does not sufficiently satisfy project objectives. Please refer to Section V of the Draft EIR as well as Topical Response C for further discussion.

COMMENT NO. 47-7

The easiest way to reduce the project's impacts on open space, parkland, freeway access and neighborhood congestion is to use an existing historic building, the Southwest Museum, for its original purpose, a museum of Native American artifacts.

RESPONSE NO. 47-7

As discussed in the Draft EIR, the proposed project would not result in significant impacts associated with open space, parkland, freeway access, or neighborhood congestion. Furthermore, separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation, and improved disabled access within the buildings of the Arroyo Campus are underway. Such investment includes repair and stabilization of the Caracol Tower within the Southwest Museum (where much of the Collection has been stored) due to damage sustained during the Northridge Earthquake. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. Please refer to Topical Response E.

COMMENT NO. 47-8

Multiple sites not only reduce the negative environmental impacts, they spread the positive economic, social and cultural benefits that museums lend to their adjacent neighborhoods.

RESPONSE NO. 47-8

Please see Topical Response C for a discussion of why a decentralized campus alternative has been rejected.

COMMENT NO. 47-9

Scenic Arroyo Seco was formed to implement the Historic Arroyo Seco National Scenic Byway Corridor Management Plan. Although not yet adopted by Caltrans, the Byway's sponsoring agency, a Draft version of the Corridor Management Plan has been available for public review and comment since 2004. It can be found at: http://www.arroyoseco.orgjARROYOSECOCMPfeb132004.pdf Both the City of Los Angeles Department of Recreation and Parks and Department of Transportation were consulted during its preparation and included on the reviewer's list.

Scenic Arroyo Seco views the Southwest Museum as the lynchpin of a strategy to attract heritage tourism to Highland Park and the communities of the Arroyo, using the Historic Arroyo Seco Parkway as the transportation spine of this historic corridor. The Federal Highway Administration Scenic Byway program was instituted at the national level to assist communities linked through scenic or historic roads with economic development by strategically marketing the unique recreational, archaeological, historic, and scenic components of each area. The Arroyo Seco Parkway, designated in 2002, is unique to the program because it is one of four Scenic Byways that is in an urban area. The others are Woodward Avenue in Detroit, associated with Motown, the Las Vegas Strip and the Selma to Montgomery, Alabama road, associated with the Civil Rights Movement. The rest are rural roads more commonly associated with recreational and scenic environment of the American landscape. These roads are marketed across America and abroad as quintessentially American travel experiences.

The Arroyo Seco Parkway is significant because it joins the communities of the Arroyo (Pasadena, South Pasadena, Elysian Park, Highland Park, Mount Washington, Lincoln Park, Chinatown, Downtown) that are jointly the birthplace of the Arts and Crafts Movement in Southern California. Southern California is one of four areas nationwide credited with founding the Arts and Crafts Movement in America. (Boston, Chicago and Berkeley are the others.) A key figure in this local history with national significance is Charles Lummis, whose home adjoins the Avenue 43 off-ramp. His collection of Native American artifacts, until recently, were housed at the Southwest Museum. Originally located in his home, the artifacts were donated to the museum for posterity. The local version of the Arts and Crafts was heavily dependent upon the Native American heritage of the Southwest that is represented in Lummis's collection. Consequently, interpreting the history to a wider American and international audience requires the Southwest Museum to remain in service as a museum dedicated to Native American history. Moving the artifacts to another location severs the site's association with Lummis and the Arts and Crafts history of the Arroyo.

Keeping the Southwest Museum in service as a museum provides a wonderful complement to visitors attending the Lummis House and other nearby museums and cultural attractions (Heritage Square, the Gamble House, Oaklawn Bridge and Oaklawn Historic District, Pasadena Historical Museum), all easily accessible from the parkway. The constellation of attractions

keeps visitors longer, that assures more dollars being spent locally in restaurants, shops, hotels and other visitor services. If visitors need to move to another geographic location to view the Southwest Museum's treasurers, they will not be spending the bulk of their dollars in the Arroyo, but elsewhere in the greater Los Angeles area. One might ask: "Where are the more abundant and varied visitor services located-the urban communities of the Arroyo or the recreational open spaces of Griffith Park?" Does it make economic sense to put all the city's Native American cultural eggs in one basket located in a hard-to-access park, or to spread them around where they can catalyze and enhance existing economic activities?

The Arroyo Seco Parkway Scenic Byway is currently receiving federal dollars to market the corridor as a cultural attraction to visitors at home and abroad. Removing the most significant cultural attraction, conveniently located at the heart of the corridor, accessible by transit and adjacent to several other attractions, guts the program and renders efforts to economically revitalize the corridor through this strategy exceedingly difficult. Scenic Arroyo Seco supports the Southwest Museum at its original location with its collection on display. Expanding its function to include additional gallery space, cafes, gift shops, auditorium, etc., as proposed in the expansion plan prepared by Mike Garavaglia and advanced by the Southwest Museum Coalition would be highly compatible with these objectives. The Arroyo Campus Alternative solves a portion of the Autry's need for expansion and provides a feasible alternative to wholesale removal of this important cultural gem from the Highland Park community and the Arroyo Seco Scenic Byway Corridor.

Although the Historic Arroyo Seco Parkway National Scenic Byway Corridor Management Plan is not yet formally adopted, closing the Southwest Museum and moving its artifacts to another site is both not consistent with the proposed plan and is a significant impact to the economic strategy of heritage tourism in the Arroyo.

RESPONSE NO. 47-9

The Draft EIR addresses the proposed project, which consists of improvements to Autry's Griffith Park Campus. The proposed project does not include the Southwest Museum (Arroyo Campus). Nevertheless, the Draft EIR included an analysis of Alternative E, Arroyo Campus Expansion, which would expand the use of the existing facilities at the Arroyo Campus site. Please see Topical Response C for a discussion of how Alternative E would not meet the Project Objectives and would result in greater environmental impacts than the proposed project.

As discussed in Topical Response E, the proposed project is located within Griffith Park and would not result in any significant impacts to the Southwest Museum or the Casa de Adobe located in the Mount Washington area. Accordingly, the proposed project would not have any significant impact on the Historic Arroyo Seco National Scenic Byway Corridor Management Plan and no analysis of the Plan is required.

COMMENT NO. 47-10

In conclusion, Scenic Arroyo Seco supports the Arroyo Campus Alternative in conjunction with a reduced Autry Expansion project at the current site, as the most environmentally responsible project alternative. We request a good faith and rigorous analysis of the merits of this hybrid solution, and urge its adoption as the preferred alternative.

RESPONSE NO. 47-10

Please see Topical Response C for a discussion of why a decentralized campus alternative was considered but rejected as a project alternative as well as a discussion of how Alternative E, Arroyo Campus Expansion, would not meet the project objectives and would result in greater environmental impacts than the proposed project.

LETTER NO. 48

Bernadette Soter
2640 North Commonwealth Avenue
Los Angeles, California 90027

COMMENT NO. 48-1

I am a stakeholder in and a board member of the Greater Griffith Park Neighborhood Council (GGPNC) and am sending you this letter as my individual formal comment to be included with other public comment you receive on the Draft EIR referenced above.

At our September 18th, 2007 General Meeting, the GGPNC Board voted unanimously to ask that the Department of Recreation and Parks extend its official review period of 45 days for the Autry Draft EIR to December 31st, 2007. The Board feels that the 45-day period allotted is not long enough to respond to a document that is 2-1/2" thick, 1,000 pages long and not readily available to the public. To the best of my knowledge, as of this morning, October 1st, the Neighborhood Council has received no acknowledgment from you or your Department of its request. On September 18th, 2007, the GGPNC also asked Autry National Center representatives attending our General Meeting to provide out [sic] Neighborhood Council with two copies of the Draft EIR which they agreed to do. These copies are not yet in the GGPNC's possession and, as you know, without an extension, the comment period ends today.

All Neighborhood Councils have a strict process to follow and it is impossible to take a formal action on such an important matter in the short period of time provided by the Department of Recreation and Parks and the City. However, the GGPNC is not alone in its request for an extension. I have been told that several groups and individuals have asked for more comment time. It is my my [sic] opinion and theirs, [sic] that City has not provided sufficient time for the public to review and comment on this Draft EIR.

This is my formal comment.

RESPONSE NO. 48-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

Hard copies of the Draft EIR were available for review at the Atwater Village Branch Library, the Los Feliz Branch Library, the Central Library, and the Department of Recreation and Parks throughout the public review period to ensure that all interested parties, including those without computer access, would have the opportunity to review and comment on the proposed project.

LETTER NO. 49

Robert J. Squires
4622 Nob Hill Drive
Los Angeles, California 90065

COMMENT NO. 49-1

Environmental Impact Report # RP-013-07 very clearly reveals the Autry's impressive level of stewardship for the national historic Southwest Museum structure and its priceless Native American collection. The Autry Museum's active overseeing of the museum and its collection is the source of great relief for those of us who recognize and appreciate profoundly sensitive historic and cultural preservation.

Prior to the Autry's participation in restoring and preserving the Southwest Museum and its collection, innumerable problems existed. The Southwest Museum did not enjoy the environmental controls necessary to store and maintain the collection according to professional museum standards. The condition of the museum environment, including mold, excessively high humidity, and pest infestation resulted in the ongoing decay of the collection, most especially those treasures composed of organic materials.

The 1994 Northridge earthquake further destabilized what had been a poorly maintained eighty-year-old museum structure. The results of fundraising efforts had never been more than lackluster for well over the past fifty years. (To exacerbate matters, former executive director Patrick T. Houlihan was convicted of embezzling and stealing many priceless objects for personal gain.)

The Autry Museum completed extensive expert evaluations of the museum structure and its collection. It has developed detailed multi-phased plans and has taken action of unprecedented wisdom to protect the Southwest Museum and to make a significantly larger portion of its collection available for public viewing. The Autry's work is laudible for its high degree of planning professionalism, expert analyses, and extraordinarily successful fundraising. Its vision for the Southwest Museum's restoration and future use as a vibrant museum space is absolutely sound.

The Autry's formation of the Native American Stewardship Council has been essential to ensuring that the members of those tribes from whom the collection originated are integrally involved in planning for proper care and public use of the collections, and that each item be handled and treated with due reverence. That the Autry Museum is providing curatorial or interpretive assistance to dozens of tribes is reason for further commendation.

That human remains and funerary objects currently in the collection are finally being repatriated to the appropriate tribes per The Native American Graves Protection and Repatriation Act (NAGPRA) is long overdue. That the repatriation of all such items in the collection had not been completed while the Southwest Museum was independent makes one question what degree of respect was held for the tribes, their elders, and their ancestors.

Thank you wholeheartedly for developing a solution that ensures that the Southwest Museum will thrive while the Autry's reputation is enhanced.

RESPONSE NO. 49-1

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 50

Jonnie Summers
4830 Hub Street
Los Angeles, CA 90042

COMMENT NO. 50-1

Common sense tells us we are selling America to the highest bidder or to those who can give us back door opportunities.

Griffith donated the land as a wilderness to the city. If his dream was for private individuals to enhance their fortunes from it he would have sold it by parcel.

Integrity should be first.

RESPONSE NO. 50-1

This comment does not raise environmental issues requiring response and will be forwarded to the decision-makers for review and consideration.

LETTER NO. 51

Maria N. Nazario
The Eagle Rock Association (TERA)
PO Box 41453
Eagle Rock, California 90041

COMMENT NO. 51-1

I am writing to express our disappointment about the official review period of 45 days being too short for comment on a document that is close to 1,000 pages in length and a project that will impact our community for many years to come. It is not reasonable to ask the public to download, print out, read, understand and comment on such a tome in only 45 days, especially for a project of such importance to the City.

It is my understanding that a variety of organizations requested that the City of Los Angeles extend the public comment period to at least 60 days and as long as until December 31, 2007. Those include the Friends of the Southwest Museum Coalition, Greater Griffith Park Neighborhood Council, the Sierra Club and other interested parties. Upon checking the City's website it still indicates that comments are due today.

The Eagle Rock Association would request a formal extension of the comment period. But, in light of today's official comment deadline, we would like to go on record that the City of Los Angeles' comment period for this proposed project was inadequate and did not provide sufficient time for the public to review and make comment.

Thank you for submitting this as a formal comment into the DEIR process.

RESPONSE NO. 51-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

LETTER NO. 52

Ann Walnum
755 Crane Boulevard
Los Angeles, California 90065-4038

COMMENT NO. 52-1

I wish to address comments made in "Alternatives, E. Alternative Site- Arroyo Seco Expansion, pp. 296-307 [sic]

I would request that you address your conclusions with greater use of specifics, including names. I propose the Mount Washington original Southwest Museum site as the preferred environmental alternative for these reasons:

1) Please investigate thoroughly the positive aspects of this site.

RESPONSE NO. 52-1

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Topical Response C regarding the alternatives analysis and considerations regarding the analysis of Alternative E, Arroyo Campus Expansion, along with Topical Response E and Topical Response F. Pursuant to CEQA, the purpose of the alternatives analysis is to determine the extent to which alternatives might help to alleviate significant impacts. The alternatives analysis includes sufficient detail to conclude that the development at the Southwest Museum site would not avoid the project's significant impacts, and would not meet the project's objectives. Further analysis of this alternative is not required.

COMMENT NO. 52-2

2) superior air quality for patrons, staff and school children

RESPONSE NO. 52-2

The Arroyo Campus Expansion Alternative is not superior from an air quality standpoint for patrons, staff and school children. As stated on page 300 of the Draft EIR, the Arroyo Campus Expansion Alternative is smaller in size when compared with the proposed project and its operational impacts on regional emissions would be less than those of the proposed project. However, the accessibility constraints on the roadway that lies directly below existing residential development creates a potential for increased impacts on localized operational emissions. While regional emissions would be slightly less in comparison to the proposed project, localized impacts could be slightly increased in comparison to the proposed project. Thus, this alternative

would not be considered superior to the proposed project because patrons, staff, and school children could be subject to increased localized air quality impacts.

Table 33 on page 269 of the Draft EIR correctly identifies that regional operational impacts for Arroyo Campus Expansion Alternative would be less than significant, but that impacts would be less in comparison to the proposed project. It also concludes that local operational impacts for Arroyo Campus Expansion Alternative would be less than significant, but that impacts would be greater in comparison to the proposed project.

COMMENT NO. 52-3

3) shorter driving distance for majority of auto travelling patrons
4) ease of light rail arrival and accessibility

RESPONSE NO. 52-3

The comment regarding shorter distance for auto traveling patrons is not supported. As discussed in Section V.E, Arroyo Campus Expansion, of the Draft EIR, access at the Arroyo Campus is via one freeway, versus two freeways at the proposed project site, and access requires the use of neighborhood streets from the freeway. Further, access within the site is via a somewhat narrow, winding road up the hillside. Overall, the impacts on access would be greater at the Arroyo Campus. The availability of light rail services is described on pages 298 and 303 of the Draft EIR as a beneficial feature of the Arroyo Campus site. However, based on information provided by the Autry, the Southwest Museum did not experience a substantial lasting increase in the number of visitors after the Gold Line opened in 2003.

COMMENT NO. 52-4

5) reduction of power usage for climate control due to characteristics and placement of building - This issue is not addressed; please study and document.
   a. thick wall creates near constant climate - a "wine callar [sic] effect" (documentaion [sic] in Autry National Center 2004 report by Brenda Levin)
   b. tree-shaded environment provides sun protection
   c. prevailing breezes offer cooling effect, especially afternoon sea breeze

RESPONSE NO. 52-4

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Should these benefits occur, they would not reduce the identified significant impacts of the proposed project. Nonetheless, as discussed in the Draft EIR and in Section II, Corrections and Addditions, of the Final EIR, the project includes numerous features to promote sustainability and reduce greenhouse gas emissions.

COMMENT NO. 52-5

Additionally, the location of near-by Los Angeles City Fire Department facilities is not listed completely. In addition to Cypress Park and Highland Park, there are fire stations on York Blvd, Colorado Blvd., Fletcher Drive, Pasadena Avenue, and Huntington Drive, plus the helicopter pad for resupplying water which is located less than one mile away - by air- on "Flat Top" of Debs Park area.

RESPONSE NO. 52-5

The Draft EIR identifies the two closest Fire Departments to the Southwest Museum site (at page 302), and acknowledges that fire station distance is a relative advantage of that site with regard to the provision of fire protection services. Notwithstanding, that site has certain characteristics, also disclosed, that make fire protection more difficult; e.g. hillside, brush, slopes, etc.

COMMENT NO. 52-6

Please list traffic statistics for Marmion Way and MuseumDrive . [sic] Also in regards to parking Marmion Way has been studied for diagonal parking - a plan which could be revisited. Also Marmion Way between Museum Drive and Monte Vista has been utilized for Museum and Sycamore Grove events, offering space for at least one hundred additional cars.

RESPONSE NO. 52-6

As discussed in Topical Response E, the Arroyo Campus is not part of the project. As such, no analysis of traffic conditions at the Southwest Museum is necessary.

COMMENT NO. 52-7

Those of us who live in the neighborhood would dispute the characteristic remark that the museum site is difficult to reach; close to Pasadena and Civic Center, and truly close to 110 freeway.

RESPONSE NO. 52-7

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. Comments in the Draft EIR regarding site accessibility refer primarily to the localized conditions rather than the general regional location of the site. As described in the Draft EIR, relatively speaking the proposed project site provides more direct access to the freeways.

COMMENT NO. 52-8

Finally, in regard to research access and desirability, at the time of this writing it would appear that the [sic] 85% of the collection, archaeological objects, collected by Lummis and decades of researchers concentrating on the Southwest and providing the largest body of research data from those areas, will remain on site in Mount Washington. Therefore access by light rail, bus, on foot, whatever mode is easily realizable.

RESPONSE NO. 52-8

Please refer to Topical Responses E and F regarding the Southwest Museum and Collection. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration. As noted in Response to Comment No. 52-7 and described in the Draft EIR on page 303, local automobile access is not necessarily preferable to that offered at the Griffith Park Campus, which is designed to accommodate a larger number of regional visitors.

COMMENT NO. 52-9

In conclusion I will say that it is obvious our large coalition of organizations and petition-signers has not taken kindly to this assault on our community, our integrity and Charles Lummis's life work and purpose. Anyone who says that the TWO ROOM MUSEUM concept is what Lummis would accept is poorly informed.

RESPONSE NO. 52-9

While not a part of the proposed project, the Autry has stated that it intends to devote at least two galleries of the Southwest Museum to exhibition rather than no more than two rooms.

LETTER NO. 53

Anne Marie Wozniak
140 S. Avenue 57
Highland Park, CA 90042

COMMENT NO. 53-1

I would like to make a few comments on the Draft Environmental Impact Report for the Griffith Park expansion plans for the Autry Museum. A longer reviewing period would have allowed a more in-depth analysis of this proposal.

RESPONSE NO. 53-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 53-2

On page 50 of the chapter on "Project Description" it states "the project would help fulfill this mission through the renovation, modernization and expansion of the Griffith Park Campus".

Why can't the same energy be put into the Southwest Museum? It has the setting, it has the building, it has the history and it is where Charles Fletcher Lummis envisioned the permanent site for his and the other donors collections of Native American artifacts.

As the first museum in Los Angeles, The Southwest Museum is already there and is physically appealing. Whereas, the proposed expansion of the Autry is highly unimaginative. What has been a decent tower will become a totally non-descript box.

The Southwest Museum has been on its site for 93 years. Its hillside location is quite stately and its significance is undisputable.

One of the most glaring components of the DEIR, in my opinion, is how it consistently erodes the stature and dignity of the Southwest Museum. First and foremost, it calls it the "Arroyo Campus", which I personally feel is degrading. Secondly it wants to obliterate its function as a museum.

The Getty has two locations and both are equal in their status. One is not better than the other. Why can't the Autry embrace the Southwest Museum for what it is and what it can be instead of demoralizing it?

RESPONSE NO. 53-2

Please see Response to Comment No. 30-2 for a discussion of the new tower design included as part of the proposed project. Also, please refer to Response to Comment No. 30-6 and Topical Response C regarding the rejection of a decentralized campus alternative.

Separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation and improved disabled access within the buildings of the Arroyo Campus are underway. Such investment includes repair and stabilization of the Caracol Tower within the Southwest Museum (where much of the Collection has been stored) due to damage sustained during the Northridge Earthquake. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. Please refer to Topical Response E.

IV. Responses to Late Written Comments

IV. RESPONSES TO LATE WRITTEN COMMENTS

The Lead Agency is not required to respond to late comments under CEQA Guidelines Section 15088(a). However, this section of the EIR provides responses to comments received after the close of the public comment period. In addition, this section provides responses prepared by both the Los Angeles Department of Transportation (LADOT) as well as Fehr and Peers/Kaku and Associates, an independent transportation consulting firm that has no contract with LADOT, to the 19 points set forth in the conclusion section of the Traffic Study Review prepared by Minagar & Associates on February 18, 2008, well after the October 18, 2007 comment deadline. These responses also address letters received from the Friends of the Southwest Museum, the Greater Cypress Park Neighborhood Council, and the Los Feliz Improvement Association that discuss the conclusions set forth in the Minagar & Associates Traffic Study Review. The complete Traffic Study Review is included in Appendix 1 of this Final EIR. Table 1, which starts on page III-22, provides a summary of the issues raised in these comments on the Draft EIR.

LETTER NO. 54

Carmela Gomes
President
Highland Park Heritage Trust
PO Box 50894
Los Angeles, California 90050-0894

COMMENT NO. 54-1

Highland Park Heritage Trust (HPHT) has done a cursory review of the DEIR, based on the short amount of time provided by the Lead Agency for public review and comment. We again encourage the City of Los Angeles to extend the comment period to provide the public sufficient time for a thorough understanding and analysis of the proposed project and its impacts. Because of the complex nature of this proposed project and its project applicant, we assert that there are unusual circumstances that warrant a comment period extension to 90 days.

RESPONSE NO. 54-1

Please see Topical Response A for a discussion of the extended review period as well as other instances in which the lead agency has gone above the requirements of CEQA to ensure that all interested agencies, organizations, and individuals had the opportunity to review and comment on the Draft EIR regarding the proposed project. As stated therein, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a).

COMMENT NO. 54-2

The DEIR prepared for the proposed project is factually erroneous and flawed in its alternatives analysis. It therefore appears biased toward the proposed project, with no accommodation for viable alternatives to reduce identified and possible unidentified impacts. The document is based on cursory assertions and not supported by substantial evidence to support its conclusions.

Our conclusion is that the entire DEIR does not contain meaningful information for analysis sufficient to allow informed decision making. It is biased to justify the proposed project and cannot be certified without major revisions.

RESPONSE NO. 54-2

Please refer to Response to Comment Nos. 43-2 and 43-9.

COMMENT NO. 54-3

Lead Agency Ignores HPHT Comments to NOP/IS

In our letter of June 28, 2007 we provided a formal written response to the NOP/Initial Study. We requested that the DEIR should thoroughly describe and analyze the other properties under the ownership of Autry that should be considered as a project alternative to meet some, or many, of the project description and goals. The current underutilized facilities of ANC include 12 acres of land, the historic Southwest Museum complex, and the Casa de Adobe. Since the Autry's own 2004 Southwest Museum Rehabilitation Report concluded that continued use as a museum for the viable, it should be carefully studied and assessed as a feasible project alternative. In addition, the community through the Friends of the Southwest Museum Coalition, provided an expansion plan at the historic Southwest Museum that would accommodate all of the proposed project's 20,000 sq feet of allocated space for exhibition and display of the Southwest Museum Collection and thus eliminate the need for this portion of the project to occur in Griffith Park and reduce the associated impacts with the most intensive public use space in the proposed project.

The DEIR did NOT address this comment at all; it blatantly ignored it. There were no project alternatives developed that would address this comment. Therefore this needs to be addressed and corrected with a new project alternative developed and fully analyzed.

RESPONSE NO. 54-3

Please refer to Topical Response C, which addresses the analysis of Alternative E, Arroyo Campus Expansion, and the Southwest Rehabilitation Study, as well as the rejection of a decentralized campus alternative.

COMMENT NO. 54-4

Second, in our comment letter of June 28, 2007, HPHT requested clarification of the need to consolidate assets in one location, as that appears to be an underlying assumption and goal of the proposed project. Again, our request and comment was NOT addressed in the DEIR. The DEIR ignored our comment/request, dismissed this with no criteria or rationale and did not develop a viable project alternative that would analyze a decentralization scenario in which the proposed project would be split between both geographic locations under the control of the Autry National Center.

Decentralization is not counter to the proposed projects underlying key objectives. Again we request that the Lead Agency substantially modify the environmental review by developing a project alternative that adequately studies and addresses placing the entire 20,000 sq feet of expansion for the public exhibition space to the Arroyo campus (historic Southwest Museum and site) and placing the 50,000 sq feet of collection storage and adequate care and management space in an off-site location as well as the 50,000 sq feet of space for Phase II, the Institute for the Study of the American West structure.

RESPONSE NO. 54-4

Please refer to Topical Response C, which addresses the rejection of a decentralized campus alternative. The decentralized campus alternative was considered but ultimately rejected because it would not allow the Autry National Center to meet several of the Project Objectives.

COMMENT NO. 54-5

Last, HPHT requested further scrutiny and study of the Cultural Resource section. The DEIR simply dismisses the potential significant impact of relocating the Southwest Museum and its Collection to the Griffith Park campus via the proposed project by the statement on page 164:

"The Arroyo Campus is not a part of the project. Rather the Autry National Center's decision to expand its Griffith Park campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus." "As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative."

The City and the preparers of this DEIR know that Autry has repeatedly stated their future plans for the Arroyo Campus, and there was a public announcement of this defined project in September 2006, widely posted on the Autry's website (www.swmfuture.org) and recently re-announced with great fanfare in partnership with the City of Los Angeles' Mayor Villaraigosa and Councilmember Jose Huizar.

Therefore, this is a factually incorrect statement and the environmental review should be reevaluated based on actual circumstances and corrected.

RESPONSE NO. 54-5

Please refer to Topical Response F for a discussion of significant impacts on cultural resources. The Arroyo Campus buildings are not being relocated. Further, the relocation of the Collection is not subject to CEQA, nor would it result in the de-listing of the Southwest Museum from the National Register. Please refer to Response to Comment Nos. 13-20 and 23-4, which further address these issues.

Please also refer to Topical Response C for a discussion on the Southwest Rehabilitation Study. The Rehabilitation Study considered the possibility of adding additional space to the Arroyo Campus but was not meant to be a contemplation of either carrying out the large degree of development or pursuing the goals and objectives of the proposed project. Since the report was issued, and on an unrelated path, the Autry has been exploring use options for the site; this

exploration is ongoing. Therefore, there is no specific proposal related to the Arroyo Campus. The website and the Southwest Society partnership referred to in the comment also focus on restoring the Arroyo Campus buildings, but are not specific proposals to doing so, and so are not in opposition to statements made in the Draft EIR.

COMMENT NO. 54-6

Arroyo Campus Alternative

HPHT believes that the Arroyo Campus Alternative was erroneously rejected and that the DEIR did not adequately consider co-location of the proposed project spaces at both Autry National Center sites under their control as a way to reduce impacts on both.

RESPONSE NO. 54-6

Please refer to Topical Response C regarding the alternatives analysis, decentralization of the project, and the Southwest Museum site.

COMMENT NO. 54-7

We believe that the Autry's private use of our City's parkland, especially in an Open Space zone, should not be realized through this proposed project. The OEIR does not adequately evaluate and address the real issues of building approximately a 275,000 sq. foot building in an oasis of Open Space. The massive new building would contain over 6 acres of floor area sitting on a footprint of 2 acres of parkland, portions of which are 70' tall (equivalent to a 6 story building) not to mention the tower. This goes against good planning especially when the historic Southwest Museum has a dedicated Metro rail station designed to accommodate a substantial increase in visitors to the Southwest Museum.

RESPONSE NO. 54-7

Please refer to Response to Comment Nos. 43-11, 43-17 and 43-19 for a discussion of how the proposed project is consistent with applicable land use regulations. The Southwest Museum is not a part of the project. Nonetheless, in response to public comments, an alternative evaluating an expansion of the Southwest Museum has been included in the Draft EIR. As described in the Draft EIR, development under Alternative E would not achieve key project objectives. This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 54-8

We want a world-class museum at the historic Southwest Museum and Casa de Adobe. A museum, in and of itself must be a place for educational and cultural interaction to occur. But a Cultural and Educational Center is NOT a museum. The City of Los Angeles can retain the City's very first museum, the Southwest Museum, as a premiere museum destination and make

its investment in public transit worthwhile by seriously developing, and factually analyzing, a co-location project alternative.

RESPONSE NO. 54-8

As discussed in Topical Response E, the Southwest Museum is not a part of the proposed project. In addition, please refer to Topical Response C, which addresses the rejection of a decentralized campus alternative. As discussed therein, the decentralized campus alternative was considered but ultimately rejected because it would not allow the Autry to meet several of its Project Objectives.

Furthermore, separate from the proposed project, ongoing investments associated with maintenance, repair, rehabilitation and improved disabled access within the buildings of the Arroyo Campus are underway. Once the repair and rehabilitation of the Southwest Museum Building is complete, the Autry will continue to provide exhibition space for the public. Furthermore, these investments are being made to ensure that the Southwest Museum remains a valued cultural resource for the City of Los Angeles.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. 54-9

In conclusion, we are frustrated that our comments to the Scoping and Initial Study were ignored. Thank you for the opportunity to comment on the OEIR and we look forward to seeing a substantially revised and factually-based analysis that adequately addresses these concerns and the public comments in the Final EIR. We need transparency and to be assured that sufficient information and analysis will truly inform good decision-making.

RESPONSE NO. 54-9

This comment does not provide any specificity as to comments they believe were not addressed in the Draft EIR. Comments made as part of the scoping process that addressed environmental concerns were incorporated into the impact analyses within the Draft EIR.

LETTER NO. 55

Bobby Barrett, Chairman
California Tribal Business Alliance
1530 J Street, Suite 250
Sacramento, California 95814

COMMENT NO. 55-1

On behalf of the members of the California Tribal Business Alliance, I want to express my support for the Autry National Center's plans for expanding its museum facility at Griffith Park and, specifically, its handling and care of the collection of the Southwest Museum of the American Indian. As a direct result of their efforts, the Autry has produced an expansion plan that will safeguard and showcase the Southwest collection while maintaining and enhancing the Southwest Museum's original home in Mt. Washington.

The Alliance greatly appreciates the Autry National Center's commitment not only to the physical preservation of the art and artifacts in the Southwest collection but has shown great sensitivity to their spiritual meaning, as well. Autry leaders have taken great pains to handle and display artifacts with the respect and honor we believe they deserve. Autry leaders consistently have asked Native Americans for advice on how to take care of the pieces. They have relocated Native American pieces from conditions that jeopardized their future, initiated comprehensive conservation care, and created plans to put them into state-of-the-art surroundings where they can be seen by the public and studied. The new Autry National Center in Griffith Park will be a place where people of all backgrounds can come to learn about the history of the American West and the people who lived there.

Equally important, the Autry has committed to preserving and improving the original home of the Southwest Museum in Mt. Washington. For many reasons, this historic site had been sadly neglected for years. The Autry National Center has come in, begun needed and costly renovation, and in the end will reinvigorate the museum in Mt. Washington so that it can serve as a cultural center for northeast Los Angeles.

Our group represents members of the Lytton Band of Pomo Indians, the Pala Band of Mission Indians, the Paskenta Band of Nomlaki Indians, the Pauma Band of Luiseño Indians, the United Auburn Indian Community, and the Viejas Band of Kumeyaay Indians. For them, may I say how much we all are looking forward to our ongoing relationship with the Autry, a continued exchange of ideas, and the collaborative display and educational use of collections representing Native American history and heritage.

RESPONSE NO. 55-1

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

TRAFFIC REVIEW COMMENT LETTERS

LETTER NO. TRC-1

Nicole Possert, Chair
Friends of the Southwest Museum Coalition
124 Roselawn Place
Los Angeles, California 90042

COMMENT NO. TRC-1

Recently you, as the lead staff person for the lead agency (the Department of Recreation and Parks), received a copy of Minagar & Associates study for the formal record via the Greater Griffith Park Neighborhood Council. After the Draft Environmental Impact Report ("Draft EIR") for the Autry National Center Expansion Project ("Project") was released, the Neighborhood Councils of Greater Griffith Park, Hollywood United, and Greater Cypress Park jointly funded a professional peer review of the work Autry's Traffic Study (Fehr & Peers) and the Transportation and Circulation Element of the Draft EIR. This peer review was conducted by Minagar & Associates, Inc., an exceptionally qualified firm of experts in ITS, Traffic Engineering, and Transportation Consultant. The charge to Minagar & Associates was to "conduct an independent and objective assessment of the initial Draft Traffic Study/Traffic and Circulation Elements of the DEIR."

Not only did Minagar & Associates review the Autry's draft Traffic Study for conformance with traffic engineering standards of the industry, they also went into the field and measured 6 weekday peak periods at 6 different intersections and 2 weekend peak periods at 2 intersections. The Minagar Report also was informed by field data derived from photos, measurements, and visual observations made at all 7 intersections studied by the Autry's traffic consultant.

As outlined in some detail, there were 19 deficiencies identified many of which understate or fail to assess the real traffic impact of the Autry's Project. Significant errors or omissions were identified in:

- The LADOT Traffic Study Policies and Procedures compliance fails to demonstrate that affected transit operators received notice of preparation of the EIR as part of the Congestion Management Plan compliance and at least 8 required maps are missing. (2 errors)
- The estimate of the Project's Trip Generation (5 errors)
- Calculation of Base Traffic Projections without compounding of growth (I error)
- Intersection Traffic Impact Analysis understated peak hour vehicles per hour (2 errors)

- The calculation of the traffic volumes measured by Autry's consultant two years ago in 2006 compared to the traffic volumes measured by the Minagar Team last month in 2008. The understatement at Crystal Springs Dr./Riverside Dr. is a variation of 19.5%. (1 error)
- The calculation of 2006 ramp volumes shown by the Autry's consultant appear to be 58% less than the expected ramp volumes for that exit in 2006 based upon Caltrill1s data base information. This is supported by hours long back ups onto the 1-5 freeway at the 1-5 NB exit ramp documented on Sunday, February 10,2008 between the hours of 11:30 a.m. and 1:30 p.m. (1 error)
- Related Projects completely fails to include existing and reasonably foreseeable related projects ignored in the cumulative impact analysis. (At least 7 foreseeable projects erroneously not analyzed.)

Given the large number and magnitude of the errors in the Autry's Draft Traffic Study and incorporated into the Traffic and Circulation Elements of the Autry's Draft EIR, Minagar & Associates concluded that the existing study cannot be considered substantial evidence in the record that the Autry's Project will not have a significant impact on traffic.

For these reasons, the DEIR needs substantial revision in order to properly and lawfully disclose to the public and City decision makers the true magnitude of impacts of the Project on the traffic in Griffith Park.

Additionally, given the close scrutiny and thoroughly documented review of the Draft Traffic Study by Minagar & Associates, the Minagar study constitutes significant evidence in the record that the Draft EIR is in error and not based on accurate facts that it cannot, as it currently stands, be considered substantial evidence supporting the Draft EIR's conclusion that the Autry's proposed Project will not have a significant negative impact on traffic in Griffith Park neighborhoods requiring mitigation strategies.

This issue is very significant for the City to make an informed decision. If the errors contained in the Draft Traffic Study are masking a significant impact, the City and the public is denied the opportunity to see a discussion of a range of mitigation measures or project alternatives to reduce the traffic impacts including the option of reducing the size of the Project in Griffith Park and increasing the public exhibition use of the Autry National Center's existing Arroyo Campus as a way to spread regional traffic impacts and increase the use of public transit to the Arroyo Campus.

For these reasons, the staff of the Department of Recreation and Parks reviewing the Draft EIR must reject the efforts of the Autry, its consultant PCR Corporation, and its special legal counsel for entitlements, Latham & Watkins, to prematurely push this fatally flawed environmental document in front of the Board of Recreation and Parks Commissioners. Based on the expert evidence of Minagar & Associates now in the City's formal record for this proposed Project, revision and re-circulation of the Draft EIR should be required.

LETTER NO. TRC-2

Gustavo Lizarde, Chair
Rourk Reagan, Vice-Chair
Greater Cypress Park Neighborhood Council
c/o Department of Neighborhood Empowerment
3516 North Broadway
Los Angeles, California 90031

COMMENT NO. TRC-2

The Greater Cypress Park Neighborhood Council would appreciate your attention to the following in regards to the report/undertaking of the DEIR for Autry:

1) The Greater Cypress Park NC's fully concurs with the Minagar report's 19 findings of deficiency, inaccuracy and omissions and accepts the Minagar conclusion/recommendations. We therefore request that the City lead agency, the Department of Recreation & Parks, instruct the traffic consultant of the Autry to re-do the traffic study with revised factual data, correcting the errors and omissions. This should be the new basis for revision of the DEIR text and recirculation to the public to fully and properly address the serious deficiencies found in the Autry's Traffic Study report.

2) The recent findings from the LADOT count are similar to Minagar's. This should be reviewed and put into consideration.

3) Furthermore, in light of the new parking and access plan presented by the Autry National Center at the PROS and Transportation Committees of Greater Griffith Park Neighborhood Council in March 2008, The Greater Cypress Park NC concludes that these significant changes to the traffic and parking require revision of the Draft EIR and re-circulation for further public comment.

4) Furthermore, the Greater Cypress Park NC calls upon the Recreation and Parks Department to not certify the EIR until and unless a revision to traffic study occurs and when it does, the body (R&P Commission or any other official agency) certifying the Final EIR should do so as a separate and distinct action so that the public can assure itself that the EIR is a fully compliant informational document.

5) As a member organization of the Friends of the Southwest Museum Coalition, The Greater Cypress Park NC joins the demand of the Coalition that under no circumstances should the Certification of the EIR be bundled with any other approvals relating to this proposed project.

LETTER NO. TRC-3

Marian Dodge
President
Los Feliz Improvement Association
P.O. Box 29395
Los Angeles, California 90029

COMMENT NO. TRC-3

Although the community outreach which has been done by the Autry National Center in connection with the planned remodel and expansion of its facility in Griffith Park has served to alleviate a number of the issues the Board of Directors of the Los Feliz Improvement Association initially had with respect to the plans, one area which remains of serious concern relates to the traffic impact the expansion of the Autry will have on surrounding areas which are already among the most congested in the City. The Draft EIR submitted with the Autry's original application did not in our view realistically address the traffic impact of the substantial increase in visitors to the facility post-expansion (estimated to be 300,000 additional visitors per annum per the application). This conclusion now appears to be supported by the highly critical Minagar report which was commissioned as a second opinion on the issue.

The Autry expansion is the first of a number of pending projects which will have a material impact on our area over the next several years. We believe that each of those projects will further exacerbate existing traffic problems and that their impact should not be addressed on a piecemeal basis. Solutions must be long range and address anticipated increased traffic density which will be caused by these projects taken as a whole as well as from future increased population density in our residential areas.

We request that the Department of Recreation and Parks work with the Autry and other responsible state and local governmental agencies, including the California Department of Transportation (freeway off ramps), the Los Angeles Department of Transportation (bridge from 1-5 to Heritage Way), as part of a broad based search for solutions in this area. We are particularly concerned that any proposed solutions take into consideration the impact on Griffith Park and the Los Feliz neighborhood generally and would vigorously oppose any solutions which rely upon expanding thoroughfares through the Park or constructing further off ramps onto Riverside Drive or Los Feliz Boulevard.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4700 Western Heritage Wy
DOT Case No. CEN 07-4205

Date: April 25, 2008

To: David Attaway, Environmental Supervisor II
Department of Recreation and Parks

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **RESPONSE TO MINAGAR AND ASSOCIATES REVIEW OF THE TRAFFIC IMPACT STUDY FOR THE PROPOSED AUTRY NATIONAL CENTER EXPANSION AND RENOVATION PROJECT LOCATED AT 4700 WESTERN HERITAGE WAY**

On June 6, 2007, The Department of Transportation (DOT) issued an approval letter for the traffic study, prepared by traffic consultant Fehr and Peers/Kaku Associates, dated April 2007, for a proposed expansion and renovation of the existing Autry National Center located at 4700 Western Heritage Way (letter attached).

Minagar and Associates issued a report, dated February 18, 2008, reviewing the original traffic study and raising the following 19 issues:

Comment 1

Non-compliance With *DOT Traffic Study Policies & Procedures* (TSPP) *Revised March 2002.*

Response 1

On October 25, 2006, DOT approved the Memorandum of Understanding (MOU) with the traffic consultant outlining the department's requirements for the traffic study. DOT found that the submitted traffic study met the requirements of the MOU and our subsequent approval letter of the traffic study further reflected this.

Comment 2

Omission of surrounding/ambient trip assignments/distributions figures/diagrams at the seven (7) study intersections, causing a lack of precise determination with regard to identification of potential proposed project and related project impacts.

Response 2

The traffic study has precisely identified the traffic assignments of the proposed project and future traffic, including the ambient and related projects, for all the study locations included in the analysis. Figures 3, 5A and 5B in the Traffic Study present existing, 2010 cumulative base and 2014 cumulative base peak hour traffic volumes at each of the seven study intersections. These figures were prepared and included in the report specifically to the satisfaction of DOT. The traffic forecasts included in the cumulative base traffic volumes were developed by adding traffic expected to be generated by the cumulative development projects to the background existing volumes adjusted by area wide growth.

Comment 3

In lieu of a defensive trip generation rate for a similar facility, the entire analyses have relied upon field counts of the existing facility in which in Appendix D-Driveway Count Data Sheets in the Draft Traffic Study (DTS), a total of 21 out of 31 weekday peak hour volumes (PHV) were calculated incorrectly.

Response 3

See response No. 4 regarding the appropriate trip generation methodology with respect to the Appendix D-Driveway count Data Sheets.

Comment 4

The overall methodology for estimating the proposed project's trip generation is not reliable due to the fact that only existing field observations were utilized as the base for projected vehicular generation estimates. Since the ITE Trip Generation manual does not provide any trip generation model or data for "Museums" or other relevant land use, an alternative or supplementary approach involving the utilization of national research of similar facilities with comparable use is highly recommended.

Response 4

The Autry National Center (ANC)-specific trip generation rates are appropriate. As indicated, the ITE does not provide trip generation rates or standards for museums that would be appropriate for this analysis. Moreover, trip generation rates for any land use vary due to a host of factors, including regional and local setting context (rural, suburban, central city), the availability and quality of the transit service serving the site, as well as the likely nature and scale of the area from which prospective patrons and visitors are drawn. This is especially true for a museum. The vehicle trip generation for museums is highly dependent on several other issues, including the percentage of patrons that arrive in a group on buses, the age distribution of the typical patrons (i.e., children tend to arrive in large groups), and the relationship between the size of the facility as compared to the profile of the patronage (i.e., the Peterson Auto Museum needs much more space per exhibit, and therefore per patron than an art museum).

The empirical approach to trip generation provided for in the traffic study, as approved by DOT, is appropriate and the most logical since it provides the best chance that all characteristics would be similar and not require modifications or adjustments. If the ANC were starting as a new facility, other museums of a similar type in the region would be the best source of data to be surveyed. Other national museums of a similar type would be a second choice if no regional examples are available for the reasons discussed above. However, the ANC is an existing museum proposing

to expand. Similarly, the driveway counts taken in October and November 2006 were taken during the "Yosemite, Art of an American Icon" exhibit to assure that the patronage levels were higher than the norm. The basic rates used in the TS are higher than the norm, and thus conservative.

In addition, since the driveway counts capture existing employees as well as patrons, employee growth will be far less than anticipated visitor growth. All of these factors ensure that the forecasts are conservative and were taken into account with regard to the utilized trip generation rates. It should also be noted that the southernmost driveway is normally locked and is only opened for special events or logistical issues. Thus, only the three open driveways were counted.

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Based on the revelation that the PHV between 4:30PM and 5:30PM (78 Vehicle Per Hour (VPH)) is as much as that during the midday (also 78 VPH) at an intersection, the assertion of assigning a peak hour determination to the afternoon period is "conservative" is not quantitatively accurate, as both midday and PM periods may be considered as the peaks.

Response 5

It is true that the midday and afternoon peak hour rates are both 78 VPH. However, use of the term "conservative" neither affects the accuracy of the use of this data nor the quality of the quantitative analysis and the subsequent results.

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Due to the aforementioned inaccuracies in trip generation figures, all the subsequent trip distribution, CalcaDB and HCM/HCS computer analyses are not reliable and accurate.

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All of the Cumulative Base Year 2010 (Without Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are based on wrong traffic volumes.

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All of the Cumulative Base Year 2010 (With Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are also based on wrong traffic volumes.

Response to Comments 7-9

These comments do not refer to any specific potential error in the report. There are no inaccuracies in the methodologies, assumptions, techniques, data collection or data processing. The analyses of the cumulative base conditions are based on correct traffic volumes, and the results reflect an accurate assessment of the future conditions without the project. Also, the analyses of cumulative plus project conditions are based on correct traffic volumes. The results therefore reflect an accurate assessment of these future conditions with the project.

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Specifically, the traffic study used the actual striping geometry for Intersection #3. The approach proposed in this comment, by contrast, is based on driver behavior and would lead to greater capacity and a higher LOS. Therefore, the methodological approach of the traffic study's analysis of Intersection #3 allows for conservative results and reflects a more conservative conclusion than one would draw using the comment's approach.

Comment 11

At Intersection # 4 N. Zoo Dr. & I-5 NB Off-Ramp/SR-134 EB On-Ramp, the 2006 ramp volumes used in the "existing" analysis approaching the intersection from the I-5 NB Off-Ramp segment appear to be approximately 58% less than expected ramp volumes in the approaching direction for the year 2006. Estimated 2006 ramp volumes are based on previous trends derived from Caltrans peak hour databases (see Table 4).

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The data used in the analysis for this off-ramp is data derived from peak period traffic counts conducted during the two periods of the day when the local street system experiences its highest volumes and its most significant congestion. The data source referred to by the comment is one that provides generalized numbers which reflect average overall conditions at each of the ramps. In particular, the "peak hour volumes" referred to as more accurate have no time frame attached to them, and therefore reflect the highest number for that facility regardless of time of day and do not necessarily have any relationship to the peak hour of the street system.

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Comment 19

Omission of the proposed *City of Los Angeles' Bureau Sanitation Alternative Technology Facility* within the project area of influence as a potential trip generator.

General Response to Comments 13-19

The official City of Los Angeles related projects is prepared on a Citywide basis, and project-specific related projects are provided by DOT. None of the projects mentioned in comments 13-19 are on the City's related projects list, and therefore it was appropriate and consistent with standard practice to omit them from the study.

Specific Response to Los Angeles Zoo-related venue comments

As new exhibits open at the zoo, a short-term increase (spike) in attendance normally occurs. However, in each case the zoo attendance eventually returns to its long-term trend after the spike. This pattern is repeated as other new attractions are added. As part of the approach of the traffic study, related projects were analyzed and a one percent annual growth rate was applied to existing traffic. Since this one percent growth rate actually exceeds the historical growth in traffic, as measured by the local agencies on the adjacent facilities, we believe this represents a conservative forecast and includes all potential future growth that would affect the traffic volumes on these facilities. Therefore, the addition of traffic from the officially approved related list of projects from DOT is an additional level of conservatism in the forecasts. The use of both factors would likely cover the long-term growth trend for the zoo.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN07-4205_autry_center_expansion_ts review.wpd

c: Renee Weitzer, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District
Fehr and Peers/Kaku Associates

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4700 Western Heritage Wy
DOT Case No. CEN 07-4205

Date: June 6, 2007

To: Hadar Plafkin, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED AUTRY NATIONAL CENTER EXPANSION AND RENOVATION PROJECT LOCATED AT 4700 WESTERN HERITAGE WAY**

The Department of Transportation (DOT) has reviewed the traffic study, prepared by traffic consultant Fehr and Peers/Kaku Associates, dated April 2007, for a proposed expansion and renovation of the existing Autry National Center located at 4700 Western Heritage Way. The study analyzed 7 intersections, in the PM peak hour and Saturday peak hour, and determined that none of the study intersections would be significantly impacted by the project related traffic (see Attachment 1 and Attachment 2). Except as noted, the study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project will renovate and expand the existing 143,000 square-foot (SF) museum in two phases. The first phase will renovate portions of the existing structure and add an additional 79,000 SF. The second phase will add approximately 50,00 SF. Upon completion of the project the museum will increase by 129,000 SF for a total of 272,000 SF. The site currently provides 341 parking spaces on surface parking lots. The project will reconfigure the parking, including adding a new subterranean parking structure, and will provide 476 parking spaces at the end of construction. The project will continue to access the site by two existing driveways on Western Heritage Way. The project is expected to complete Phase One by Year 2010 and Phase Two by Year 2014.

Trip Generation

The project will generate approximately 74 net trips in the PM peak hour and 139 net trips in the Saturday peak hour (see Attachment 3).

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

Western Heritage Way is a private roadway under the jurisdiction of the Department of Recreation and Parks. The developer must check with the Department of Recreation and Parks to determine if there are any roadway improvements required for the project.

C. Parking Analysis

As noted previously, the traffic study indicated that the total number of proposed parking spaces would be 476. The developer should also check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

D. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively (see Attachment 4).

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN07-4205_autry_center_expansion_ts.wpd

c: Renee Weitzer, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Fehr and Peers/Kaku Associates

Attachment 1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION[1]

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

[1]Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Attachment 2

TABLE 7A
FUTURE (YEAR 2010) INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base V/C or Delay	LOS	Cumulative plus Phase 1 Project V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1 Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	24.0	C	24.5	C		
	P.M.	23.5	C	24.1	C		
	Sat.	0.346		0.352		0.004	NO
	P.M.	0.343		0.355		0.012	NO
2 Riverside Dr & Zoo Dr [b]	Sat.	32.2	D	37.8	E		
	P.M.	15.3	C	16.7	C		
	Sat.	0.659		0.681		0.022	NO
	P.M.	0.532		0.561		0.029	NO
3 Western Heritage Wy & North Zoo Dr [b]	Sat.	28.3	D	31.3	D		
	P.M.	22.4	C	23.2	C		
	Sat.	0.826		0.849		0.023	NO
	P.M.	0.527		0.551		0.024	NO
4 North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.3	B	11.5	B		
	P.M.	12.9	B	12.9	B		
	Sat.	0.344		0.359		0.015	NO
	P.M.	0.377		0.395		0.018	NO
5 I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.8	A	8.8	A		
	P.M.	8.7	A	8.8	A		
	Sat.	0.425		0.433		0.008	NO
	P.M.	0.417		0.438		0.021	NO
6 Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	12.2	B	12.3	B		
	P.M.	11.0	B	11.1	B		
	Sat.	0.278		0.281		0.003	NO
	P.M.	0.241		0.249		0.008	NO
7* Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.236	F	1.238	F	0.002	NO
	P.M.	0.873	D	0.890	D	0.017	NO

Notes:

* Intersection is operating under ATSAC system under the existing condition.

** Volumes exceed the limits of the *Highway Capacity Manual* stop-controlled software. Average delay cannot be calculated. Indicates overloaded (LOS F) conditions.

[a] Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

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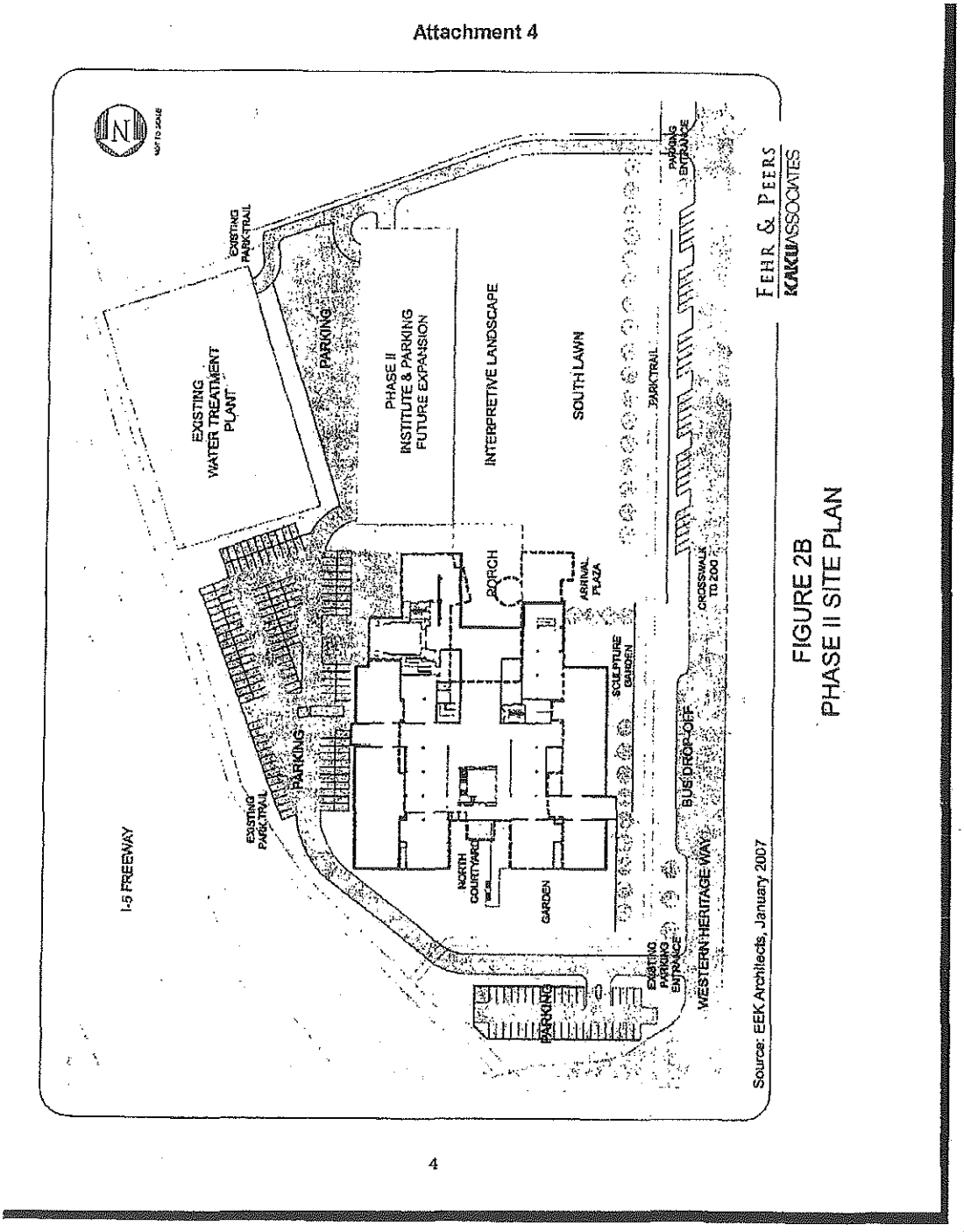
Attachment 3

TABLE 6
PROJECT TRIP GENERATION ESTIMATES BASED ON SQUARE FOOTAGE

Condition	Size in ksf	Daily		Trip Generation Estimates					
				Weekend Peak Hour Trips Midday			Weekday Peak Hour Trips P.M.		
		Rate	Volume	In	Out	Total	In	Out	Total
Rate				63%	37%	0.20	34%	66%	0.16
Existing Weekend	142.884	5.40	772	97	57	154			
Existing Weekday	142.884	3.58	512				28	54	82
Phase I									
Proposed Project Weekend	221.884	5.40	1,198	151	89	240			
Proposed Project Weekday	221.884	3.58	794				43	84	127
Net new weekend trips for Phase I			426	54	32	85			
Net new weekday trips for Phase I			282				15	30	45
Phase II									
Proposed Project Weekend	271.884	5.40	1,468	185	109	294			
Proposed Project Weekday	271.884	3.58	973				53	103	156
Net new weekend trips for Phase II			270	34	20	54			
Net new weekday trips for Phase II			179				10	19	29

Note: Existing daily volume and rate based on observed data.

Attachment 4



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FEHR & PEERS
KAKU ASSOCIATES

RESPONSE TO FEBRUARY 18, 2008 MINAGAR & ASSOCIATES REVIEW OF AUTRY NATIONAL CENTER (ANC) TRAFFIC STUDY

OVERALL SUMMARY RESPONSE

The comments set forth in the Minagar report merely identify a series of relatively minor issues associated with the approach used in this traffic study (TS). The TS is consistent with, and has been accepted and approved for use by, LADOT. None of the issues raised in the Minagar report presents actual errors or inaccuracies in the traffic volumes used in the study, and none would result in a different conclusion or result, as implied in the comments.

The Minagar review raised 19 items taking issue with the ANC TS as contained in the Draft EIR. The comments and responses are as follows:

Comment 1
Non-compliance With *LADOT Traffic Study Policies & Procedures* (TSPP) *Revised March 2002.*

Response 1
The TS fully complies with *LADOT Traffic Study Policies & Procedures*. The ANC Team coordinated with LADOT throughout the process. Specifically, the TS was developed pursuant to an approved memorandum of understanding (MOU) outlining the study approach and review and approval of the TS. Thus, the study is in full compliance with all relevant LADOT Traffic Study policies and procedures. LADOT's memorandum to the Planning Department date June 6, 2007, which approves the conclusions of the ANC Traffic Study is further evidence of its accuracy.

Comment 2
Omission of surrounding/ambient trip assignments/distributions figures/diagrams at the seven (7) study intersections, causing a lack of precise determination with regard to identification of potential proposed project and related project impacts.

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The TS has precisely identified the traffic assignments of the proposed project and future traffic, including the ambient and related projects, for all the study locations included in the analysis. Figures 3, 5A and 5B in the Traffic Study present existing, 2010 cumulative base and 2014 cumulative base peak hour traffic volumes at each of the seven study intersections. These figures were prepared and included in the report specifically to satisfy LADOT requirements. The traffic forecasts included in the cumulative base traffic volumes were developed by adding traffic expected to be generated by the cumulative development projects to the background existing volumes adjusted by areawide growth.

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The official City of Los Angeles related projects is prepared on a Citywide basis, and project-specific related projects are provided by LADOT. None of the projects mentioned in comments 13-19 are on the City's related projects list, and therefore it was appropriate and consistent with standard practice to omit them from the study.

Specific Response to Los Angeles Zoo-related venue comments

As new exhibits open at the zoo, a short-term increase (spike) in attendance normally occurs. However, in each case the zoo attendance eventually returns to its long-term trend after the spike. This pattern is repeated as other new attractions are added. As part of the approach of the TS, related projects were analyzed and a one percent annual growth rate was applied to existing traffic. Since this one percent growth rate actually exceeds the historical growth in traffic, as measured by the local agencies on the adjacent facilities, we believe this represents a conservative forecast and includes all potential future growth that would affect the traffic volumes on these facilities. Therefore, the addition of traffic from the officially approved related list of projects from LADOT is an additional level of conservatism in the forecasts. The use of both factors would likely cover the long-term growth trend for the zoo.

V. Responses to Public Meeting Comments

V. RESPONSES TO PUBLIC MEETING COMMENTS

A public meeting was held during the Draft EIR comment period on September 18, 2007 in order to further solicit comments on the Draft EIR. This public meeting was not required under CEQA. This section of the EIR provides responses to each of the verbal comments received during this public meeting. Table III-1, which starts on page III-22, provides a summary of the issues raised in these response to the Draft EIR.

PUBLIC MEETING TRANSCRIPT

City of Los Angeles Department of Recreation and Parks
Public Meeting
Tuesday, September 18, 2007

COMMENT NO. PM-1

MR. ATTAWAY: I think we're going to get started. I've got a pretty loud voice. This okay for everybody? Everybody okay? All right. Well, good evening, everyone. Welcome to the public meeting of the Autry National Center proposed Griffith Park campus improvement project. I'm David Attaway, and this is Paul Davis. We're with the Department of Recreation and Parks and we'll be overseeing the public meeting tonight. The Department of Rec and Parks is involved as the lead City agency in the environmental review process for the project because the project site is within Griffith Park, of course, and Griffith Park is under the jurisdiction of Rec and Parks. And also, since, I think, late 1980s, the Autry National Center has had a lease agreement with Rec and Parks to operate the museum in Griffith Park. So that's the park association with this process.

The purpose of tonight's meeting is to hear from you all, hear your comments and concerns that you have on the draft environmental impact report that was prepared for the proposed project. That document was released for public agency and public review on August 16th, and going through a 47-day review process which will end on October 1st; so we've still got a couple more weeks in the review process. We wanted to have this public meeting to see -- give everybody another opportunity to comment. All your comments will be carefully considered in the completion of the final environmental impact report, and more importantly, they will -- all your comments will be recorded tonight. Pam on my left here, she will be -- she's a stenographer, and she'll be taking all comments that are made at this meeting, and it will be transcribed for the record. What I like to see if everybody has an agenda, kind of gives a nice overview where -- how we have this meeting organized tonight. The -- you know, I'm opening up for the introductions, and then we're going to lead into a brief overview of the project, and then that will open it up to public comments. Now, anybody who had a desire to comment is required to fill out a speaker card, and that's how we'll call everybody up by order of how we receive those cards. And then once the public comment session is over, then I'll have some closing remarks on the overall process and where we're going to be going from here.

So, with that said, what I want to do is talk about some of the ground rules for making a public comment. We have podiums on both sides, so whatever one's convenient for you to speak at, go to the podium, speak in the microphone clearly. Give your name and any affiliation you may have with an organization, so on, so forth. Pam's going to have a real challenge transcribing all this, so please be as clear in your comments as possible, and more importantly, what we want to know is what, again, your comments you have, any concern, and please provide us some level of

detail as to why you have those concerns because then that will allow us to better address -- address your comment. And then also, I am aware that there's some who may be interested in extending this review period, and if there are comments made along those lines, again, please give your reason why you want it extended, some detailed reason so we understand why there's a necessity to extend this review period. Okay?

So Paul, anything else you can think of?

MR. DAVIS: Nothing.

MR. ATTAWAY: Okay. With that said, what I'd like to do is introduce John Gray. He's the president of the Autry National Center. He's going to start off with a brief presentation of the project. John?

MR. GRAY: Thank you very much. And welcome everybody to the Autry National Center and Wells Fargo Theater. My name is John Gray, and I'm the president and CEO of the Autry National Center.

The mission of the Autry National Center is to explore the experiences and perceptions of the diverse peoples of the American west. Tonight's hearing is an important step in the public approval process for the Autry's plans to improve and modernize our site at Griffith Park. This project will further our mission by creating important synergies between the Autry National Center's display, interpretation, conservation, and education roles. We look forward to telling the complex and complicated stories of the American west with an accessible, inspiring, and scholarly campus that provides visitors with a deeper understanding of the art, history, and cultures of the American west. The Autry's plans are exciting and innovative. These improvements will result in an enhanced visitor experience, expanded exhibition and classroom space, and greater educational and research services for visitors and scholars. We intend to create a facility that honors and explores the diverse traditions, ideas, and artifacts that define the American west in an environment in which visitors of every kind feel welcome and represented.

The design takes the Autry from being a museum in a parking lot to a museum in the park. The first thing people will see is green space, native landscaping unique to Griffith Park, and a building that relates far better to its surrounding environment. Importantly, this design enables the true western experience that begins in the beautiful outdoor landscape of Griffith Park without any expansion beyond the site boundary where the museum exists today. We are proud to present a building design that respectfully celebrates the convergence of the diverse cultures that shape the American west. To that end, the Native American voice has been critically important to the Autry's plans. This plan provides greater access to the art and artifacts that tell

the important stories of Native Americans and respects the history of Native Americans in the west by conserving the collection for future generations.

I am thrilled that Brenda Levin is our project architect. She led the historic renovation of Griffith Observatory and has great sensitivities to the community's goals for Griffith Park. Brenda will give you more background about the plans for the building and the new landscaping. Thank you very much, and here is Brenda Levin.

MS. LEVIN: Thanks, John. Tonight I want to give you an overview of the project and plans, and we start with the existing conditions. You arrived through them, so you're fairly familiar. As John said, one of the primary goals of this project is to return the Autry to its park setting. We are moving the -- eliminating the parking along Western Heritage Way and moving to the -- to the south in this area that's a gully of non-useable land.

In phase two, we are adding a two-story parking structure below grade and building a two-story institute which will sit on top of the parking deck. This will expand the green space and landscaping over half of the lid of the parking deck and extend the south lawn and the landscape area. The south lawn will be retained always for public access and expanded, and the horse trail is preserved as well.

I'm pleased to be working with Walter Hood on the landscape design. He describes the project as being four gardens including the interpretive landscape, which is right here, the sacred garden for Native Americans, and the ethnobotanical garden with plantings from the Native American community, and of course, the south lawn. The introduction of all new landscape materials will be native to California.

The design of the building is very close to the existing footprint with two additions, one to the east, and one to the west in the existing parking area as well as the infield of the courtyard. Much of the goal of the project, as John mentioned, is to bring programmatic content out into the landscape and bring the landscape and the outdoors into the museum building and create this truly western experience. The interior of the museum -- this is the entry level, the south and the west courtyard -- will use the museum inside out model, and that means that the inner workings of the museum and storage will be visible to the public bringing visitors closer to the display and objects which will begin just beyond the front door, and this landscape experience, the convergence hall canyon continues through this north-south access of the building. This gives you a view of what that's going to look like.

The exterior of the building finds its roots in the evocative nature of the western landscape, whether that be space, light, horizontality, color, or simplicity of forms. The style will not be set in a specific time or place. Screens around the building forming the perimeter of the site along

with this iconic image of horses will be created in partnership with the Native American -- with a Native American artist.

Among other improvements, there will be a large new community room right here that will be available to the public. The room will be accessible through a new stair that will be installed in the tower and within view of the south lawn just above the cafe.

I'm very excited about this project. I've worked on three projects in Griffith Park, the Observatory, Travel Town, and now the Autry Museum. And in addition to creating a new cultural monument in Los Angeles, this is my backyard as well. I'm a resident of Los Feliz, so thank you very much.

MR. DELVAC: Honorable department staff, William Delvac on behalf of the Autry National Center. Tonight we are in an important juncture in this project when for the first time we begin to hear the public's interest in the project. I think what you will see before you is a thoroughly developed EIR. We commend staff for its hard work on that. Quite strikingly, this is a project that probably could have proceeded on a lower level of environmental review, probably on a mitigated negative declaration, but I think it's evidence of the Autry's commitment to a full and detailed public participation project, and frankly, the department's commitment to the same goal that brings us here tonight to consider the EIR. There is a long process ahead. This is a very important step. The Autry is excited to be here, and if there are any questions or concerns, I'd be pleased to answer them. Thank you very much.

MR. ATTAWAY: Thank you. The next thing is open it up to the audience for public comment. Like I said, we're going to go right through the speaker cards as we received them. Paul will call everybody by name. Just want to emphasize that we are going to have a time limit. That's what this device is going to do over here. We're going to give everybody three minutes to make your comments, and then when -- the red light will come on once it reaches a three-minute mark. Just want to say that this is not a forum for debate. We're here strictly tonight to collect your public comment and not to get into any major dialogue. We'll handle that through the completion of the final EIR. All your comments will be reviewed, evaluated, and addressed in that document. With that said, Paul, go ahead and call the first speaker. And again, you can use either podium. Please state your name, affiliation, so Pam can hear you and get it all recorded.

RESPONSE NO. PM-1

The comment is from the public meeting and welcomes public meeting attendees, gives an overview of the meeting format, and provides a brief overview of the proposed project. No response is required.

COMMENT NO. PM-2

MR. DAVIS: Okay. First speaker is Scott Wilson.

MR. WILSON: My name is Scott Wilson. I have been a member of the Autry since it opened, I believe, and have enjoyed some of the sessions, some of the attractions here, and consider myself to be a friend. I also have been a member of the Southwest Museum for much longer than that, for some 50 years, and I would have to say that I think that my children got a better museum experience at the Southwest Museum than my grandchildren have at the Autry Museum.

I didn't want to start out in the negative because I appreciate the skill and prestige of the architectural designer and the landscape designer. I know them both, and of their -- what they have accomplished in one thing or another. I have some questions. I am a landscape architect. I am involved with the restoration of the Los Angeles River, and I would -- one of the first things, and I don't have this well organized as the prior speakers, but we were talking about the south lawn, and Mr. Hood probably didn't plan on having native grasses for the lawn. I don't know. Native grasses don't make very good turf. A lawn takes up, for the benefit of the audience that doesn't know, a lawn requires some 50 inches of rainfall, and we're going into an increasing drought and shortage of water, and I would think that to minimize that would probably be a better use of the water.

I would hope that this would be a lead building. I hope that the landscaping would be. I would think that the Audubon facility might be a good example of that where it made no demands on the sewer system, it made no demands on the power system, it made no demands on the water system. It's -- it's -- was self-sustaining.

RESPONSE NO. PM-2

Please refer to Response to Comment No. 11-21 for a discussion of the proposed project's LEED aspects. As discussed in Section II, Corrections and Additions, of the Final EIR, the proposed project would include the use of reclaimed water for landscaping. Furthermore, the proposed project may incorporate advanced water conservation measures including the use of sensor/dual flush fixtures to further reduce the proposed project's water demand.

COMMENT NO. PM-3

From -- from one of the -- my suggestion for no project has to do with the environmental part of it, and I touched on that briefly. I would hope that we would be able to -- the grading here runs towards the street. They have indicated a swale at the front to match the swale across the I think it's Griffith Park Drive here, and that would intercept the water that's running downhill. I don't know what happens to it then, but it should go into a cistern perhaps so that the water could be used to water the landscaping. I see that the red light has come on.

RESPONSE NO. PM-3

Please see Response to Comment No. 11-21 for a discussion of the proposed project's inclusion of permeable pavement and bioswales in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project. Water that flows through the bioswales or permeable pavement would either flow into pipes beneath the surface that would connect to the main existing system or reinforced concrete channel or would infiltrate into the ground. In addition, the proposed project would include the use of reclaimed water for landscaping as an aspect identified by the LEED Green Building Rating System.

COMMENT NO. PM-4

MR. DAVIS: Yes. What we'll do is we'll give others a chance to speak now, and then if there's time permitting at the end of the hearing and you still have further comments, you can come back.

MR. WILSON: One of my concerns would, if I'd had more time -- I didn't expect three minutes. One of my concerns was the fact that there was a beautiful collection of materials that had been assembled over many, many years at the Southwest Museum. It now is in your control, and I would hope that it was kept together and the use of it was maximized so that -- and I would, if I had my druthers, they would be at the Southwest Museum, and then that would make this facility unnecessary. Other places don't take park space. We're short of park space in Los Angeles.

MR. DAVIS: Okay.

MR. WILSON: I'll go.

MR. DAVIS: All right. Thank you.

RESPONSE NO. PM-4

Please see Topical Response F regarding the location of the Collection and its impact on the Southwest Museum.

COMMENT NO. PM-5

Okay. The next speaker I have is Michael Alexander.

MR. ALEXANDER: How do you do? I'm Michael Alexander. I'm a resident of Mount Washington who like prior gentleman's grandchildren went through the Southwest Museum when I was in day camp in the early '50s. I'm also the current chair of the California Arts Council and the director of Grand Performances, which does free concerts in downtown Los Angeles.

I am concerned that we all remember that museums are more than just exhibitions, that they have collections and they have responsibilities to protect and preserve and study those collections, not just for the current time but for the future as well. And that it's my understanding that this, the Southwest Museum was only able to exhibit something in the neighborhood of 1 to 3 percent of its total collection in the exhibit spaces; and so I am also keenly aware that we need a safer space than was in our neighborhood prior -- or today for the preservation of that collection and am confident now that the Autry is going to continue to use the Southwest facility for exhibitions and keep it open for the use by the public and at the same time have a facility where the study and the preservation and the research work can continue to be done in much better environment than the tower where so much of the collection was in terrible danger of being destroyed by rain and rats. Thank you for this opportunity to speak.

RESPONSE NO. PM-5

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-6

MR. DAVIS: Okay. The next speaker I have is Jenny Krusoe.

MS. KRUSOE: I'm Jenny Krusoe, and I'm the former executive director of the Center for the Arts in Eagle Rock, and I'm the project leader for Legacy LA which is in Hazard Park, and I am probably going to add my voice to what the gentleman said before me, but I would like to read part of a letter that I submitted.

One of the things that I'm very happy about is that the environmental impact report did bring up on page 21 of the executive summary the importance of the collection, and I am in total support of the Autry's proposal -- proposed plan and am grateful that this expansion will protect the collection for generations to come. Over the past two months, I've looked, read almost everything I could find on the Southwest Museum and any public comment and had the opportunity to have three tours of the preservation activities, and I believe strongly that the Autry is taking on the Herculean task of preserving and protecting the integrity of this collection, which is over 250,000 objects. The Autry has developed a plan that's a multiyear plan, and about 60 percent of the objects have been restored or conserved. They also have raised approximately $4.5 million in foundation and government support to conserve this very important collection, and they have raised -- invested $2 million in the rehabilitation of the Southwest Museum, which is an incredible landmark and raised another $2 million. I totally believe that the Autry should be supported in their efforts, all their efforts on behalf of the collection of the Southwest Museum.

I also believe that to preserve the past is to effect the future, and this expansion will allow scholars and visitors and graduate students and Indian communities to study these Native American materials in an environment that is safe for this collection. I believe it is vital that this collection be housed in a state of the art facility, one where it is protected and shared and studied.

Again, I think this community should do everything in its power to support the Autry and this proposal. The cornerstone of the Southwest Museum is a stone incised with the image of a bird with a Spanish proverb that translates to "Tomorrow is the flower of yesterdays," and to me, let's not let this opportunity go by to have a more enlightened future by supporting the Autry at this moment. Thank you.

RESPONSE NO. PM-6

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-7

MR. DAVIS: The next speaker I have is --

MS. TYREE: Myriel Tyree.

MR. DAVIS: You got it.

MS. TYREE: Both names are a humdinger. Myriel Tyree. And I'd just like to go on record as saying I also approve of the planned proposal. I love the idea of another classroom because there's only one there that is used by the police and all these different groups, and this facility could use some more room for the public, and I appreciate that the south lawn will remain so that kids can throw their Frisbees and the guy with the bagpipes in the morning can still do his bagpipe thing, and I appreciate that there will be parking in the back, and we definitely need more of that. Even the zoo; right? And -- but most important, I -- I really appreciate that these artifacts that are, you know, you know, a century old and older are being preserved by the Autry National Center which, you know, even though people tried to preserve them, you know, money is not always there; so I do appreciate what is going to be happening hopefully, and I'm all for it.

RESPONSE NO. PM-7

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-8

MR. DAVIS: Next speaker is Ann Kelleher.

MS. KELLEHER: Good evening. I'm Ann Kelleher. I'm a docent and a volunteer at the Autry. I've been here since 1989, and I just wanted to say that I think that the design of this building has indeed incorporated the landscape. It is making it a better design than it is today with the trees in front and not all those cars blocking the view of the museum. And I'd like to add that the saving of the Southwest Museum's collection is really prime and I think Mr. Lummis would be delighted in what the Autry is doing for them in saving his building as well as the collection which was in doubt for quite some time. And, again, this is a wonderful learning place for the children of Los Angeles and all the surrounding areas. I myself have probably toured 500 kids through this building. They did not know anything of their heritage in the west, and I think that they came away learning just a little, and I think that this is a wonderful thing. Thank you.

RESPONSE NO. PM-8

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-9

MR. DAVIS: Next speaker is Carol Henning.

MS. HENNING: My name is Carol Henning. I'm -- is this on? I'm with the Sierra Club. Okay. Actually, I just have two questions, and the first question is a simple one. Mr. Gray said there would be no expansion beyond the site boundary. How large is it? I've read 10 acres, 11 acres, 13 acres. How much land do you actually have? Does anybody know? How big is this site?

MS. LEVIN: 12.75.

MR. DAVIS: So your comment is that you want to know how big the site is. There's confusion in the document or something? Can you be more specific?

MS. HENNING: You know, newspaper articles, magazine articles, they all seem to have it a little different, and so I just wondered how big it actually is.

RESPONSE NO. PM-9

As stated in Section II, Corrections and Additions, of the Final EIR, the grounds of the Autry National Center's Griffith Park Campus is situated on approximately 11.93 acres of land.

COMMENT NO. PM-10

But let me go on to the second question if nobody can answer the first one, and the second question is: How much of its collection will the Southwest Museum get to exhibit once that facility has been rehabilitated?

MR. ATTAWAY: Well, again, as we indicated at the beginning of the presentation part, all the questions will be recorded tonight and they will be addressed in the final environmental impact report; so we're not in a position to be addressing all those comments tonight in this forum. So make all your concerns known, and I assure you, we will address them as best as possible.

MS. HENNING: All right. Thank you.

RESPONSE NO. PM-10

This comment is part of the transcript from the public meeting held to solicit comments regarding the Draft EIR. Please refer to Topical Response E for a discussion of how the Southwest Museum is not part of the proposed project.

COMMENT NO. PM-11

MR. DAVIS: Next speaker is Marian Dodge.

MS. DODGE: Good evening. The Autry has been here for some time in Griffith Park, and I deplore the continued privatization of public land. Griffith gave this land to the plain people of Los Angeles for their free use, and gradually all of the open space in our parks is slowly being given away to private entities who charge substantial fees for admission to their facilities.

RESPONSE NO. PM-11

Please see Topical Response B, which discusses the ground lease between the City of Los Angeles and the Autry, as well as the relationship of the Griffith Park Campus and the park itself.

COMMENT NO. PM-12

I would echo the sentiments of Mr. Scott regarding moving the -- keeping the collection at Southwest and preserving the open space,

RESPONSE NO. PM-12

Please see Topical Response F regarding the Southwest Collection.

COMMENT NO. PM-13

and then I also have a question for you and that is: What is the City's role in funding regarding the Autry? Thank you.

RESPONSE NO. PM-13

The City of Los Angeles does participate in funding Autry programs. The Autry submits annual proposals to the Cultural Affairs Department of the City for operating grants. In addition, in 2006 the Autry received a one-time grant from the City's Beautification program specifically related to its stewardship of the Southwest.

COMMENT NO. PM-14

MR. DAVIS: The next speaker is Susan Baldwin.

MS. BALDWIN: Thank you. I would like to pass my comment on to the next speaker, and I plan to submit in writing. Thank you.

MR. DAVIS: Okay. Just to make that clear, you're giving your three minutes to Susan Lummis?

MS. BALDWIN: Correct.

RESPONSE NO. PM-14

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-15

MR. DAVIS: Susan Lummis? Okay.

MS. LUMMIS: Thank you for that three minutes.

I'm not used to talking with my back to people, so I'm going to try to cheat out as we say in the theater. I'm Susan Lummis, the director of the Los Angeles Poetry Festival, and my friend over there advised me that I should also mentioned that I'm related to Lummis by virtue of the fact that he was my grandfather.

I have spent some time meeting with people at the Southwest Museum, meeting with people at the Autry, both the people who have the hands-on, do the hands-on work with the actual collection and the archive, and the people at the highest decision making level, and I feel in my judgment they are people of good will, of good faith, of integrity, of good character, and I think good intentions.

At this point I am very optimistic about this expansion for these two reasons. One, the collection cannot remain at the Southwest, with all respect to my grandfather and his brilliant architecture.

They are crowded in there in a way that is frightening. He couldn't have imagined the amount of collectibles that would come into the museum. And these are beautiful things. I wish in three minutes I could convey to people how lovely they are and not just refer to them in this abstract way as the "collection." But they are things made by women working alone, making things of symmetrical beauty and loveliness and should be respected. And there will be space for them so that we can stop worrying about them. That's one thing.

The second thing that interests me is that in this expansion it can become my impression as a center for culture in Los Angeles that it makes both the Southwest and the Autry things greater than they have been so far and they could in fact effect and raise the level of culture in Los Angeles in a way that could conceivably touch all of our lives. I'm very optimistic about that. I won't use the word "excited" because it's used all the time on the late night talk shows. They're excited about; so I'll just say that I'm splendidly hopeful. Thank you.

RESPONSE NO. PM-15

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-16

MR. DAVIS: Next speaker is Bill Rumble.

MR. RUMBLE: My name is Bill Rumble, and like Susan Lummis, I am splendidly hopeful for this project. My hope is not based on theory, however. My hope is based on the experience of living with the wonderful project that I think is underway in my neighborhood, Mount Washington. And the process is simply the wonderful restorative efforts that the Autry center is carrying out and saving a real landmark in our community, the Southwest Museum, and I want to extend my appreciation to them for that.

As a director of the Mount Washington Association, we represent several hundred homes up in Mount Washington, and our concern has been that collection. We're just tickled pink with the restorative efforts and the conservation that's been going on, and we see now that that same sensitivity is reflected in the Autry's plan for its Griffith Park project here.

You know, before I retired after 29 years as a bilingual program coordinator and teacher in the Los Angeles Unified School District, I brought not simply my daughter but also classes over here and had a wonderful experience each time. With my daughter, who is biracial and who has a Latino mother and a Anglo father, I admit to coming over here with a bit of trepidation concerned that her story or the story of her ancestors would not get a decent -- Latino ancestors would not get a decent telling over here. We met docents, saw the sensitivity in which all groups are represented in this community, and I'm just wonderfully impressed by the attention to the

Native American community reflected in the sacred area of the new plan, the interpretive garden on the way in, and so on.

I have to admit that when my high school students came over here, literally bouncing along the south lawn, there was not the opportunity to reflect. There was simply the south lawn and high school spirits, but you know, this is a special place. It's going to become even better. Equestrians will be able, as I understand, to ride right up to the front of this place and maybe tie up their horses and get out. The Native American population will be represented at an ever increasing level, and I am confident that the sensitivity that I know is represented in the highest levels of the Autry toward bringing the community into this facility and really creating a vibrant 21st century model for a museum will be reflected in this new project. I support it completely, and I hope that after all is said and done with the process end of things that it will receive a resounding support from the community by the City as well.

RESPONSE NO. PM-16

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-17

MR. DAVIS: Next speaker is Eliot Sekuler.

MR. SEKULER: Sekuler. That's close enough.

MR. DAVIS: Okay.

MR. SEKULER: My name is Eliot Sekuler, and I am the vice president of the (inaudible) neighborhood council and the communications chair for the Mount Washington Association, and as a -- I'm also the former co-chair of the Southwest Museum Coalition, and as such, I was a very, very vocal opponent of this project for quite some time and spent many times almost in combat with Bill Delvac and John Gray in City Hall and other meeting rooms, and I've come full circle on this project. My initial concerns regarded the Southwest Museum, which is one -- is perhaps the most visible and celebrated building in my neighborhood, Mount Washington, and I was concerned about the preservation of that cultural landmark. I was concerned that the Autry did not have -- was not acting in good faith in terms of its preservation. I was also concerned about the cohesion of the Lummis collection which I truly believe is one of this City's greatest, and I saw it as a either or proposition. I thought that we could either have a revitalized Southwest Museum in Mount Washington or a new facility here. As I say, I've come full circle. I now see it as a win-win for this City. I really believe that we will have a -- I've really come to believe that the Autry does intend to build to revitalize the Southwest Museum in my neighborhood in Mount Washington, show a great deal of that collection and create really a truly

a better and improved cultural landmark on that facility while preserving the vision of the Southwest Museum's founder in doing so. And in addition, I think there are going to be adding an additional cultural resource to this City, one that's based on that important collection which will allow for greater visibility for it. I wholly support this project.

RESPONSE NO. PM-17

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-18

MR. DAVIS: Next speaker is Ann Walnum.

MS. WALNUM: I wish to give my time to Scott Wilson so Scott can finish his remarks.

Scott, are you willing to do that? Thank you.

MR. DAVIS: Scott, do you want to do that now?

MR. WILSON: I made most of the points that are recorded of what I was saying before, but I'm quite concerned about the landscaping. Mr. Hood is a fantastic designer and has done all kinds of wonderful things, but not most of them in Southern California and with Southern California vegetation, and this is a concern of mine.

The amount of paving seems to have increased substantially. I don't know how much in looking at the drawings this evening and before, and I would like to see that all of the paving that's put in or all the pavings that exist would be modified and the paving that's put in would be permeable paving so that the water instead of running off into the river carrying all the trash with it would soak into the ground, would be part of the water table, and would make a contribution rather than being a diminishing effect on the water supply that's so critical at this point in time.

RESPONSE NO. PM-18

As discussed in Section IV.D, Hydrology, of the Draft EIR, the proposed project would result in an approximate 5 percent increase in impervious areas over existing conditions. This percentage would be reduced by the parking reduction variance the Autry will seek, which is discussed in detail in Section II, Corrections and Additions, of the Final EIR. Please also see Response to Comment No. 11-21 for a discussion of the proposed project's inclusion of permeable pavement and bioswales in a manner similar to the Los Angeles Zoo Parking Lot Sustainability Project.

COMMENT NO. PM-19

I philosophically do not believe that whether Mr. Griffith, Herb Griffith, planned for museums to be in here. He did put the Observatory in, and so this would seem to open up this kind of a structure, but that's a public structure and that's been noted. I think that for a city that has the smallest amount of park space for any major city in the United States to be giving away pieces of land like this substantial -- I thought it was ten acres. Perhaps it's more. I don't know. But to take it away from the existing park structure that's here I think is a mistake philosophically. I do not believe museums and parks are in the same category, and in other countries and other cities, I find that this is true. Other places have blended together as we have and from an environmental standpoint and from the philosophic standpoint, I suggest that there be no project. Thank you.

RESPONSE NO. PM-19

This comment does not raise specific environmental information related to the project EIR, but is acknowledged and will be forwarded to the decision-makers for review and consideration. Please refer to Topical Response G regarding the Griffith Park Master Plan. Also refer to Section IV.E, Land Use, of the Draft EIR for a discussion of the proposed uses, the project's consistency with existing land use regulations and polices, and the project's compatibility with surrounding land uses within Griffith Park.

COMMENT NO. PM-20

MR. DAVIS: Okay. The next speaker is Sam Miller.

MS. MILLER: My name is Sam Miller. I represent the Griffith Park Service Association, longstanding member. I come to you with a different perspective. We're not here to talk about the complex, the good, the bad, whether the project is a good idea or not. It's pretty much a forgone conclusion. Our concern is the trails, and we have to admit that we're very pleased to note that all of the thought that has gone into the equestrian trails around the center. As I say, a lot of good thought.

Since the fire a lot of us are having a really hard time and cannot get into the park to ride the trails. That's why this is so important to us. And our concern is: When is this construction going to start? Where are the staging areas? How is this going to affect us with the trails that we have now? Where are the trucks going to be? Where is all this happening? How are the trails that are around there going to be maintained while this construction is going on? We know that hikers have been allowed in by Parks and Rec but for some reason they're not allowing horses in on the same trails. As I say, we don't think construction should start on this when this is approved until we can have access to ride in the park. We'd like to have it addressed as to how long this is going to take, where it is going to start, where the staging areas will be, and what effects that will have on us. Thank you.

RESPONSE NO. PM-20

During construction of the proposed project, the western loop of the existing equestrian trail (that segment which runs immediately west of the Zoo wastewater treatment facility) would be closed for approximately 3 to 4 months around the middle of the Phase 1 construction schedule (months 12 to 16). However, it is likely that this would not be a continuous closure. While this portion of the existing equestrian trail would be closed at times, the existing equestrian trail located in the project vicinity would not be disturbed along the segments adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility during either Phase 1 or Phase 2 of the project. Therefore, the existing equestrian trail in the project vicinity, with the exception of the western loop, would remain open and accessible. Furthermore, upon completion of the proposed project, equestrian trails around the project site, including the western loop, would continue to operate and provide access in the same manner as existing conditions.

COMMENT NO. PM-21

MR. DAVIS: The next speaker is, I believe, Samantha Kirkberg. Kirkberg?

MS. KIRKABEE: Kirkeby. I'm a little nervous. I wasn't really going to speak, but I feel like I'd like to. I'm an owner and an avid rider of three horses in the Glendale area. (Inaudible) who's in our audience. I also consider myself a friend of the Autry Museum. My father was a western screenwriter, wrote many John Wayne, Audie Murphy movies, Kirk Douglas movies; so the western culture is very important to me.

I come here tonight with a general feeling of frustration and helplessness with the current situation with our trail system. I feel like our trails is slowly being chipped at, chipped away at and eroded by various -- by all sorts of things. Recently act of God, our fire, but nonetheless, I find myself -- I have three stallions, young, strong horses that need to get up the mountains, and I can't go up there. Today I spent about four hours on the trail, you know, making my way around bikers and joggers and tractors and weed cutters and trucks and buses with the diesel fumes and increasing traffic on Riverside and drums, and I spent a lot of time riding on the streets past the country club today because I'm not allowed on those trails, which I'm confused about. But anyway, that's not your problem really.

My concern with the project is what happens to our very limited trail access now from the Glendale side of the park. During construction phase I would definitely propose that the construction not begin until we have access to our mountain trails and the horse riders have somewhere to go other than endless riding around the golf course, which if I do one more time, my head will explode. I would like to suggest that the people struggling to keep horses here in Los Angeles financially and spiritually are the caretakers and guardians of the modern American west, and the irony is not lost upon me reading this, that "the new design enables a true western

experience" as I struggle to retain my own. And those horses I feel are being pushed more and more out of Los Angeles.

I do applaud the seeming effort to involve horses more in the museum. I'm thrilled about that. It appears there will be actually a new trail in front of the museum in addition to the old trail behind. I'm a little confused about that if there will actually be both trails open when all this is over, but any hundred feet of new trail in the park is a thrill to me and I'm all for it, and it would be great if the Autry Museum and the horse people of Los Angeles could get together more and embrace each other and if the Autry could be more of an advocate and a protector of our modern day cowboys in Los Angeles. Thank you.

RESPONSE NO. PM-21

Please see Response to Comment No. PM-20 for a discussion of effects of the proposed project on surrounding equestrian trails. In addition, please see Response to Comment No. 31-41 for a discussion of how existing equestrian trails around the project site would continue to operate and provide access in the same manner as existing conditions. While the Autry did explore the possibility of designating the proposed park trail, which would run along Western Heritage Way in front of the Campus Building, for equestrian uses, subsequent concerns were raised regarding the compatibility of such uses with groups of school children crossing the trail to and from the bus drop-off area. Therefore, as a result of such concerns, the proposed park trail would not be designated for equestrian uses. This proposed park trail, which would be made of decomposed granite, would be maintained by the Autry, while existing equestrian trails in the vicinity would continue to be maintained by the Department of Recreation and Parks.

COMMENT NO. PM-22

MR. DAVIS: Next speaker is Mark Kenyon. Mark? No Mark. We'll hold it and see if he comes back. We'll go on, then, to Charles Fisher.

MR. FISHER: Good evening. Charlie Fisher. I am a professional historian who been working in Los Angeles for over 20 years. I was born and raised in the Los Angeles area, and the Southwest Museum was always a part of my background growing up on Mount Washington. I presently live in Highland Park.

One of the problems I see with this design besides the obvious issue that we've had with the collection and the distribution of the collection and how it's going to be displayed. When I started really looking at the design for this building, I was actually appalled at the experiment in new brutalism that this particular design is showing. This building I know has been criticized in the past by several architectural groups, but personally, I always found it fairly pleasing in spite of the issues. I feel that what we're looking at in the new design, especially the damage to the tower is appalling. The tower right now has a certain articulation and a certain charm and what

we're looking at in the form of a square box does nothing for me, and I'm sure it will do nothing for those who eventually see it if this design comes to fruition.

RESPONSE NO. PM-22

This comment reflects a more detailed statement regarding the project appearance and tower appearance that was included in the commentor's written comments, Letter 30, of this Final EIR. As such, the comment is addressed in Response to Comment Nos. 30-1 and 30-2. As described in Response to Comment No. 30-2, the tower is proposed to be stripped to its structural frame and re-clad in louvered channel glass, allowing vertical slivers of views through the form. During the day, the glass would take on the hue of the sky, while at night it would glow from internal lighting. While the tower would continue to be the beacon it currently is, it is intended to respond to the characteristics of western light and sky rather than be a representation of an architectural style or element. For this reason, and others stated in Response to Comment Nos. 30-1 and 30-2, the Draft EIR concluded that the change in the project appearance would not have a significant impact on the environment. Notwithstanding, this comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

As the design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography and structures, the end result would be a visually unified project that harmonizes structures and landscaping.

COMMENT NO. PM-23

I'm also appalled that even though the EIR does explore the alternative expansion at the Southwest Museum site and states in the documentation that it is possible and can be done, it states that it does not meet the goals of the Autry, which is basically if you put it down in a nutshell is concentrating everything of importance right here in the Griffith Park site; so I have concerns about the impact of this large expansion in Griffith Park, and I have concerns about the future use and viability of the Southwest Museum site because of these issues.

RESPONSE NO. PM-23

The Alternatives analysis was completed in accordance with the direction set forth by CEQA. In addition, the EIR evaluates all of the potentially significant impacts of the proposed improvements to the Griffith Park Campus. Please refer to Topical Response E for a discussion of the future use of the Southwest Museum.

COMMENT NO. PM-24

But the bottom line also is the particular document does nothing and explores nothing in the possibility of doing some expansion and utilizing both sites together. The document states that it prohibits the Autry from having the interchange of ideas to work with the collection and with the

archeology and the -- but the problem I see is in the 21st century we have a media generation. This is something that companies and corporations and governments do all over the world where people can't necessarily be in the same room, they can certainly use the media to the fullest ability to have conversations and things of this sort. Plus the distance between these two properties is not that far. Somebody needs to quickly drive over from one to the other. It is important that we preserve our history. It is important that we preserve it both through new museums but also through the museums that were historically designed. And, in deference to Mr. Sekuler, I do not believe the present plan meets the vision of Charles Lummis. Thank you very much.

RESPONSE NO. PM-24

Please refer to Topical Response C as well as Response to Comment Nos. 30-5 and 30-6, which address the impact of a decentralized campus as well as the feasibility of Alternative E, Arroyo Campus Expansion. Driving between the two locations would especially impact the proposed project's objective of providing an enhanced visitor experience – it would be nearly impossible to require visitors to drive to two locations in order to gain the full experience of the exhibits.

COMMENT NO. PM-25

MR. DAVIS: Next speaker is Tony.

MR. SCUDELLARI: Thank you, sir. My name's Tony Scudellari. As you can tell, that's why he did not say my last name. I would like to thank you for the opportunity to speak to you. I'm a former member of the Friends of the Southwest Museum Coalition. I'm also a past president of the Glassell Park Improvement Association and a former co-chair (inaudible) Glassell Park Neighborhood Council.

I think the most important thing which has been addressed is the preservation of this really historic collection, and I know that has already been discussed. And Autry has proven to be a real great historian of this important collection. The work that they were doing to preserve the collection and how it will be used in this new building is really significant, and I think because of that, there needs to be proper space for the artifacts and this new museum quality display space will do that while the Southwest Museum location in Mount Washington right now is not able to do that. The other thing is this proposal of the expansion seems to be sort of the best or the least invasive of the options as far as how it would affect the site; so as far as being able to use the land in Griffith Park, it makes a great deal of sense.

The other thing I'd like to add is having been with planning issues and being part of the Mount Washington Glassell Park specific plan, I know a great deal about the neighborhood in Mount Washington and Glassell Park as far as their concerns about development, and while there have

been people who have been talking about developing a site on Mount Washington, because of the ingress and egress issues of getting on and off the hill and because it's in a very residential area while this is not in a very residential area, you would have a lot more difficulty trying to develop that space versus doing it here. So I just wanted to add those comments. Thank you very much for your time.

RESPONSE NO. PM-25

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-26

MR. DAVIS: Before I call the last speaker, I just want to let you know that this is the last one; so as soon as -- we're going to check and see if there were any more cards, but since it is just now 7:30, at the conclusion of this last speaker, if there's anybody that would like to extend their comment, I guess we will open it up to that, and we'll talk about that after this last speaker.

MR. ATTAWAY: As well as anybody that gave up their time, if they would like to speak as well, give you another opportunity.

MR. DAVIS: Okay. So the last speaker right now is Carol Jacques.

MS. JACQUES: Jacques.

MR. DAVIS: Okay.

MS. JACQUES: I'm kind of short. Okay. My name is -- good evening. My name is Carol Jacques, and I was born in Chavez Ravine, raised in Los Angeles, and my family moved west to Griffith Park Boulevard, the west side, and I raised my children in Mount Washington. I am a Chicana. I am an activist. I'm previous president of Mount Washington Association, and I am -- I was one of the founding members of the Friends of the Southwest Museum. I think I even came up with the name.

And I, like Eliot Sekuler and Tony Scudellari, have come full circle. And I truly believe that not everybody is going to get everything they want all of the time and that I trust the Autry and believe one of the things that they've really done that I've been so impressed with is they've become great stewards of the collection, and there's no way that I could support an expansion over there to hold these artifacts. They're precious, and they're doing a wonderful job of preserving and conserving, and they're going to be great stewards for the future because the truth of the matter is that the previous caretakers for many, many years did not care for the building.

They didn't -- I mean, they cared for it with their heart, but they didn't care for it with what it needed to preserve the building and conserve the building and preserve and conserve the artifacts; and so I think if we care about the Southwest Museum, and certainly we do, the Autry has made commitments to make it a vibrant public destination. They've committed to have a public space for exhibiting these exhibits, and they've done a wonderful job here at the Autry.

Even, I think, the name of their magazine "Convergence" talks about what we're doing now. We have so many people in Los Angeles, and we have to find ways to get along and, you know, have little green space and preserve our artifacts for the children and the generations that come; so I just want to say that I totally support -- I think it was very well put by Jenny Krusoe and by Mr. Lummis's granddaughter as well as those of us that have truly come full circle and are here in total support of the Autry. This is an excellent design. It doesn't take up a lot of space. It's underground parking. There's place for the horses. There's more educational room. I just say: What's not to love here? Thank you so much for your time.

RESPONSE NO. PM-26

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-27

MR. DAVIS: All right. So I guess at this point if anybody would like to add to their comments or if someone hasn't spoken yet and would like to take an opportunity, just make sure that you announce who you are and feel free to, and we'll basically keep it to three minutes. But is there anybody that would like to speak further? Go ahead.

MS. BALDWIN: Thank you. My name is Susan Baldwin, and I'm pleased to be here tonight, sort of reemerged into this scene after an absence, sort of a long absence, and a lot of friends here. I'm glad to be here. And I just want to say that I actually live on Museum Drive and have for 14 years and one of -- from the very beginning, I noticed that that was a jewel of the neighborhood and such a beautiful historic building, and it always made me a little sad going there, though, because I couldn't understand why nobody was visiting the Southwest Museum. And then after doing a little research and knowing more about the neighborhood, becoming more involved in the community, I realized that it was just -- it was suffering. Again, bad stewardship. Not that they didn't care. Not enough money, not enough resources, and then to come to find out that there was this incredible collection there that needed preservation and care and nobody was coming up, nobody was stepping up to the plate. And when the Autry moved in and decided to buy that space and the collection, I thought, "Thank God. Somebody is doing it. Somebody is finally taking charge."

So from the beginning I understood everyone's concern about what was going to happen to the collection, what was going to happen to that building, and now I haven't really come full circle.

RESPONSE NO. PM-27

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-28

I still was maintaining the fact that I would like and still concerned about the building and the space and that a lot of the historic architecture of the building be maintained as much as possible and that –

RESPONSE NO. PM-28

There is no evidence that the Autry has failed or would fail to maintain the Southwest. Rather, the Autry has undertaken a number of steps in its stewardship of the Southwest as noted in Section IV.C, Cultural Resources, of the Draft EIR.

COMMENT NO. PM-29

but I'm thrilled that this new expansion will be taking place that will preserve and manage this incredible exhibit. So thank you, and I'm in full support of the expansion. Thank you.

RESPONSE NO. PM-29

This comment addresses general support for the project and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-30

MR. DAVIS: Anybody else?

MS. WALNUM: Please. I'll take back two minutes of my time. I am Ann Walnum. I drive on Museum Drive every day. I am one of two cofounders of the Friends of Southwest Museum Coalition. At a recent meeting almost everybody you heard tonight who said, "I've gone full circle from my original support of the Friends of Southwest Museum Coalition" were expressing the same viewpoint, but there were PM other people who retain their support for our Friends of Southwest Museum Coalition's stand that two rooms at Southwest Museum building are not enough for a museum. Thank you.

RESPONSE NO. PM-30

While not a part of the proposed project, the Autry has stated that it intends to devote at least two galleries of the Southwest Museum to exhibition rather than no more than two rooms.

COMMENT NO. PM-31

MR. DAVIS: Before I ask for any more speakers, I just want to try one more time. Is Mark Kenyon in the room? No. Guess he retired. Anybody else that would like to take this opportunity to speak?

MR. ATTAWAY: Well, if it's down to the final session here, the closing remarks, what I'd like to say, thank you for all those comments, and actually what I'd like to do is just go to the graph over here, kind of tells it all. This is an overview of the CEQA process, California Environmental Quality Act, CEQA. Shows right here the process starting here and we're now at the 40-day -- 45 -- actually 47-day review period. We just had our public meeting tonight; so the review process is still at this point going to close on October 1st; so I encourage you if there's any other comments that you'd like to present, put them in writing, send them to the address on the notice of intent, notice of availability that you received in the mail, and again, those will all be considered as part of this process. Again, as I indicated earlier, all your comments tonight will be considered, evaluated, and responded to to the greatest extent practical in the final EIR that will be prepared.

What I'd like to do is make sure that everybody in attendance tonight that you signed in because that's going to be critical to notifying you of the upcoming decision making process. What's going to happen with the final EIR once it's completed is that it will go to the Board of Rec and Park commissioners, and they will consider the project for approval as well as certification of the final EIR. And because the lease agreement that the department has with the office of national senator to require modification, that's going to require that this final EIR, the final decision on this process -- project, rather, is going to have to go to the city council.

So what in essence is going to happen is the board meeting will be a public meeting, and then en route to the city council, it has to go through a council committee. The -- which one is that, Paul? The Arts, Parks, and Health and Agent Committee. That's a public forum, and then ultimately it will go to the city council for the final decision on the project and certification of the EIR. So every one of those steps in the process is a public forum open for public comment, so you have some additional opportunities in the future if you want to present your concerns to the issues.

So with that said, that pretty much concludes our meeting tonight. Again, make sure that you've signed in because you won't be noticed of the board meeting. We have control over that part of it. Everybody has an interest in this project, we'll notify you of the board meeting. The council

meeting will be a little more difficult for us because that's run through the city courts process, but we'll do the best we can to keep you informed along the way. Paul, anything else come to mind?

MR. DAVIS: Think you got it.

MR. ATTAWAY: John, what I'm going to ask, if you want to provide an opportunity to go over, people can come and look at the design plans and if they have any comments, Brenda? So anybody like to come back here after we conclude public meeting, come back and ask any questions and they will answer to the best of their ability. Yes. Anybody have any questions at this point?

RESPONSE NO. PM-31

The comment provides a brief overview of the environmental review process for the proposed project and invites attendees to ask questions concerning the proposed project after the meeting. As such, no response is required.

COMMENT NO. PM-32

UNIDENTIFIED SPEAKER: I just happened to walk in. I been at another meeting here at Griffith Park.

I'm not -- I didn't quite get the gist of what's really -- how much time are you -- do you believe you're waiting for before we can actually start construction on this project? The reason I'm asking this is because I started asking the same questions when they were renovating the Observatory, and then back in 1992, I finally made the recommendation that they should start the project before I die of old age; so I'm hoping that we can get some action here so all of us people -- because it seems to me that every time there's a project that someone making it, takes us forever to get us off the ground. So is anything that we can do so you can really push this and expedite this so we can get this thing off the road? I mean, I'm not going to wait forever either.

RESPONSE NO. PM-32

This comment is acknowledged and will be forwarded to the decision-makers for review and consideration.

COMMENT NO. PM-33

MR. DAVIS: That's a good question. What we're going to do is we're going to go ahead and officially close the public hearing and then what I'd like to do is just allow you to address your question with that record rather than us trying to answer that question directly. I don't know. We don't know the answer to that question. There's a lot of steps which actually go beyond the

CEQA process; so it's probably best addressed to the architect or someone at the Autry to ask them how that's going to go.

So that officially closes the public hearing. Feel free to stick around and talk to the proponents if you so choose.

MR. ATTAWAY: Thank you for your time. Have a good evening.

RESPONSE NO. PM-33

This comment closes the public meeting and invites attendees to ask questions concerning the proposed project. As such, no response is required.

VI. Mitigation Monitoring and Reporting Program

VI. MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMRP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects. The Los Angeles Department of Recreation and Parks (Department of Recreation and Parks) is the Lead Agency for the proposed Autry National Center's Griffith Park Campus Improvements Project and is, therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the EIR are implemented, thereby minimizing identified environmental effects.

The MMRP for the proposed project will be in place through all phases of the project, including design (pre-construction), construction, and operation (post-construction, both prior to and post-occupancy). The Department of Recreation and Parks shall be responsible for administering the MMRP activities to its staff, other City departments (e.g., Department of City Planning, Department of Building and Safety, Department of Public Works, etc.), consultants, and/or contractors. The Department of Recreation and Parks will also ensure that mitigation monitoring is documented through reports and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, certified professionals, etc., depending on the provisions specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The enforcement agency;
- The monitoring agency;
- The monitoring phase (i.e., the phase of the project during which the measure should be monitored):

  Pre-construction
  Construction
  Project operation (prior to and post-occupancy);

- The monitoring frequency; and

- The action indicating compliance with the mitigation measure(s).

A. AESTHETICS, VIEWS AND LIGHT AND GLARE

Impacts associated with aesthetics, views, light and glare would be less than significant, and no mitigation measures would be required.

B. AIR QUALITY

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[1]

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Periodic Site Inspection by Los Angeles Department of Building and Safety

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

[1] *SCAQMD Rule 403 requirements are detailed in Appendix C of the Draft EIR.*

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-5: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

Mitigation Measure B-8: General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

Enforcement Agency: SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Throughout Phase 2 construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report submitted by project contractor

C. BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Trees removed that are protected by the City of Los Angeles Protected Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), the California Walnut, the California sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

Enforcement Agency: Los Angeles Bureau of Street Services - Street Tree Division and Department of Building and Safety

Monitoring Agency: Los Angeles Bureau of Street Services - Street Tree Division

Monitoring Phase: Construction

Monitoring Frequency: Plan check for each phase; field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval; compliance certification report by a certified arborist

Mitigation Measure BIO-2: All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.

Enforcement Agency: Los Angeles Bureau of Street Services - Street Tree Division and Department of Building and Safety

Monitoring Agency: Los Angeles Bureau of Street Services - Street Tree Division

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by a certified arborist and quarterly compliance certification report by the project contractor

Mitigation Measure BIO-3: During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

Enforcement Agency: Los Angeles Bureau of Street Services - Street Tree Division and Department of Building and Safety

Monitoring Agency: Los Angeles Bureau of Street Services - Street Tree Division

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report by the project contractor

Mitigation Measure BIO-4: During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of protected trees to delineate the tree protection area. The protective fence shall be installed 5 feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

Enforcement Agency: Los Angeles Bureau of Street Services - Street Tree Division and Department of Building and Safety

Monitoring Agency: Los Angeles Bureau of Street Services - Street Tree Division

Monitoring Phase: Construction

Monitoring Frequency: Throughout construction during periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection by a certified arborist and quarterly compliance certification report by the project contractor

D. CULTURAL RESOURCES

Mitigation Measure C-1: A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible.

Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

Enforcement Agency: Los Angeles Department of Recreation and Parks

Monitoring Agency: Los Angeles Department of Recreation and Parks

Monitoring Phase: Construction

Monitoring Frequency: Consultation with archaeologist during initial stage of construction and during any excavation of previously undisturbed sediments

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by qualified archaeologist

Mitigation Measure C-2: If human remains are unearthed unexpectedly during ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Enforcement Agency: Los Angeles Department of Recreation and Parks

Monitoring Agency: Los Angeles Department of Recreation and Parks

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by Applicant

Mitigation Measure C-3: In the event that deeper excavations into older Quaternary deposits may be required for the project, a qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work

shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

Enforcement Agency: Los Angeles Department of Recreation and Parks

Monitoring Agency: Los Angeles Department of Recreation and Parks

Monitoring Phase: Construction

Monitoring Frequency: Consultation with paleontologist prior to excavation to determine if Quaternary deposits may be affected and consultation with paleontologist during any excavations into Quaternary deposits.

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by qualified paleontologist for any excavations into Quaternary deposits.

E. GEOLOGY AND SOILS

Mitigation Measure GEO-1: The Applicant shall comply with Ordinance No. 172,176 and Ordinance No. 173, 494, where applicable. Stormwater and Urban Runoff Pollution Control require the application of Best Management Practices (BMPs).

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction & Operation

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by Applicant

Mitigation Measure GEO-2: The Applicant shall also comply with Chapter IX, Division 70 of the Los Angeles Municipal Code, as applicable, which addresses grading, excavations, and fills.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by Applicant

- **Mitigation Measure GEO-3:** In addition, the Applicant must meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report by Applicant

F. HYDROLOGY

Impacts associated with hydrology and surface water quality would be less than significant, and no mitigation measures would be required.

G. LAND USE

Impacts associated with land use would be less than significant, and no mitigation measures would be required.

H. NOISE

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors, as follows:

- During project Phase 1 site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site, to reduce the construction noise to the Zoo and the Zoo Magnet Center.

- During project Phase 1 site demolition and site grading activities and Phase 2 construction periods, provide a temporary sound barrier along the southern boundary of the project site, to reduce the construction noise to the golf courses.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Quarterly throughout construction

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report by the project contractor

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Quarterly throughout construction during field inspection

Action Indicating Compliance with Mitigation Measure(s): Quarterly compliance certification report by the project contractor

I. PUBLIC SERVICES-FIRE PROTECTION

Impacts associated with fire protection would be less than significant, and no mitigation measures would be required.

J. TRANSPORTATION AND CIRCULATION

Mitigation Measure H-1: A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Plan check review

Action Indicating Compliance with Mitigation Measure(s): Plan approval

K. UTILITIES

Mitigation Measure UTIL-1: Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Enforcement Agency: Bureau of Sanitation

Monitoring Agency: Los Angeles Department of Recreation and Parks

Monitoring Phase: Project Operation

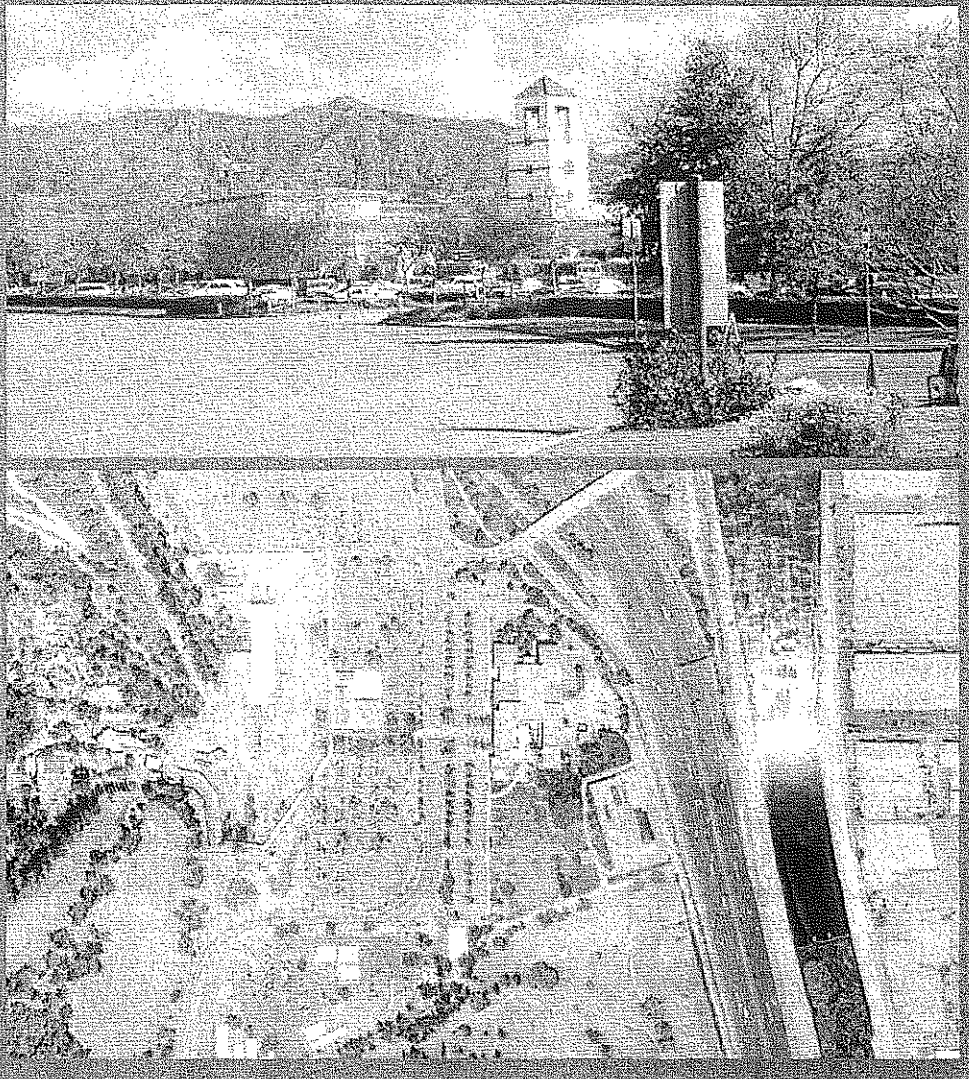
Monitoring Frequency: Plan Check Review

Action Indicating Compliance with Mitigation Measure(s): Plan Approval

Volume III

Autry National Center's Griffith Park Campus Improvements Project Final Environmental Impact Report

SCH No. 2007051084



Lead Agency:
City of Los Angeles
Department of Recreations and Parks

August 2008

2007

Autry DRAFT

EIR

Please add to

Council Files:

11-0928 CEQA Appeal

11-0884 Section 245 Appeal

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President and CEO

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From: "Elaine Nesbit" <elaine@enarchitect.com>
To: "Mike Shull" <mike.shull@lacity.org>, "Regina Adams" <regina.adams@lacity.org>, "David Attaway" <david.attaway@lacity.org>, "John Barraza" <john.barraza@lacity.org>
Date: 3/1/2007 7:19:41 AM
Subject: Autry site tour

It was great to met you at the tour of the Autry's Griffith Park Facility.
My contact information is included in this email, please let me know if any questions arise.

I look forward to working with you on the project. Thanks, Elaine

Elaine Nesbit, Architect
Project Manager

801 S. Grand Avenue Suite 502 | Los Angeles, CA 90017
M 213 216 8371 | T 213 489 7737 | F 213 489 0837
elaine@enarchitect.com

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

EAF Case No.: _____ ZA Case No.: _____ CPC Case No.: _____
Council District No.: CD-4 Community Plan Area: Hollywood Community Plan
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
Major Cross Streets: Western Heritage Parkway & Zoo Drive
Name of Applicant: Autry National Center
Address. 4700 Western Heritage Way, Los Angeles, CA 90027
Telephone No.: (323)667-2000 Fax No.: (323) 660-5721 E-mail: jgray@autrynationalcenter.org

OWNER		APPLICANT'S REPRESENTATIVE (Other than Owner)	
Name:	Autry National Center Contact: John Gray	Name:	William Delvac, Latham & Watkins (Contact Person)
Address:	4700 Western Heritage Way Los Angeles, CA 90027	Address:	633 W. 5th Street, Suite 4000 Los Angeles, CA 90071
Telephone No:	(323) 667-2000	Telephone No:	(213) 485-1234
Signature:		Signature:	(Applicant's Representative)

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect the entire project, not just the area in need of zone change, variance, or other entitlement.

NOTE: The exhibits are IN ADDITION TO those required for any case for which the Environmental Assessment Form is being filed.

A. **2 Vicinity Maps:** (8½" x 11") showing nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area highlighted.
B. **2 Radius/Land Use Maps:** (1" = 100') showing land use and zoning to 500 feet (100 feet of additional land use beyond the radius for alcoholic beverage cases); 100' radius line (excluding streets) okay for Coastal building permits 300' for site plan review applications.
C. **2 Plot Plans:** showing the location and layout of proposed development including dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
D. **Application:** a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
E. **Pictures:** two or more pictures of the project site showing walls, trees and existing structures.
F. **Notice of Intent Fee:** a UNDATED check in the amount of $25 made out to the **County of Los Angeles** for the purpose of filing a Notice of Intent to Adopt a Negative Declaration as required by § 15072 of the State CEQA Guidelines.

ENVIRONMENTAL ASSESSMENT
APPROVED BY: _____ DATE: _____
APPLICATION ACCEPTED
BY: _____ DATE: _____
RECEIPT NO.: _____

I. Project Description:

Briefly describe the project and permits necessary (i.e., Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion:

The Autry National Center Improvements Project would renovate and modernize certain portions of the existing approximately 142,884 square-foot Museum, expand the facility by approximately 129,000 square-feet in 2 phases (phase 1 79,000 sf and phase 2 50,000 sf), and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. A Conditional Use Permit (have we determined that a CUP as required?), Grading Permit, various building permits, Haul Route approval, and amendment to the existing ground lease with the City of Los Angeles are requested by the Applicant.

Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? If so, please specify:

The project would require approval from the South Coast Air Quality Management District. At this time, no further permits are necessary at a federal or state level for project implementation.

II. Existing Conditions:

A. Project Site Area 12.15 Net, and 12.15 Gross Acres

B. Existing Zoning -O- Open Space

C. Existing Use of Land Museum, with galleries, Museum store, café and theater

Existing General Plan Designation Open Space

D. Requested General Plan Designation Same

E. Number type Museum (demolition and expansion) and age 18 years of structures to be removed as a result of the project. If residential dwellings (apts., single-family, condos) are being removed indicate the: number of units: N/A and average rent: N/A

Is there any similar housing at this price range available in the area? If yes, where?

N/A

F. Number of existing trees. Up to 199 Trunk Diameter 1.5"–60" And type *Alnus incana* ssp. *Tenuifolia, Cedrus atlantica, Eucalyptus* sp., *Ficus* sp., *Gingko* sp., *Gleditsia triacanthos, Lagerstroemia indica, Phoenix Canariensis, Pinus* sp., *Platanus occidentalis, Quercus agrifolia, Rhus integrifolia, Schinus molle, Washingtonia robusta Populus tremuloides*

G. Number of trees being removed (identify on plot plan.) Up to 167 to be removed or relocated Trunk Diameter 3"–60" And type *Alnus incana* ssp. *Tenuifolia, Cedrus atlantica, Eucalyptus* sp., *Ficus* sp., *Gingko* sp., *Gleditsia triacanthos, Lagerstroemia indica, Phoenix Canariensis, Pinus* sp., *Platanus occidentalis, Quercus agrifolia, Rhus integrifolia, Schinus molle, Washingtonia robusta, Populus tremuloides*

H. Slope: State percent of property which is:

90% Less than 10% slope 10% 10–15% slope over 15% slope

If slopes over 10% exist, a topographic map will be required. Over 50 acres, 1" = 200' scale is okay.

I. Check the applicable boxes and indicate the condition on the Plot Plan. There are ☒ natural or man-made drainage channels, ☐ rights of way and/or ☐ hazardous pipelines crossing or immediately adjacent to the property, or ☐ none of the above.

J. Grading: (specify the total amount of dirt being moved)

_____ 0-500 cubic yards.

51,500 if over 500 cubic yards, indicate amount of cubic yards.

K. Import/Export: Indicate the amount of dirt being imported or exported 42,500

Projects involving import/export of 1000 cubic yards or more are required to complete a Haul Route Form and Haul Route Map.

If the project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Describe entire project, not just area in need of zone change, variance, or other entitlement.

III. Residential project (if not residential, do not answer)

A. Number of Dwelling Units-
Single Family _____ Apartment _____ or Condominium _____
B. Number of Dwelling Units with:
One bedroom _____ Two bedrooms _____
Three bedrooms _____ Four or more bedrooms _____
C. Total number of parking spaces provided _____
D. List recreational facilities of project _____
E. Approximate price range of units $ _____ to $ _____
F. Number of stories , _____ height _____ feet.
G. Type of appliances and heating (gas, electric, gas/electric, solar) _____
Gas heated swimming pool? _____
H. Describe night lighting of the project _____
(include plan for shielding light from adjacent uses, if available)
I. Percent of total project proposed for: Building _____
Paving _____
Landscaping _____
J. Total Number of square feet of floor area _____

IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section). Describe entire project, not just area in need of zone change, variance, or other entitlement.

A. Type of use Museum and Ancillary Services
B. Total number of square feet of floor area 271,884 (129,000 addition)
C. Number of units if hotel/motel N/A
D. Number of stories. 3 height Approx. 70-feet
E. Total number of parking spaces provided: 476
F. Hours of operation 10 AM to 5 PM plus special events Days of operation Tuesday thru Sunday
G. If fixed seats or beds involved, number Existing Theater 230 seats
H. Describe night lighting of the project Shielded lighting on building
(Include plan for shielding light from adjacent uses, if available)
I. Number of employees per shift 215 FTE (50 additional FTE staff)
J. Number of students/patients/patrons 488,000 annual visitors anticipated
K. Describe security provisions for project On-site security patrol, security lighting.
L. Percent of total project proposed for: Building Phase 1: 18% Phase 2: 20%
Paving Phase 1: 34% Phase 2: 15%
Landscaping Phase 1: 48% Phase 2: 65%

Historic/Architecturally Significant Project

Does the project involve any structures, buildings, street lighting systems, spaces, sites or components thereof which may be designated or eligible for designation in any of the following:
(please check) *Issue to be addressed as part of environmental review process.*

☐ National Register of Historic Places _____
☐ California Register of Historic Resources _____
☐ City of Los Angeles Cultural Historic Monument. _____
☐ Within a City of Los Angeles Historic Preservation Overlay Zone (HPOZ) _____

V. Hazardous Materials and Substance Discharge

Does the project involve the use of any hazardous materials or have hazardous substance discharge? If so, please specify.

Small quantities of chemicals would be used for janitorial/cleaning, conservation lab and landscaping purposes and would be stored and handled in accordance with all applicable regulations, equal to current chemicals and quantities.

A Regulatory Identification Number (if known) N/A

B. Licensing Agency N/A

C. Quantity of daily discharge N/A

VI. Stationary Noise Clearance: A clearance may be necessary certifying the project's equipment (e.g., air conditioning) complies with City Noise Regulations.

Some projects may require a Noise Study. The EIR staff will inform those affected by this requirement.

VII. Selected Information:

A. Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s):

Interstate 5 Freeway (adjacent - east) – Highway; Ventura (SR-134) Freeway – (approx. 900 ft north);

B. Air: All projects that are required to obtain AQMD permits (see AQMD Rules and Regulations) are required to submit written clearance from the AQMD indicating no significant impact will be created by the proposed project.*

C. Noise: Projects located within 600 feet of railroad tracks indicate the number of trains per day:**

Day 7 AM–10 PM N/A

Night 10 PM–7 AM N/A

VIII. Mitigating Measures:

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment.

To be determined through project's environmental review process.

* Contact the South Coast Air Quality Management District at 572-6418 for further information.

** For information, contact:

Southern Pacific Train Dispatcher	629-6569
Union Pacific Engineering	725-2313
Santa Fe Train Master	267-5546

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED;

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

I, _____ I, _____

Owner (Owner in escrow)* (Please Print) | Consultant* (Please Print)

Signed: _____ Signed: _____

Owner | Agent

being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief.

State of California, County and City of Los Angeles

Signed: _____ Notary	Signed: _____ Notary
Subscribed and sworn to before me this _____ day of _____, 20___	Subscribed and sworn to before me this _____ day of _____, 20___
(NOTARY or CORPORATE SEAL)	(NOTARY)

* If acting for a corporation, include capacity and company name.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(Article IV—City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles Department of Parks and Recreation	4	

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
The Autry National Center	

PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,884 square-foot Museum; expand the facility by approximately 129,000 square-feet in two phases; and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. These improvements would allow the Autry National Center to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; to enhance the facility as a cultural resource; and to create and further establish a setting that represents the history of the American West. (See Attachment A for further discussion)

ENVIRONMENTAL SETTING:

The project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. The project site is surrounded on the west by the Los Angeles Zoo and to the south by open space parkland and the Woodrow Wilson and Harding Golf Courses. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the project site. Beyond the Los Angeles River to the east of the project site are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of the project site. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

PROJECT LOCATION

The project site is located at 4700 Western Heritage Way, Los Angeles, CA 90027. It is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and a small bridal trail immediately to the south and east of the Museum.

PLANNING DISTRICT	STATUS:
Hollywood Community Plan	☐ PRELIMINARY ☐ PROPOSED _____ ☐ ADOPTED date [Fill In]

EXISTING ZONING	MAX. DENSITY ZONING	☒ DOES CONFORM TO PLAN
OS	N/A	
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	☐ DOES NOT CONFORM TO PLAN
Open Space/OS	N/A	
SURROUNDING LAND USES	PROJECT DENSITY	☐ NO DISTRICT PLAN
Open Space/Park/Zoo/Industrial	N/A	

☞ **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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find 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 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	TITLE

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 that 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 Section XVII, "Earlier Analysis," cross referenced).

5) Earlier analysis must 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 significant.

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.

☒ Aesthetics	☐ Hazards & Hazardous Materials	☒ Public Services
☐ Agricultural Resources	☒ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☒ Land Use/Planning	☒ Transportation/Traffic
☐ Biological Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☐ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☐ Geology/Soils	☐ Population/Housing	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME	PHONE NUMBER

PROPONENT ADDRESS

AGENCY REQUIRING CHECKLIST	DATE SUBMITTED
City of Los Angeles	

PROPOSAL NAME (If Applicable)

The Autry National Center

ENVIRONMENTAL IMPACTS

(Explanations of all impact evaluations are provided in Attachment B)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURAL 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. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM_{10}) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. 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 Game or U.S. Fish and Wildlife Service ?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☒	☐	☐
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?	☐	☐	☒	☐
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
VII. 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	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?	☐	☐	☒	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐
X. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XI. NOISE. Would the project:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XII. POPULATION AND HOUSING. Would the project:				
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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	☒	☐	☐	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒
XIV. 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
XV. TRANSPORTATION/CIRCULATION. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
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?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Result in inadequate parking capacity?	☒	☐	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
h. Other Utilities and Service Systems?	☐	☐	☒	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, 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, 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?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE

Explanation of the Notice of Completion Form

This form is ***required*** to be submitted with 15 copies of every draft Environmental Impact Report which is reviewed through the State Clearinghouse (see CEQA Guidelines Section 15085[d]). It is used by the Clearinghouse for transmittal of all environmental
documents

LEAD AGENCY

Project Title: This is the project's common name. It is best to use project specific words in order to facilitate database searches.

Lead Agency: This is the name of the public agency that has legal responsibility for preparation and review of the environmental document.

Contact Person: Name of contact person from the lead agency. This should not be the consultant's name.

Phone: Phone number of the contact person at lead agency.

Street Address: This is the mailing address for the contact person from the lead agency. State comments will be mailed to this address.

City: City of the lead agency address. This is not necessarily the city in which the project is located.

Zip: Zip code of the lead agency. Please indicate the new nine digit zip code if applicable.

County: County of the lead agency address. This is not necessarily the county in which the project is located.

PROJECT LOCATION

County: County in which the project is located. Most state agencies assign projects for review according to the county of the project. The State Clearinghouse is not always able to determine the location of the project based upon the address of the lead agency. An example of this problem is Los Angeles Department of Airports projects located at Ontario International Airport.

City/Nearest Community***:*** City or town in which the project is located; or the nearest community to the location of the project.

Cross Streets: Indicate the nearest major cross streets or cross streets.

Total Acres: The total area encompassed by the project site gives some indication of the scope of the project and its regional significance.

Assessor's Parcel Number (optional): For locational purposes.

Section, Township, Range and Base: Please indicate base meridian. If you are not able to provide Assessor's Parcel Number, please indicate Section, Township, and Range.

Highways, Airports, Railroads, Schools, and Waterways (including streams or lakes): These identifiers are of consequence to many projects. By restricting the information to those features within a two-mile radius of the project site, unnecessary data collection can be avoided. Please indicate the name(s) of the waterways, airports, railroads, schools, and the route number(s) of the state highways.

DOCUMENT TYPE

This identifies the nature of the environmental document. Mark appropriate blanks with an "X".

LOCAL ACTION TYPE

This helps reviewers understand the type of local approvals that will be required for the project and the nature of the project and its environmental documentation. Mark appropriate blanks with "X".

DEVELOPMENT TYPE

This data category helps identify the scope of the project for distribution purposes. Additionally, the information also serves to identify projects of a similar character to assist in the reuse of environmental documents. For some of the development types, the form asks for the number of acres, square footage, and number of permanent employees. Fill in the blanks.

PROJECT ISSUES DISCUSSED IN DOCUMENT

These are the topics on which the environmental document focuses attention. These are not necessarily the adverse impacts of the project, but the issues which are discussed in some depth. Check appropriate blanks.

PRESENT LAND USE AND ZONING

This enables the agencies to understand the extent of the changes proposed and again helps to identify projects with similar environmental issues for later reuse of information.

PROJECT DESCRIPTION

This response should provide a thorough description of the proposed project enabling the reviewing agencies to understand the total project concept. The data categories can provide guidance and structure to the explanation given.

Reviewing Agencies Checklist:

REVIEWING AGENCIES

The back of the form lists the agencies and departments to whom the SCH may distribute a draft document. The lead agency can indicate for the SCH's information any responsible, trustee or concerned agencies which they would like to review the document, or who have previously been involved in the review of the project. Any agencies that have received the document directly from the lead agency should also be marked.

PUBLIC REVIEW PERIOD

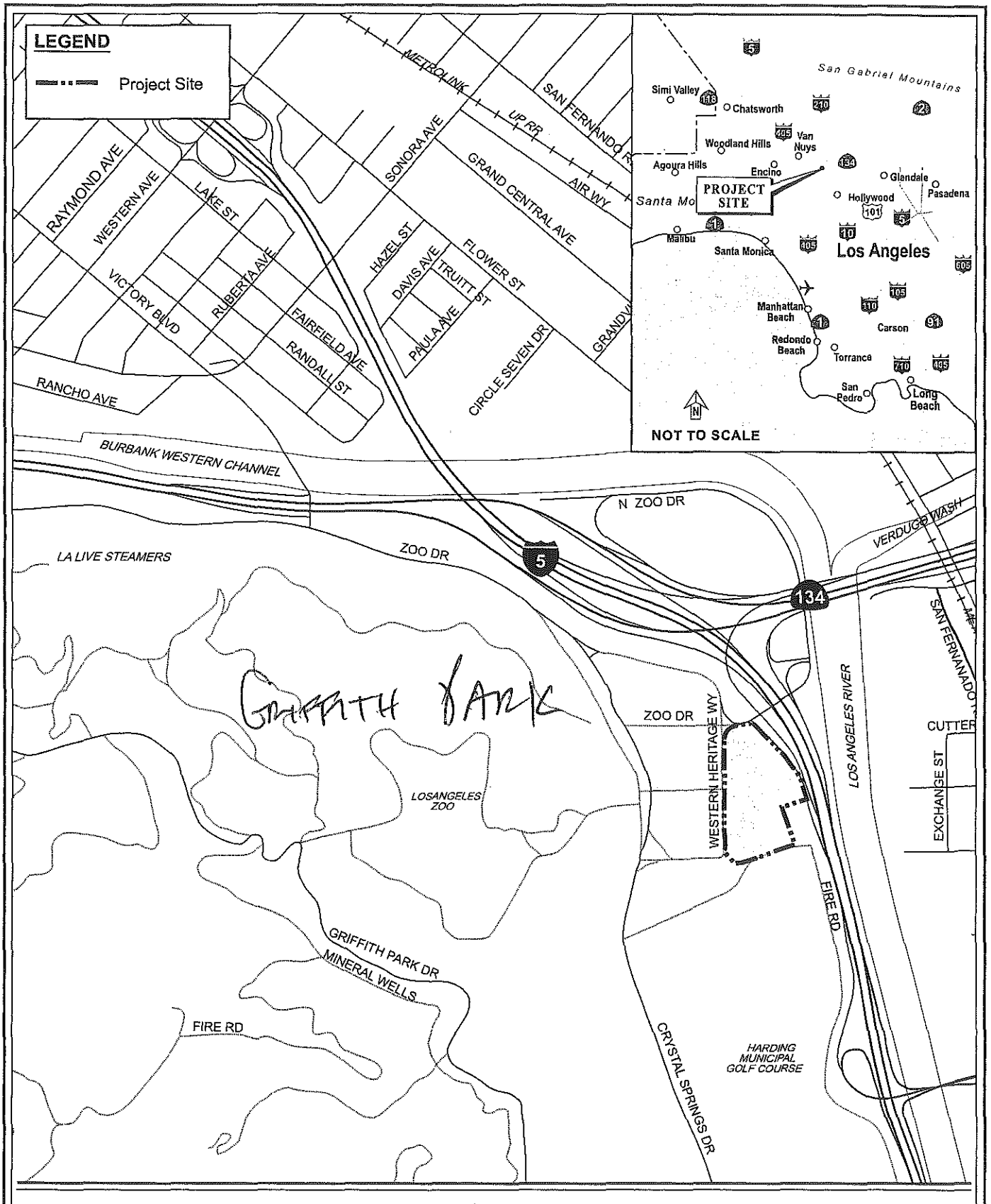
This section is to be filled in when the Notice of Completion form is being filed and not being submitted with environmental documents.

CONSULTING FIRM

This information is to be filled in only if applicable.

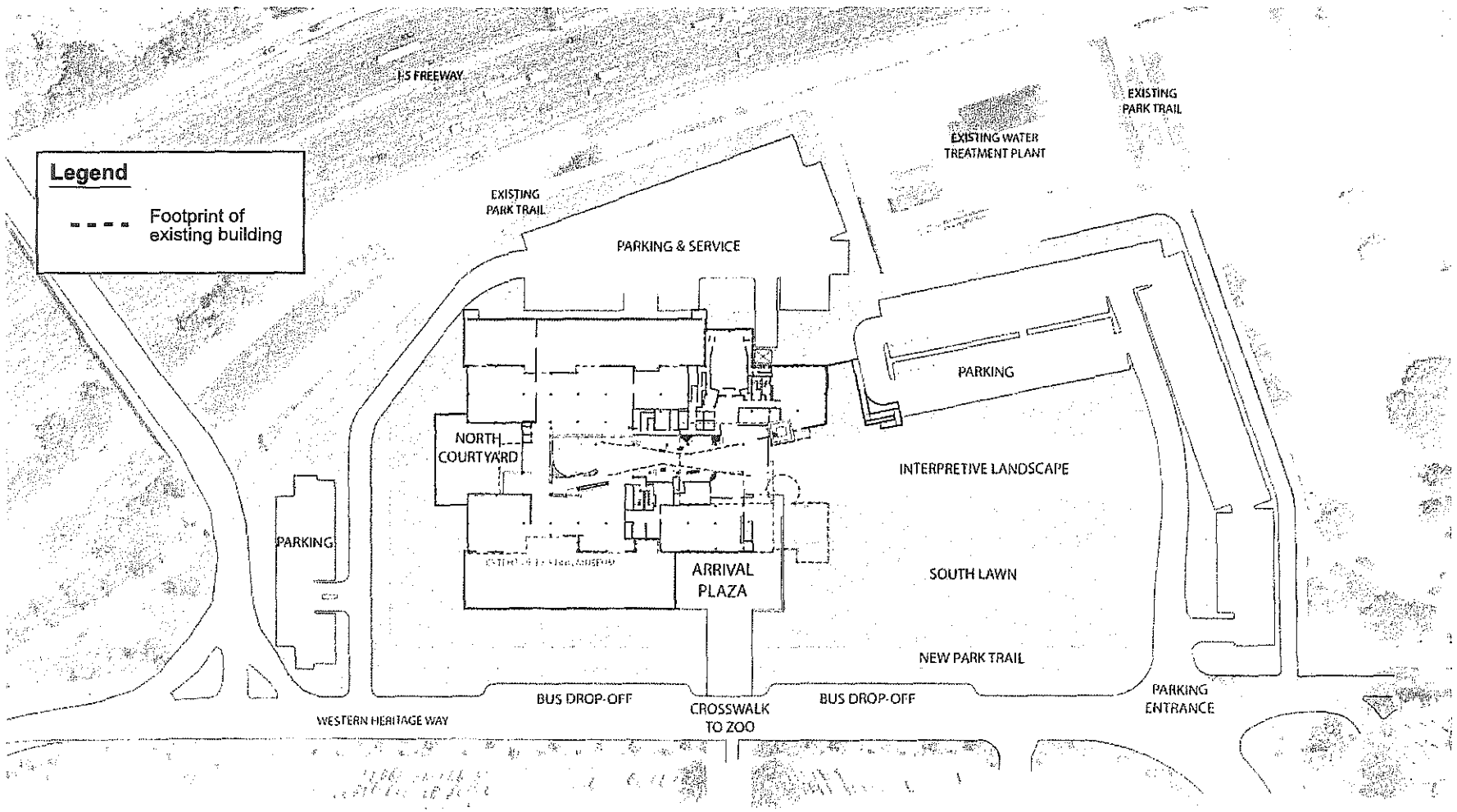
APPLICANT

This identifies whether the applicant/project proponent is a private developer or the lead agency.



Regional and Project Vicinity Map

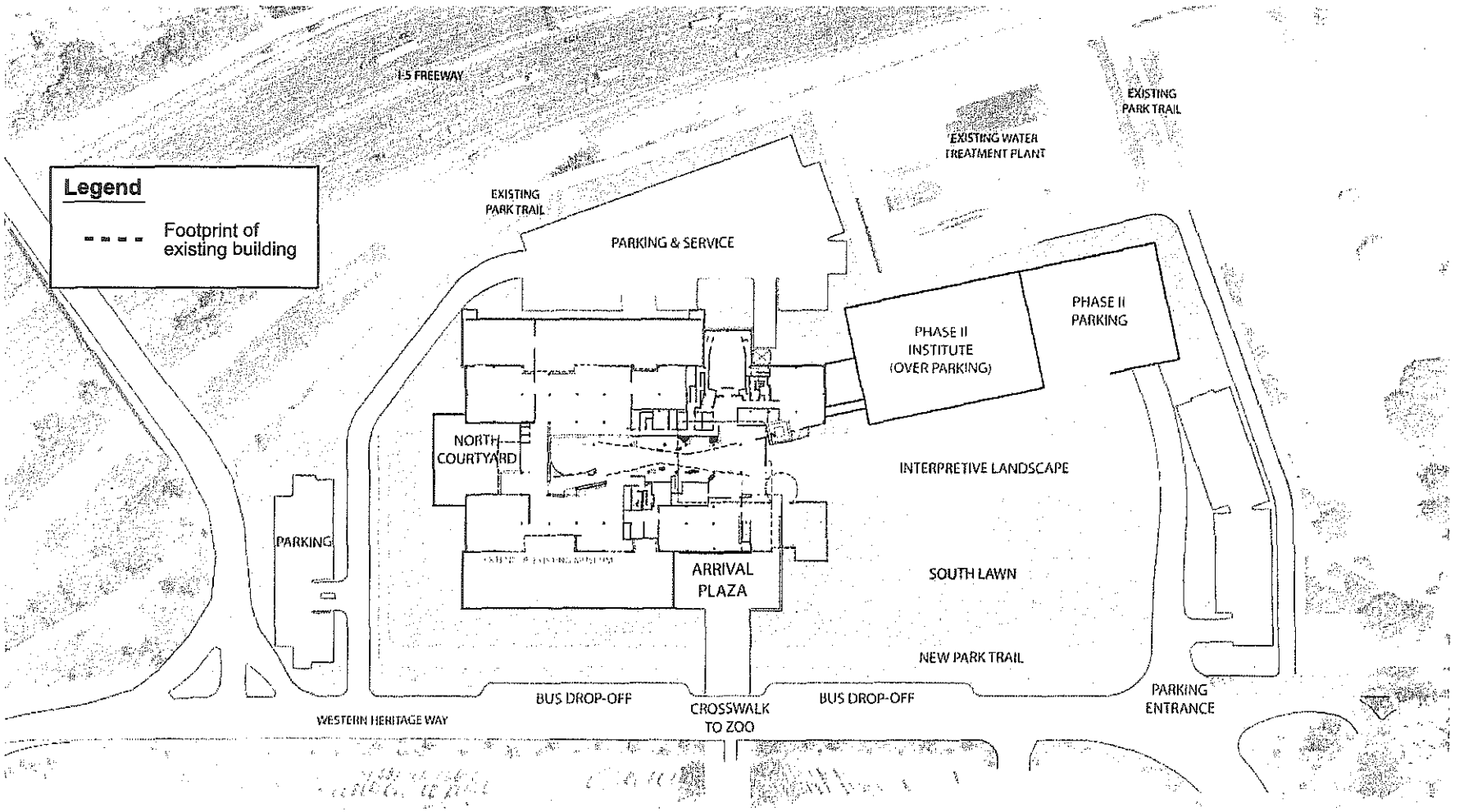
Source: PCR Services Corporation, 2007



Project title

Source: Levin & Associates Architects, May 2007.

Conceptual Site Plan
Phase 1



Project Title

N

0 50 200 Feet

Source: Levin & Associates Architects, May 2007.

Project Buildout

ATTACHMENT A - PROJECT DESCRIPTION

A. INTRODUCTION

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,884 square-foot Museum, expand the facility by approximately 129,000 square-feet in two phases, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over the two development phases. These improvements would allow the Autry National Center to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; to enhance the facility as a cultural resource; and to create and further establish a setting that represents the history of the American West.

B. PROJECT LOCATION AND SURROUNDING USES

The Project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. As shown in Figure A-1 on page A-2, the Project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the Project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and a small bridal trail immediately to the south and east of the Museum. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the Project site.

As shown in the aerial photograph provided in Figure A-2 on page A-3, the Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the Project site and Western Heritage Way. Continuing southwest of the Los Angeles Zoo is a surface parking area that provides temporary parking for the Griffith Park Observatory, which reopened in November

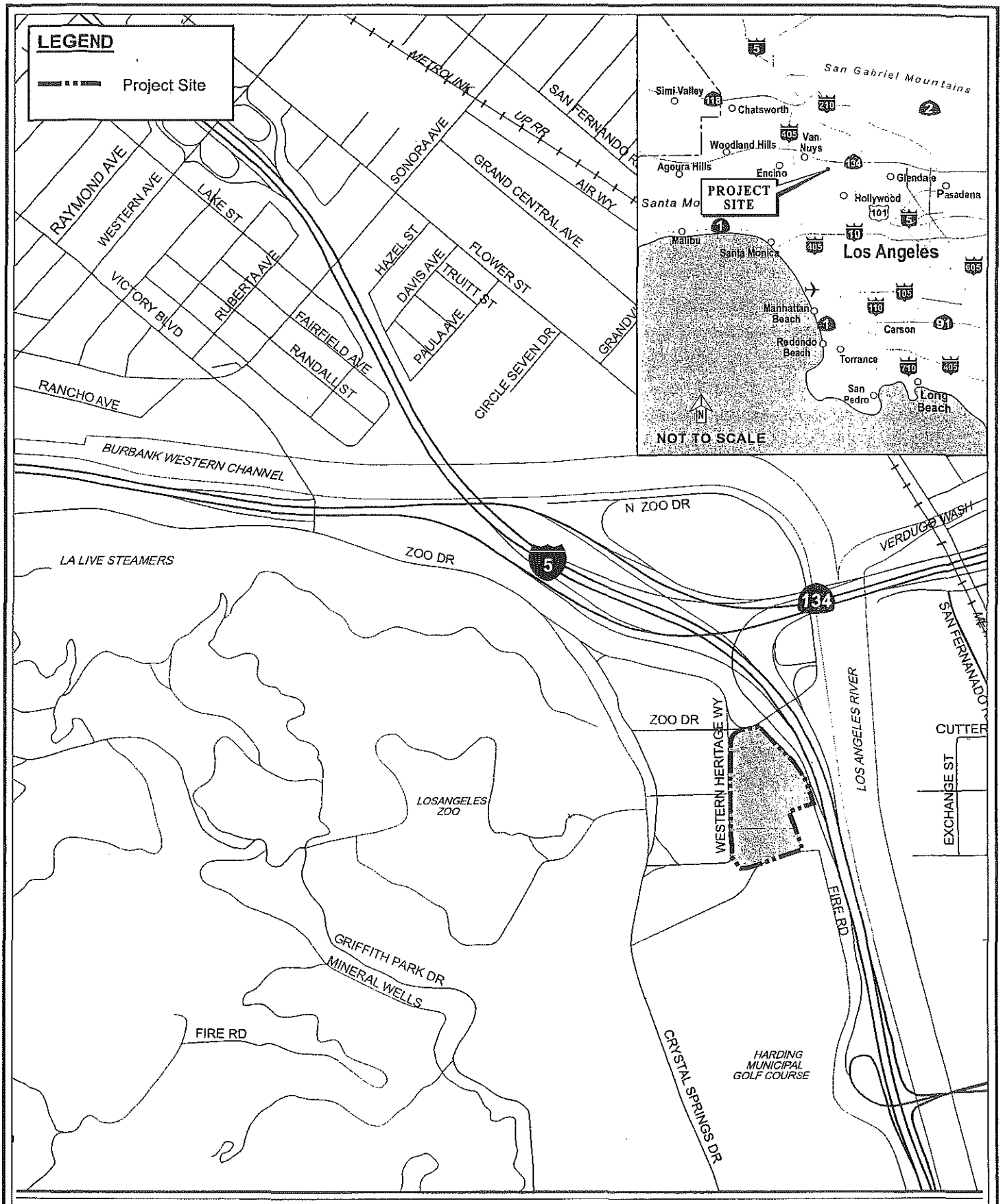
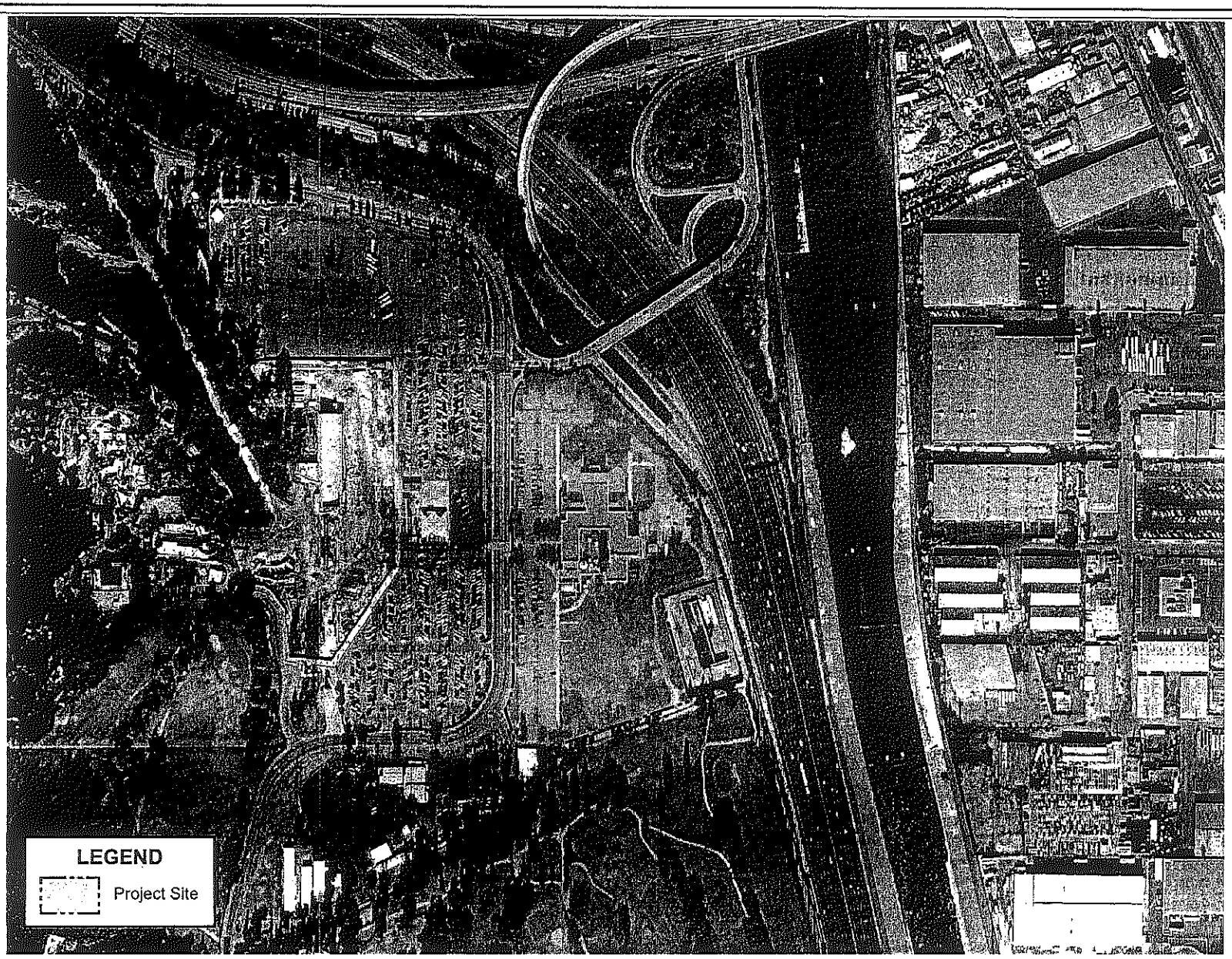


Figure A-1
Regional and Project Vicinity Map

Source: PCR Services Corporation, 2006



PCR

N

Scale not provided

Source: PCR Services Corporation, 2006

Figure A-2
Aerial Photograph of
Site and Project Vicinity

PRELIMINARY WORKING DRAFT-Work-in-Progress

of 2006. Further south of the Project site are the Woodrow Wilson and Harding Golf Courses. As noted above, Interstate 5 is located to the east of the Project site, with the Los Angeles River located just east of Interstate 5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the Project site along the Los Angeles River.

C. BACKGROUND

The Museum of the American West (originally called the Autry Museum of Western Heritage) was founded by Gene and Jackie Autry to examine the histories, cultures, and mythologies of the American West and its diverse peoples. Constructed and opened to the public in 1988, the building consists of approximately 142,884 square feet of space.

Over the next 20 years the Museum expanded its holdings, continuing to explore the complicated stories of the West through multiple understandings. In 2002, the Autry Museum merged with the Women of the West, a nonprofit organization highlighting the impacts of diverse women's experiences on the history of the American West. Later in 2003, the Autry Museum merged with the Southwest Museum of the American Indian, located in the Mt. Washington area of Los Angeles. The Southwest Museum collection is one of the nation's most important artifact, library, and archive collections related to the American Indian.

In 2003, the Autry National Center (comprised of the Women of the West Museum, the Autry Museum of Western Heritage and the Southwest Museum of the American Indian) was created with the mission of exploring the distinct stories of cultures and peoples and examining how the interaction of these cultures and peoples affects the complex, evolving history of the American West. The Autry uses different lenses, curatorial specialization, and distinctive lines of intellectual inquiry to delve into the multifaceted study of the American West.

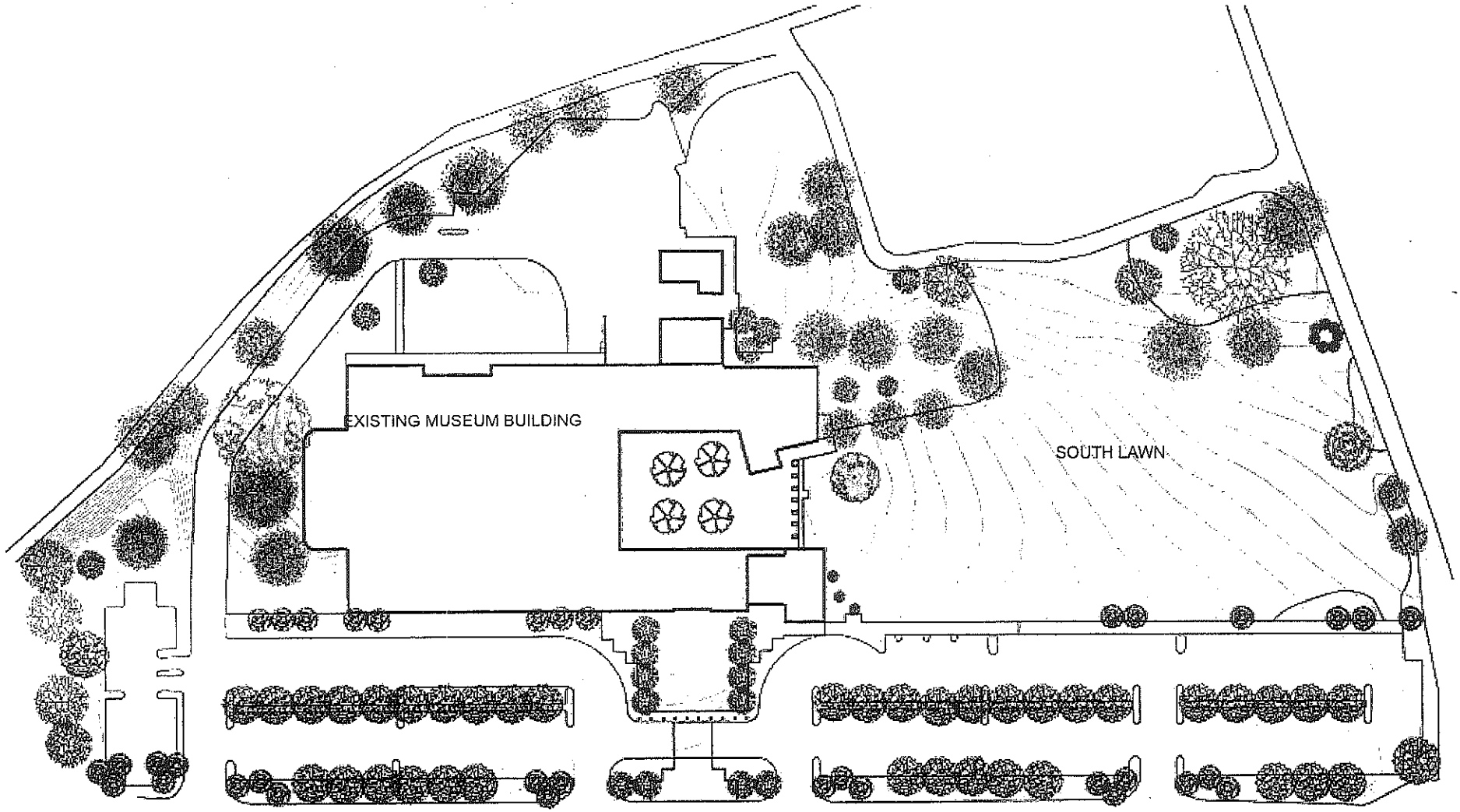
Through the Proposed Project, the Autry will create a modern museum that will provide far greater public access to larger segments of its collection, and especially the renowned Southwest collection – most of which has been hidden from public view for decades. The expanded Griffith Park site will also provide additional facilities for research and educational programs.

D. EXISTING SITE CHARACTERISTICS

The 12.15-acre Project site is located within Griffith Park, which is owned and operated by the City of Los Angeles. As shown in the existing site plan provided in Figure A-3 on page A-6, the Project site includes the Museum building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The Museum building within the Project site provides permanent exhibitions on the American West and temporary exhibitions exploring local and Western issues. The Museum building is comprised of approximately 142,884 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,884 square feet, an estimated 109,532 square feet is programmed space, while the remaining 33,352 square feet includes circulation, restrooms and mechanical equipment areas. An estimated 40,452 square feet of the programmed area is used for exhibits and gallery space, with an additional 20,408 square feet used for collections storage. The Museum building also includes a loading dock and areas for mechanical equipment. Collection storage areas are currently at capacity with collections stored above density for conservation standards, with additional collections that are currently being stored within expansion galleries and other storage spaces. In addition, the staff, programs, events, and education uses have outgrown the existing facilities.

Based on the Los Angeles Municipal Code (LAMC) definition of height, which measures height based on the lowest portion of existing grade from a five foot radius of the building, the Museum building measures approximately 60 feet in height, with a tower element that measures approximately 114 feet in height. This definition of height provides for the 24 foot topographical slope from east to west within the Project site. When viewed from Griffith Park on the western side of the Museum, the front of the main museum building measures approximately 36 feet in height.

Outdoor open spaces include the expansive South Lawn, which slopes down to the south, the Museum Plaza that one enters upon passing through the main entrance at the west, a small courtyard outside of the main entrance to the site, and landscaped open space areas near the eastern façade of the building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Museum building is also an outdoor open space available to Museum visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. Landscaping within the site is generally comprised of a variety of pine trees, California pepper trees, coastal live oaks, honey locus, crape myrtle and cedar trees. Ornamental species include Oleander, Toyon, Cotoneaster, Rockrose, Escallonia, Daylily and Guinea Gold Vine. Lighting within the site includes pole lighting within the surface parking and entry plaza areas, exterior building lighting, up-lighting on building walls and the tower, event lighting in the plaza, and security lighting. The south lawn and perimeter site landscape areas are not lit.



PCR

Scale not provided

Source: EE&K Architects, 11/2006.

Figure A-3
Existing Site Plan

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Access to the site is provided from Western Heritage Way, just west of the Museum. Pedestrian and parking access is also provided from Western Heritage Way, which is connected directly to Zoo Drive just north of the Project site. A service road within the northern portion of the Project site provides access to a loading dock and staff surface parking areas east of the Museum building. The main public entrance to the Museum is from the west and is on axis with the Los Angeles Zoo entrance. A bridal trail that extends throughout Griffith Park is also located at the edge of the southern and eastern portions of the site. In addition, a City of Los Angeles wastewater treatment facility used for management of storm drain and wash-down water from the Zoo is located outside the southeast portion of the Project site.

The Project site is presently zoned for Open Space by the LAMC and is located within the Hollywood Community Plan area of the City of Los Angeles, which designates the site for similar Open Space and Public Facility uses. The site is also within the Griffith Park Master Plan area of influence.[1]

E. DESCRIPTION OF PROPOSED PROJECT

The mission of the Autry National Center is to "explore the experiences and perceptions of the diverse peoples of the American West," and The Autry National Center Improvements Project will help to fulfill this mission through the renovation, modernization and expansion of the Museum at Griffith Park. Specifically, as part of the Project, the Museum would be expanded by approximately 129,000 square feet in two phases, portions of the existing Museum building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation would be improved, and additional parking would be provided. These improvements would allow the Autry National Center to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the facility as a cultural resource; and to create and further establish a setting that represents the history of the American West. The Project does not propose any physical changes to the Southwest Museum located in Mount Washington, which will continue to provide various exhibitions for the public at that location. The proposed improvements would be implemented in two development phases as described below.

[1] *A Master Plan for Griffith Park was last developed in 1978. That plan was the basis for improvements and operations and maintenance decisions between 1978 and 2004. A new Master Plan for Griffith Park is currently being developed. This project is not part of the Griffith Park Master Plan.*

Phase 1

Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-4 on page A-9, Phase 1 of the Project would renovate much of the interior of the Museum building with approximately 79,000 square feet of new building areas added to the east and west. The Project would not include additional levels; rather, the Project would integrate the existing building into the new design for the site. As shown in Figure A-4, a renovated centralized space would connect key existing and expanded program components of the Museum including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management, and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for the proper storage of all of the collections of the Autry National Center, as well as space for conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels. The new and reconfigured exhibition and gallery spaces would provide for permanent and temporary exhibitions along with visual access to visible storage. They would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of types of exhibitions. On the main level, the existing 230 seat theater would remain as existing space and the café area would be relocated to the eastern side of the Museum. A new community room would be added above the relocated café. The education classrooms would be relocated and expanded, with enhanced access to outdoor education spaces. The museum would also incorporate a new entrance area to the southern side of the main structure, north of the South Lawn area. The upper level of the building would also retain the research/library and general administrative spaces

To provide for the new building areas, only limited removal of existing structures would be necessary. Existing exterior features of the Museum that would be removed would generally be limited to areas within the southern portion of the building and would include the tower and arcade of columns. Removal of the interior finishes on the main level would be necessary to reconfigure the gallery spaces.

The height of the new building would be a maximum of 70 feet (with raised roof elements), based on the LAMC definition of height, which accounts for the changes in topography that occur across the site. However, when viewed from the west, the new building area would range from approximately 24 to 34 feet in height, similar to existing conditions. The new and renovated portions of the building are anticipated to be constructed with materials such as stone, concrete, plaster, wood, copper, glass and roof glazing.

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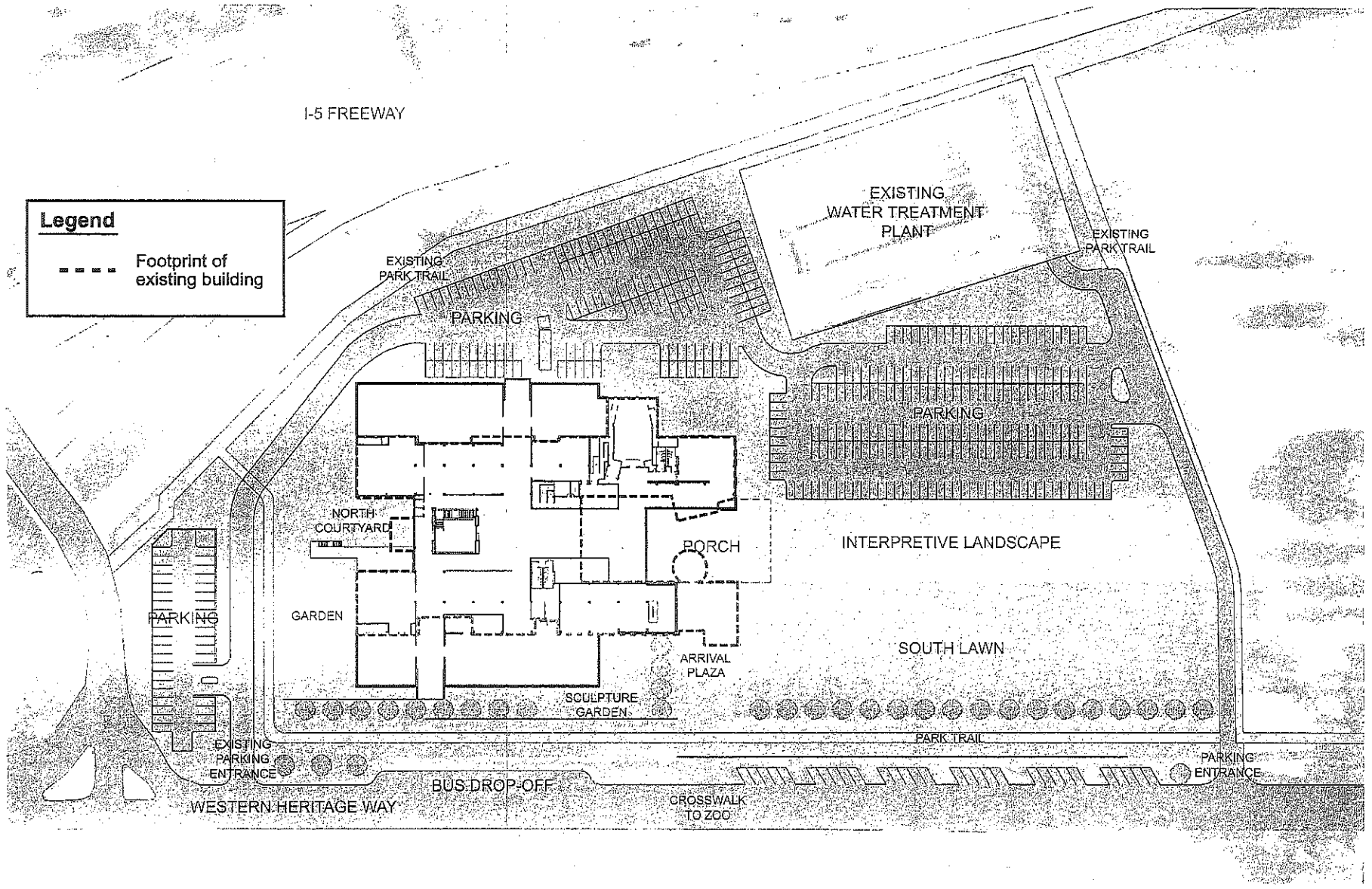

Source: EE&K Architects, 11/2006.

Figure A-4
Conceptual Site Plan
Phase 1

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Parking and Access

As part of the proposed improvements, parking for staff would be expanded at its current location east and north of the Museum and would include approximately 100 parking spaces for staff. In addition the southwestern portion of the site would be used for surface parking until the Phase 2 parking improvements described below are implemented. Vehicle access to the Project site would continue to be provided from Western Heritage Way. The existing service road within the northern portion of the site would be retained and would continue to provide access to the loading dock and staff parking area. Expanded truck access and turn around areas would also be provided at the east side of the building near the loading dock. Pedestrian access would occur from the both west and south of the Project through a new garden and plaza area with interconnecting walkways to the Los Angeles Zoo and Griffith Park. The existing bridal trail that passes through the site would not be relocated by the Project.

Open Space and Landscaping

As part of Phase 1 of the Project, the northern half of the existing surface parking area for visitors within the front of the Museum building to the west would be replaced with a new landscaped area, thus eliminating much of the view of an expansive parking area as seen by the public from Western Heritage Way and the Los Angeles Zoo. As shown in the conceptual site plan provided in Figure A-4 and as discussed in detail below, the existing South Lawn area, which is at times used as an outdoor gathering area, would be renovated during Phase 2 with a new subterranean parking facility constructed below. These outdoor open space improvements would increase the amount of landscaped areas within the site and would enhance the park setting of the Museum within Griffith Park.

Utilities

As part of construction of the proposed improvements, the existing sewer line that crosses through the Project site connecting the water treatment facility to the Los Angeles Zoo would be retained or relocated to the South of the new structures. Existing mechanical equipment such as chillers and boilers would be upgraded as necessary. Upgrades to other utilities such as the on-site electrical supply system may also be necessary. The upgrade to the mechanical equipment would be based upon energy efficient guidelines cited within the Leadership for Energy Efficient Design (LEED).

Lighting within the Project site would include light from the window and clearstory areas with limited exterior lighting to highlight the architectural features of the building. Outdoor lighting would include low-level landscape lighting and lighting for events, way-finding and security.

Phase 2

Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-5 on page A-12, Phase 2 of the Project would include an Institute, including a reading room, collection storage rooms and staff area building to the south of the main Museum structure. This approximately 50,000 square foot structure would be adjacent to the South Lawn and connected to the southern portion of the main Museum structure via an outdoor pathway. The expanded building may be connected on the lower level to the main museum building.

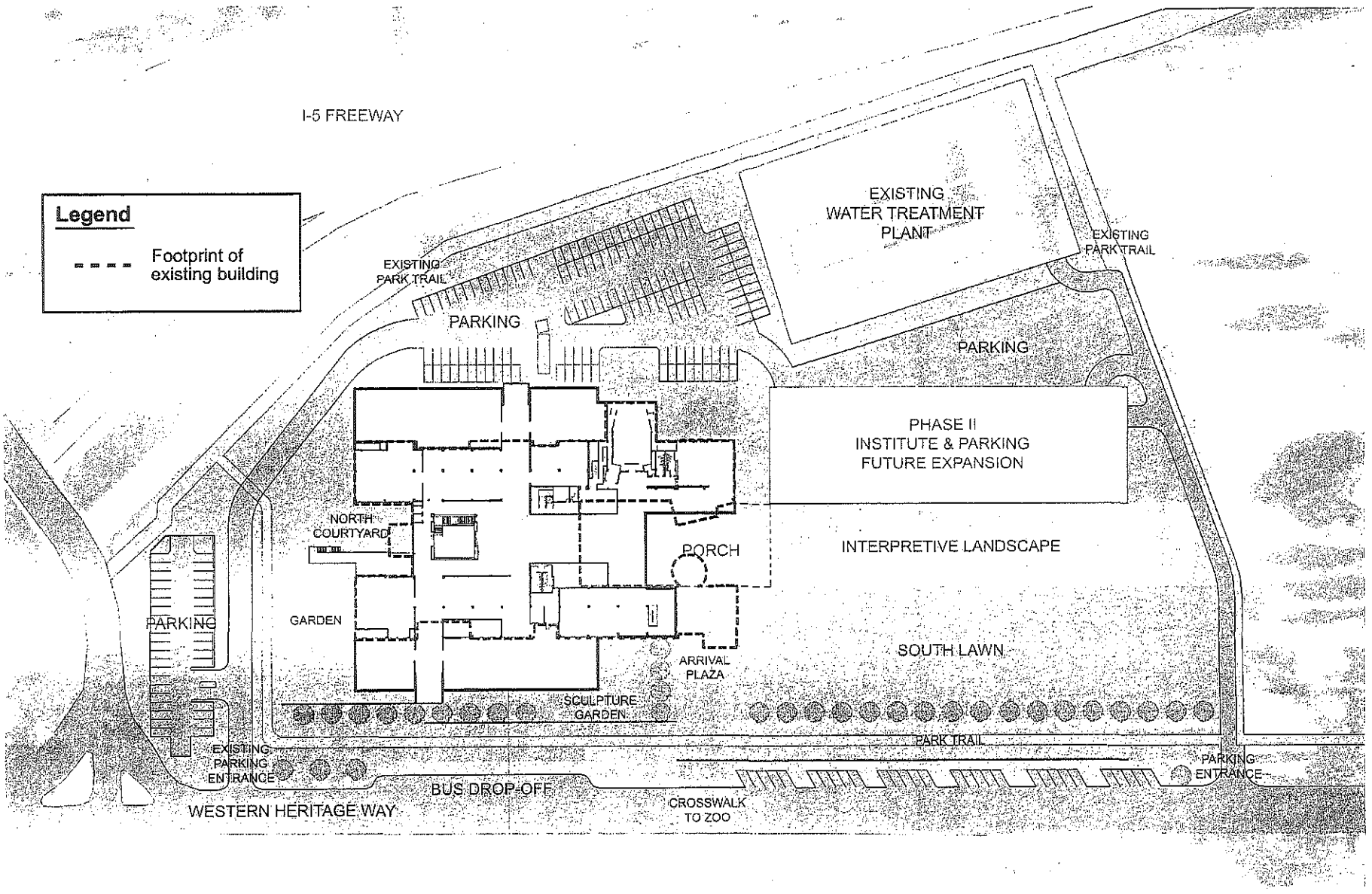
Parking and Access

As described above, Phase 2 of the Project would also replace the existing surface parking area within the southwestern portion of the Project site with landscaping and relocate parking for the public to a new two-level subterranean facility located below the existing South Lawn. The location of the parking facility would take advantage of the existing 15-foot grade drop that occurs within the southern portion of the site. The area above the new parking facility would also be landscaped as a continuation of the South Lawn area. Approximately 346 parking spaces would be provided in the new parking facility for Museum visitors. Thus, upon completion of the proposed improvements, the Project site would include a total of 476 parking spaces on-site to accommodate both visitors and staff.

Anticipated Project Development Schedule and Construction Phasing

Construction of the proposed Project is expected to commence in 2008 for phase 1, with opening of the Museum in 2011. Phase 2 construction is expected to commence in 2013 with the opening of the Museum in 2014. This would be accomplished in two phases, as described above. Phase 1 is expected to include the creation of the Convergence Hall, expansion of the galleries to the west and east, interior renovations, renovation of the main entrance, expanded collection and storage areas, relocated café and expanded community room, and creation of new landscape areas and interim surface parking areas. Phase 2 is expected to include the Institute, including reading room, collection storage rooms and staff area extending to the south of the Museum and east of the South Lawn. The new semi-subterranean parking facility would also be constructed during Phase 2 of the Project.

Construction hours would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Construction activities associated with the proposed Project would result in approximately 51,500 cubic yards of grading for the building



Source: EE&K Architects, 11/2006.

Figure A-5
Project Buildout

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additions and the subterranean parking garage, of which 42,500 cubic yards is anticipated to be exported.

F. REQUIRED APPROVALS

A series of approvals and permits would be required for the Project. Such approvals and permits would include, but are not limited to, the following:

- Amendment to the ground lease with the City of Los Angeles.
- Grading, excavation, and building permits.
- Haul Route Approval, as necessary
- Any additional actions as may be deemed necessary.

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ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATIONS

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues will not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant environmental impact would result from the project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. AESTHETICS. *Would the Project:*

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a view of a visual resource that may be a natural or man-made feature. Examples of scenic vistas include views of urban skylines and distant landforms such as mountain ranges. The project site is located within the northeastern portion of the Griffith Park, a 4,107 acre municipal park located within the eastern end of the Santa Monica Mountains. In the project vicinity, the variety and scope of adjoining urban and natural features, including the Los Angeles Zoo to the west, the Woodrow Wilson and Harding Municipal Golf Courses further to the south, the Verdugo Mountains to the more distant north, and other various natural features within Griffith Park itself are visual resources that provide scenic vistas when viewed from various locations. The project would expand and renovate certain portions of the existing structure and related exterior landscaping. Although these improvements may contribute positively to existing scenic vistas within Griffith Park, it is recommended that the potential for scenic vistas within the project area to be affected by the project be analyzed further in an Environmental Impact Report (EIR).

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The City of Los Angeles designates public roadways, noted for scenic vistas, as scenic highways. No designated scenic highways occur in close proximity to the project site. The closest designated scenic highways are Forest Lawn Drive located

approximately 1.8 miles west of the project site on the western edge of Griffith Park and Los Feliz Boulevard located approximately 2.3 miles south of the project site just beyond the southernmost boundary of Griffith Park. Based on the distance to the project site and intervening topography, the project site is not visible from neither Forest Lawn Drive nor Los Feliz Boulevard. Thus, the project would not have the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a City-designated scenic highway. No impacts would occur and no mitigation measures would be required,

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The project includes the expansion of the existing Museum building generally to the east and west, landscaped plaza areas, landscaping improvements, additional surface and subterranean parking, as well as removal of existing surface parking areas to the west of the Museum. While these improvements may contribute positively to the existing visual character or quality of the site, it is recommended that this issue be analyzed further in an EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. As indicated above, the project site is located within the northeast portion of Griffith Park. Interstate 5 is located to the east of the Project site, with the Los Angeles River just east of Interstate 5. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the Project site. To the south of the Project site are the Zoo Magnet Center and a surface parking area which has been temporarily used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. These uses along the freeway and river generate varying amounts of light and glare. In addition, the project site also includes surface parking areas and pedestrian paths that produce varying degrees of light and glare. While the proposed project would not be expected to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, it is recommended that this issue be analyzed further in an EIR.

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II. AGRICULTURAL 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. Would the Project:*

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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. No agricultural uses or related operations exist within the site or surrounding area. In addition, the project site has not been mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not result in impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The project site is zoned for open space parkland and related recreational uses established by the City of Los Angeles. Specifically, the project site is zoned OS-1XL. In addition, no agricultural uses are present on the site and no lands within the project site are under a Williamson Act contract. Therefore, no impact associated with a conflict with agricultural zoning or Williamson Act contracts would occur and no mitigation measures would be required.

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. No agricultural uses or related operations exist on or near the project site. As such, the project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts would occur and no mitigation measures would be required.

III. AIR QUALITY. *The significance criteria established by the south coast air quality management district (SCAQMD) may be relied upon to make the following determinations. Would the project:*

a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?

Potentially Significant Impact. The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted in 2003 and outlines the air pollution control measures needed to meet Federal health-based standards for ozone (O_3) (1-hour standard) by 2010 and fine particulate matter (PM_{10}) by 2006. The AQMP also demonstrates how the Federal standard for carbon monoxide, achieved for the first time at the end of 2002, will be maintained.[1] In addition, the current AQMP addresses several State and Federal planning requirements and incorporates substantial new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological data and new air quality modeling tools.

The project would increase the amount of traffic in the area and would consequently generate air emissions that could affect implementation of the AQMP. As such, it is recommended that the EIR address the project's consistency with the AQMP.

Potential project impacts with regard to the Los Angeles County Congestion Management Plan are addressed in Section XV.g (Transportation/Circulation) below.

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

Potentially Significant Impact. As discussed in Response III.a. above, the project site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. Implementation of the proposed project would increase emissions on both a short term (i.e., during construction) and long-term basis in a non-attainment area. Short-term construction emissions would result from a number of sources, including but not limited to, the

[1] *The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.*

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operation of heavy-duty construction equipment and on-site grading. Long-term emissions would mostly result from motor vehicles traveling to and from the site once the project is again fully operational. As the project could result in increased air emissions associated with construction and operation, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated as necessary.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Since the project would result in increases in air emissions from construction and operations (e.g., vehicle trips and stationary sources) in the Basin, which is currently in non-attainment of Federal and State air quality standards for ozone, PM_{10} and $PM_{2.5}$, it is recommended that this issue be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Construction activities and operation of the proposed uses would increase air emissions above current levels. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child care centers, athletic facilities, and retirement/convalescent homes.[2] Sensitive receptors in the project vicinity consist primarily of the Los Angeles Zoo Magnet Center south of the project site and the Los Angeles Zoo west of the project site. Construction and operation of the project could result in increases in air emissions and thus, could impact nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Objectionable odors are also associated with such uses as sewage treatment facilities and landfills. As the project involves the development of museum-related uses, no major odor-producing uses that would have the potential to affect a substantial number of people would be introduced. Rather, activities and materials associated with construction would be typical of construction projects of similar type and size. In addition, only limited odors associated with project operations would be generated by on-site waste generation and storage, the use of certain cleaning agents, and/or café-related

[2] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Figure 5-1, April 1993.*

uses, all of which would be consistent with existing conditions on-site. Any odors that may be generated during construction or operation of the project 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. Thus, further analysis of this issue is not necessary and no mitigation measures regarding odors would be required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a. 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Griffith Park is designated as a Significant Ecological Area (SEA) within the County of Los Angeles General Plan, as the County of Los Angeles considers Griffith Park and the Santa Monica Mountains as an annual rest-stop for migratory birds However, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. In addition, the Project site is directly adjacent to the heavily traveled I-5 freeway to the east, the Los Angeles Zoo to the west and surface parking areas to the south. Due to the developed nature of the site and surrounding area, the project site is not known to contain 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 Game or U.S. Fish and Wildlife Service. Thus, project impacts on candidate sensitive or special status species would be less than significant and no mitigation measures would be required.

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

Less Than Significant Impact. As discussed above in Response IV.a, the proposed project would be implemented within an existing urbanized and developed area of Griffith Park with on-site landscaping that is predominantly ornamental in nature. No riparian habitat or other sensitive natural communities are known to exist on-site. Therefore, implementation of the project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community. Impacts would be less than significant and no mitigation measures would be required.

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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?

No Impact. As indicated above, the project would be constructed within areas of the project site that are developed, graded, and/or landscaped. These areas do not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would not result in a substantial adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be 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?

Less Than Significant Impact. The project site is located within the northeastern portion of Griffith Park and is surrounded by areas that are developed or are otherwise landscaped. Specifically, the Los Angeles Zoo and associated surface parking are located to the west, surface parking and golf courses are located to the south and the I-5 and SR-134 freeways are located to the east and north, respectively. As a result, the site does not function as a migratory wildlife corridor. In addition, no bodies of water exist on-site to provide habitat for fish. Therefore, development of the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. Impacts would be less than significant and no mitigation measures would be required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact Unless Mitigation Incorporated. The project site is located in the City of Los Angeles and is subject to the Los Angeles Protected Tree Ordinance (L.A. Municipal Code Section 46.00; Ordinance No. 153,478). The City's Protected Tree Ordinance regulates the relocation or removal of all native oak trees (excluding scrub oak), California black walnut trees, California sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). These tree species are defined as "protected" by the City of Los Angeles. The Ordinance prohibits, without a permit, the removal of any regulated protected tree including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. If a proposed project were to disturb a protected tree, the City's Protected Tree Ordinance requires that a report be prepared by a tree

expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

A tree survey was conducted in October of 2006 by a PCR biologist and certified arborist. A total of 199 trees, 15 native and 184 non-native, were assessed within the tree survey area, which includes the area defined by the proposed limits of grading and a 20-foot buffer area. Native trees include Quercus agrifolia, known as California Live Oak. The mitigation measures provided below will ensure that the protected trees impacted during construction will be replaced on a two to one (2:1) basis. With implementation of the mitigation measures provided below, impacts to protected trees would be reduced to less than significant levels.

Mitigation Measures

- Trees removed that are protected by the City of Los Angeles Protected Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), the California Walnut, the California sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

- All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.

- During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

- During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of partially and potentially impacted native trees to delineate the tree protection area. The protective fence shall be installed 5 feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

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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?

Less Than Significant Impact. As discussed above, while the project site is located within the Santa Monica Mountains and Griffith Park SEA, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a more urbanized portion of Griffith Park, adjacent to the I-5 freeway, and thus, does not provide substantial habitat for biological species. In addition, the site is not designated in the Griffith Park Master Plan as a Habitat Enhancement Area, Exotic Removal Area, Restoration Area, or an Endangered Species Protection Area.[3] Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant and no mitigation measures would be required.

V. CULTURAL RESOURCES: *Would the project:*

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

No Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

PCR conducted a records search at the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project area and within a one-quarter-mile radius of the project area. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), and

[3] *City of Los Angeles, Department of Recreation and Parks, Griffith Park Master Plan, May 2005 Draft. Figure 4.3.*

the Los Angeles Historic-Cultural Monument (LAHCM) register, and historic versions of U. S. Geological Survey (USGS) topographic maps were also reviewed.

The Project site is developed and it includes the existing Autry National Center Museum building, surface parking areas, landscaping, and an expansive lawn area (i.e., the South Lawn). The original Autry National Center Museum building was constructed in the mid 1980's and officially opened to the public in 1988. In addition, results of the cultural resources records search through the CHRIS-SCCIC indicate that there are no recorded historic resources within the Project site. Thus, due to the lack of sufficient age and any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly. As such, development of the project site would not cause a substantial adverse change in a historic resource. No impact would occur and no mitigation measures would be required.

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

Less Than Significant Impact. Results of the cultural resources records search through the CHRIS-SCCIC indicate that 12 cultural resources investigations have been conducted within a one mile-radius of the Project site. None of these studies involved the Project site. In addition, none of the surveys identified any archaeological resources. In addition, the areas of the project site to be developed have previously been disturbed due to the development of Interstate 5 freeway, buildings and surface parking areas and planting of ornamental landscaping. In addition, the project site is surrounded by the Los Angeles Zoo and associated surface parking for the Zoo to the west, the Zoo Magnet Center and a surface parking area to the south and Interstate 5 to the east and northeast. Thus, the project site and much of the area surrounding the project site has also been disturbed and surficial archaeological resources that may have existed at one time have likely been previously disturbed. Based on these site conditions, and given that there are no recorded archaeological resources within a one mile-radius of the Project site, the archaeological sensitivity of the Project site is considered low. Furthermore, if a unique archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore,

impacts to archaeological resources would be less than significant and no mitigation measures are necessary. Further analysis of this issue is not required.

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

Potentially Significant Impact Unless Mitigation Incorporated. Based on the Geotechnical Report, the Project site is underlain by artificial fill, stream channel deposits of Holocene age, and older alluvial deposits of Pleistocene age. The paleontological record search through the LACM revealed that there are no known vertebrate fossil localities within the Project site. In addition, the records search indicates that there are no known vertebrate fossil localities nearby from the same or similar sedimentary deposits. The records search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the Project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant fossil vertebrate remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the Project, the following mitigation measure is recommended to ensure that potential impacts associated with undiscovered paleontological resources would be less than significant:

- **Mitigation Measure V(c)-1:** A qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Results of the cultural resource records search through the CHRIS-SCCIC did not reveal the presence of any human burials within the Project site or within a one mile radius of the Project site. PCR contacted the NAHC regarding the presence of

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burials or sacred lands for the Project site on November 28, 2006; a response was received on November 28, 2006. According to the NAHC, results of the sacred land file records search indicate that no known Native American cultural resources are present within the Project site. Furthermore, in the event that human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Implementation of these regulatory requirements would ensure that potential impacts associated with the accidental discovery of human remains would be less than significant.

VI. 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:

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.

Less Than Significant Impact. Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or having shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[4,5] The seismically active southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults (i.e., low angle reverse faults with no surface exposure). Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by CGS. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles designates

[4] *The California Geological Survey was formerly known as the Division of Mines and Geology of the California Department of Conservation.*

[5] *California Department of Conservation, California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

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Fault Rupture Study Zones extending along each side of active and potentially active faults to establish areas of hazard potential.[6]

The project site is not located in an Alquist-Priolo Fault Study Zone, and neither active nor potentially active faults cross the project site.[7] As discussed in the Geotechnical Report included as Appendix A, the closest Alquist-Priolo Earthquake Fault Zone to the site has been identified for the active Raymond Fault located approximately 4.5 miles to the southeast.[8] The project site is however located in a City of Los Angeles Fault Rupture Study Area.

Based on the Geotechnical Report, the closest active fault with the potential for surface fault rupture is the Hollywood fault located approximately 2 kilometers to the south of the Project Site. In addition, the closest mapped fault is the easterly trending Griffith fault located just south of the site. The Griffith Fault is not defined as active or potentially active by State Geologists. In addition, no structures are planned within 50 feet of the southern site boundary. Therefore, the potential for surface rupture due to fault plane displacement propagating to the ground surface at the site is considered low.

Based on the above, the project would be subject to similar seismic risks as existing structures throughout southern California. In addition, the project would comply with the California Department of Conservation, California Geologic Survey Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the Los Angeles Municipal Code (LAMC). With adherence to applicable regulations, the potential to expose people to impacts from fault rupture resulting from seismic activity during the design life of the proposed additions and renovation areas is considered less than significant. Therefore, no mitigation measures, beyond compliance with the aforementioned regulations, are necessary.

ii Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located within the seismically active region of Southern California. Thus, as with other developments in the vicinity, the Project would be subject to strong seismic ground shaking during a seismic event. However, the Project would adhere to current engineering standards, the seismic safety requirements provided in the Uniform Building Code and the City of Los Angeles Municipal Code, and design

[6] *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

[7] *California Department of Conservation, California Geologic Survey, Alquist-Priolo Fault Hazard Zones, Beverly Hills Quadrangle, Revised 1986. http://www.consrv.ca.gov/CGS/rghm/ap/Map_index/F4D.htm*

[8] *Report of Geotechnical Investigation prepared by MACTEC Engineering and Consulting, Inc., November 2003.*

recommendations set forth in the Geotechnical Report. Furthermore, the Project would comply with the *California department of Conservation Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for evaluating and Mitigating Seismic Hazards in California (1997)*, which provides guidance for reducing seismic-related hazards. With adherence to the above seismic safety requirements and guidelines, the Project would not expose people or structures to substantial adverse effects during a seismic event. Impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures would be necessary.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based on the Geotechnical Report, the project site is located within a State of California designated Liquefaction Hazard Zone and within a City of Los Angeles designated liquefiable area. Liquefaction potential is greatest where the ground-water level is shallow, and submerged loose, find sands occur within a depth of about 50 feet or less. As larger grain size, clay, and gravel content increase with increasing ground acceleration and shaking duration, liquefaction potential decreases. The Geotechnical Report includes an analysis of the potential for liquefaction using a Design Basis Earthquake model. Based on this model, peak ground acceleration (PGA) of 0.59 g and a predominant magnitude of 6.4 for an event with a 10 percent probability of exceedance in 50 years was identified for the site. Use of this data indicates that the potential for liquefaction at the site is low. Furthermore, the project would comply with the CGS Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), State and local building and safety codes including the LABC and the LAMC, as well as those recommendations set forth in the Geotechnical Report. Therefore, impacts associated with seismic-related ground failure would be less than significant, and no further evaluation of potential impacts associated with seismic-related ground failure is necessary.

iv. Landslides?

Less Than Significant Impact. Landslides are earthquake-induced ground failures that occur primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. According to the California Geologic Survey, the project site is not located in a delineated landslide zone and is not located within a shallow surficial landslide area. [9] Furthermore, as discussed in the Geotechnical Report, there are no known landslides near the site and the site is not within the path of any known or potential landslides. In addition, the project site is relatively flat, with elevations that range from approximately 435 to 455 feet above mean sea level across a distance of 1,700 feet. Based on

[9] *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

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the existing geologic conditions, the project site is not susceptible to landslides. As such, further analysis of this issue is not necessary, and no mitigation measures would be required.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a Storm Water Pollution Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Therefore, project impacts related to soil erosion during the construction phase would be less than significant.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography and the presence of on- and off-site drainage facilities. In addition, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the project. Thus, impacts associated with soil erosion during operation of the project would be less than significant. Implementation of the following mitigation measures would ensure that impacts associated with erosion would be less than significant.

Mitigation Measures

- The Applicant shall comply with Ordinance No. 172,176 and Ordinance No. 173,494, where applicable. Stormwater and Urban Runoff Pollution Control require the application of Best Management Practices (BMPs).
- The Applicant shall also comply with Chapter IX, Division 70 of the Los Angeles Municipal Code, as applicable, which addresses grading, excavations, and fills.

- In addition, the Applicant must meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

Based on the above information, no further analysis of this issue is necessary 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?

Less Than Significant Impact. According to the Geotechnical Report, the project site is underlain by artificial fill that consists of silty sand and clay with brick, stream channel deposits of the Holocene age, and older alluvial deposits of the Pleistocene age that consist of interbedded silty sand, sand and clay. The fill material was encountered to a maximum depth of 26-feet in the south-central portion of the site. As discussed previously in response to Checklist Questions VI.(a)(iii) and VI.(a)(iv) and in more detail in the Geotechnical Report, the project site is not susceptible to landslides or liquefaction.

In addition, based on the Geotechnical Report, the potential for subsidence or collapse at the project site is also very low. Specifically, the project site and proposed construction and grading areas within the project site are relatively flat and in an area considered geologically stable. As proposed, the project would not involve placement of structures on soil that has recently subsided or is subject to excessive water use, which would cause unsafe or unstable conditions. As such, the project site, and adjacent properties will not be affected by subsidence or collapse.

Based on the review of regional historic data and data obtained from borings at the project site, the Geotechnical Report also estimates the potential for seismically-induced settlements. As indicated in the Geotechnical report, differential seismically-induced settlements due to varying subsurface conditions are estimated to be on the order of ¼ inch over a horizontal distance of 100 feet. Thus, with compliance with regulatory requirements, impacts associated with seismically-induced settlements would be less than significant.

Overall, the Geotechnical Report concludes that the project site is geologically stable and would not be affected by landslides, slippage, settlement, lateral spreading, or collapse. In addition, the project would comply with CGS, LABC and LAMC requirements, as well as recommendations set forth in the Geotechnical Report including the use of shallow, spread-type footings established in undisturbed natural soils or properly compacted fill. Compliance with LABC and LAMC guidelines as well as implementation of the recommendations of the

Geotechnical Report would reduce impacts associated with unstable soil and geologic unit to a level that is less than significant. Therefore, further analysis of this issue is not necessary and no mitigation measures are required.

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?

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. According to the Geotechnical Report, soils encountered on-site do not consist of expansive clay soils. Therefore, impacts associated with expansive soils would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required

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 would be served by existing sewer infrastructure and no septic tanks or alternative wastewater disposal systems would be required. As such, no impacts associated with the ability of the soils to adequately support the use of such systems would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

VII. 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. The type and amount of hazardous materials to be used for the project would be typical of those used for museum uses and similar to hazardous materials currently used within the museum. Specifically, operation of the project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, photo-developing and printing chemicals, conservation treatment solvents and petroleum products. Examples of such materials include acetone, butyl alcohol, lead, methyl cellulose, and potassium iodide. In addition, construction of the project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Different aspects of hazardous materials management, including utilization, storage and disposal, are regulated by legislation administered by federal and state agencies including the Federal Occupational Safety and Health Administration (OSHA), the

Environmental Protection Agency (EPA), the California Department of Toxic Substances control (DTSC) through the county of Los Angeles Health Department, the Los Angeles County Fire Department, and the South Coast Air Quality Management District (SCAQMD). With continued compliance with these regulations, any associated risk would be adequately reduced to a less than significant level. As such, construction and operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary, and no mitigation measures would be 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?

Less Than Significant Impact. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. In addition, the project site is not located within an area designated as a methane zone by the City of Los Angeles. Furthermore, implementation of the project would not result in the exposure to asbestos-containing materials (ACMs) or lead-based paint, since the Museum building was constructed in 1988, after ACMs and lead-based paint were no longer permitted for use in building construction. Therefore, impacts associated with the release of hazardous materials into the environment would be less than significant and no mitigation measures would be necessary.

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

Less Than Significant Impact. The Zoo Magnet Center affiliated with North Hollywood High School is located to the southwest of the Autry National Center. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, impacts associated with emissions or handling of hazardous waste would be less than significant and no mitigation measures would be required.

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?

No Impact. The project site is not included on a list as a hazardous materials site compiled per Government Code Section 65962.5.[10] Information obtained from Environmental Data Resources (EDR) in June of 2006 also illustrates that the project site is not located on or within a hazardous material site, and thus would not create a hazard to the public. No impacts would occur and no mitigation measures would be 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?

No Impact. The project site is not located within an airport land use plan area or within two miles of an airport. The closest airport is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. In addition, the project site is not located within an airport hazard area as designated by the City of Los Angeles. Therefore, no impacts would occur and no mitigation measures would be required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. The closest airport or private air strip is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impacts would occur and no mitigation measures would be required.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan Framework, there are no designated disaster routes within the project vicinity. The project would not require the closure of any existing street or thoroughfare, or any

[10] *Environmental Protection Agency website, Envirofacts, http:/www.epa.gov/, accessed June 13, 2006.*

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roadway that could be used as an evacuation route within Griffith Park (including Zoo Drive and Western Heritage Way) in the City of Los Angeles Emergency Response Plan. The project would also be designed to comply with the standards of the Los Angeles Fire Department for emergency access, including fire lane (truck access) standards. As a result, no significant impacts to an emergency response plan or emergency evacuation plan would occur and no mitigation measures would be 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?

Less than Significant Impact. Although the project site is located in an area that has been developed with buildings, paving and landscaping, the project site is located within the Very High Fire Hazard Severity Zone as defined in the City of Los Angeles Municipal Code.[11] Much of the hillside areas that are within Griffith Park and the Santa Monica Mountains are also within this zone. Due to the project's location in the Very High Fire Hazard Severity Zone, the site is subject to certain requirements such as brush clearing regulations, greenbelt requirements, and the use of fire resistant plants and materials to reduce the potential for wildland fires to spread. Furthermore, the Municipal Code outlines safety standards to further reduce any potential impacts associated with wildland fires. Standard fire protection devices, including existing and proposed fire hydrants and sprinklers, would be incorporated as part of the project, and appropriate emergency evacuation procedures would be continued to ensure the safety of staff and visitors of the Museum. 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. Thus, no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Less Than Significant Impact. Construction of the project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, as discussed above in Response IV.b, project construction would comply with the requirements of the Municipal NPDES Construction Permit

[11] *The Very High Fire Hazard Severity Zone replaced the Mountain Fire District and Fire Buffer Zone as established in the Los Angeles Municipal Code, Chapter 5, Article 7, Section 57.25, 1999 and identified in the Safety Element of the Los Angeles City General Plan. The boundary of the district remains the same.*

and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a SWPPP. As part of these requirements, BMPs would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Mitigation measures are also included in Response IV.b, above that will ensure that these BMPs and requirements related to water quality are implemented.

As discussed in Response No. IV.b., additional BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit and the City of Los Angeles' SUSMP to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or enclosed trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final section of BMPs will be completed through coordination with the City of Los Angeles. Therefore, project impacts related to violation of water quality standards and waste discharge requirements would be less than significant.

b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?

Less Than Significant Impact. The project site is located over the San Fernando Groundwater Basin, which annually provides the City with 87,000 acre-feet of water.[12] Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. The larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with approximately 14 percent of its water supply.[13]

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[12] *City of Los Angeles Department of Water and Power, Urban Water Management Plan Fiscal Year 2002-2003, available at http://www.ladwp.com/ladwp/cms/ladwp005428.pdf, accessed December 12, 2005.*

[13] *Ibid, accessed December 12, 2005.*

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Based on recent borings, the groundwater table beneath the site is approximately 17.5 feet to 36 feet beneath the ground surface. Further, based on the Geotechnical Report, the stormwater table slopes downward to the southwest. Excavation during the construction phase of the project would extend approximately 15 feet beneath the ground surface on the western side of the existing building for the gallery expansion and level with the eastern grade, for the proposed semi-subterranean parking facility. If water is found during excavation, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, construction impacts to groundwater would be less than significant.

In addition, operation of the project would not interfere with groundwater recharge. The majority of the site is developed with buildings and paved surfaces, with only limited ornamental landscaping around the site perimeter. The project would replace existing impervious areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, the amount of impervious surface area on-site would not measurably change, and groundwater recharge in the area would not be affected. Furthermore, the project would be designed to comply with the recommendations of the Geotechnical Report to ensure that project operations would not interfere with groundwater supplies. As such, construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant. Therefore, further analysis of potential impacts associated with this issue is not necessary and no mitigation measures would be required.

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?

Potentially Significant Impact. The project site currently contains similar amounts of pervious and impervious surface areas. Approximately 279,200 square-feet of the Project site (53 percent of the site) consists of impervious surface area and roughly 249,400 square-feet of the Project site consists of pervious surface area. While the project would include new pervious landscaping areas throughout the project site, the proposed Phase 1 improvements would include an additional 79,000 square-feet of building area. Thus, a moderate increase in impervious surface could result with the Phase 1 improvements. However, with the Phase 2 improvements, it is expected a slight decrease in impervious surfaces would be the expected result due to the removal of portions of the existing surface parking lot. This change in runoff quantities associated with the Phase 1 improvements and the potential to locate new structures within areas of the site containing drainage features, although minor, could alter existing drainage patterns.

Given this potential alteration of drainage patterns, it is recommended that further analysis of this issue be conducted and addressed in an EIR with feasible mitigation measures incorporated, as necessary.

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?

Potentially Significant Impact. As discussed above, implementation of Phase 1 of the project would result in a minor change in the amount of impervious and pervious surfaces within the project site. This could result in a slight change in the amount of surface water runoff from this site. Any increase in the amount of runoff originating from the site could potentially result in an increase in localized flooding on- and off-site. In addition, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated.

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. As indicated above, implementation of Phase 1 of the project could result in a change in storm water runoff quantities. Although relative to storm drain capacity this change would not be substantial, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Similar to existing conditions, operation of the proposed uses would generate pollutant constituents in surface water runoff. However, required water quality control measures would be implemented as described above. Therefore, the project would not provide substantial additional sources of polluted runoff, but could potentially contribute runoff water that would exceed the capacity of existing or planned drainage systems. Therefore, further analysis of drainage issues in an EIR is recommended with feasible mitigation measures incorporated, as necessary.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. As previously indicated above, exposed soils during construction of the project could potentially be transported via stormwater runoff into storm drains. However, the project will comply with all applicable NPDES and City requirements, which will include the use of BMPs during construction and operation of the project as well as preparation of a SWPPP and SUSMP. Compliance with these requirements will ensure that the

project would not substantially degrade water quality. Thus, further analysis of this issue is not required and no mitigation measures would be necessary.

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

No Impact. The project site is not located within a delineated flood zone as mapped by the Federal Emergency Management Agency (FEMA) or within a 100-year flood plain as mapped by the City of Los Angeles.[14, 15] Therefore, the project would not place housing within a 100-year flood plain as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. Further analysis of this issue is not necessary and no mitigation measures are required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. As stated above, the project site is not located within a FEMA or City of Los Angeles designated 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Further analysis of this issue is not necessary and no mitigation measures are required.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. According to the Inundation Hazard Area Maps in the City of Los Angeles Safety Element, the project site is not located within a potential inundation area, however, the project site is located directly adjacent to an inundation area to the east, due to the proximity of the Los Angeles River to the east of the Interstate 5 Freeway located to the east of the site. Although the project site is located adjacent to an inundation area, the potential to expose people or structures to a significant risk of loss, injury, or death caused by flooding is relatively low due to the location of the project site within the Santa Monica Mountains and Griffith Park. Furthermore, given the location of the existing Interstate 5 Freeway and related improvements and existing structures within Griffith Park, exposure of people or structures to flooding as a result of the failure of a levee or dam is considered less than significant and no further analysis of this issue in an EIR is necessary.

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[14] *Federal Emergency Management Agency FIRM Panel No. 0601370084C, 1980.*

[15] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains." March 1994.*

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j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. The project area does not include any large bodies of water, therefore, tsunamis (seismic sea waves) are not considered a hazard at the site. The nearest body of water within the project vicinity is the LA River which is approximately 500 feet east of the project site. 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. Thus, the project site is not in the vicinity of, or downslope from, a reservoir or storage tank capable of creating a seiche. In addition, the project site, which is not positioned downslope from any unprotected slopes or landslide areas, is not positioned in an area of potential mudflow. Therefore, less than significant impacts from these events are not anticipated and no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

IX. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The project site is located within the northeast portion of Griffith Park. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the project site. To the south of the project site are the Zoo Magnet Center and a surface parking area used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. Interstate 5 is located to the east of the project site, with the Los Angeles River just east of Interstate 5. The project would renovate and modernize certain portions of the existing Museum, expand the facility by approximately 129,000 square-feet, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. These proposed new uses would be consistent with and/or support the existing uses on-site and would not conflict with the surrounding recreational uses in Griffith Park. Thus, the project would not physically divide an established community. Further analysis of this issue is not recommended and no mitigation measures would be required.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The project site is zoned OS-1XL for open space use by the Los Angeles Municipal Code (LAMC). Consistent with this zoning designation, the Hollywood Community Plan designates the site for Open Space uses. Furthermore, the site is

located within the Griffith Park Master Plan area of influence. The project would require several discretionary actions, including an Amendment to the ground lease with the City of Los Angeles and a Conditional Use Permit for expansion of the structure. On a regional level, SCAG's Regional Comprehensive Plan and Guide (RCPG), MTA's CMP, and the SCAQMD's AQMP would apply. While the existing museum use is already in place and the proposed project is an expansion of the existing museum, it is nonetheless recommended that the project's consistency with local and regional plans be further analyzed in an EIR.

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

Less Than Significant Impact. As discussed in Response IV.b, the project site is located within the Santa Monica Mountains and Griffith Park Significant Ecological Area (SEA).[16] However, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a developed portion of Griffith Park, adjacent to the I-5 freeway, and thus is not expected to provide habitat for biological species. Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Further analysis of this issue is not recommended and no mitigation measures would be required.

X. 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?

AND

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?

No Impact. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified by the California Geological Survey as a mineral producing area. [17] [18] No mineral extraction activities

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[16] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure BR-1B.*

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

occur on the site or in the vicinity. Thus, the proposed project would not result in the loss of availability of a known mineral resource zone or a mineral resource recovery site. Further analysis of this issue is not recommended and no mitigation measures would be required.

XI. NOISE. *Would the project:*

a. Result in the exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Operation of the project may increase existing noise levels as a result of project-related traffic, (existing mechanical equipment will be retained or replaced with equipment with lower noise emissions) and visitors entering and exiting the project site. Additionally, construction activities and the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) during project construction would generate noise on a short-term basis. Therefore, it is recommended that the project's potential to exceed noise standards be analyzed further in an EIR.

b. Result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the proposed project may generate groundborne noise and vibration due to site grading, clearing activities, and haul truck travel. As such, the project would have the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed above, project operations may contribute to an increase in ambient noise levels. Therefore, it is recommended that impacts associated with a permanent increase in ambient noise levels be analyzed in an EIR.

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[18] *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000.*

d. Result in 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, construction-related activities and equipment used during the project's construction phase could result in a temporary or periodic increase in ambient noise levels above existing levels. Additionally, operation of the project could increase ambient noise levels in the project vicinity. Therefore, it is recommended that impacts associated with a temporary or periodic increase in ambient noise levels be analyzed 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 area or within two miles of a public or public-use airport. The closest airport to the project site is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the project site. Therefore, the project would not expose people to excessive airport-related noise levels. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be required.

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?

No Impact. The proposed project is not located in the vicinity of a private airstrip. As indicated above, the closest airport is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the site. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be required.

XII. POPULATION AND HOUSING. *Would the project:*

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)?

No Impact. The project does not propose the development of new residential units. Thus, the project would not directly generate an increase in the residential population to the area. With implementation of the project, up to approximately 50 new full-time equivalent (FTE) employees may be generated. This modest increase in employment would be well within the employment forecast set forth by SCAG. Furthermore, while not expected, any potential induced residential growth resulting from the new employment opportunities would be inconsequential. Furthermore, no new roadways or other major infrastructure that would serve an area beyond the project site would be constructed as part of the project. Therefore, implementation of the project would not induce substantial population growth either directly or indirectly. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. The project site currently does not support existing housing. Thus, the project would not displace any housing that would necessitate the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. As discussed above in Response XII.b. above, the project site does not support existing housing. Therefore, the project would not displace substantial numbers of people necessitating the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

XIII. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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. Fire protection service is provided to the site by the Los Angeles Fire Department (LAFD). The project site is located within the service area of Fire Station 56, located at 2759 Rowena Avenue, approximately 3.3 miles south of the site. Implementation of the project would result in an increase in the number of visitors to the museum. Due to this increase in the daytime population, the project may generate a greater demand for LAFD services. As such, it is recommended that the project's potential impacts on fire protection services be further analyzed in an EIR.

b. Police protection?

Less Than Significant Impact. Police protection service is provided to the site by the Los Angeles Police Department (LAPD). The site is located within the LAPD's Central Bureau service area. The closest police station is the Northeast Community Police Station, located at 3353 San Fernando Road, approximately 4.5 miles to the southeast. However, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. The project would increase the daytime population and may therefore generate a greater demand for security services, but this increase would be met through the projects' private security force. Further analysis of this issue is not recommended and no mitigation measures would be required.

c. Schools?

No Impact. The project would not result in a new residential population, and as such would not generate new students to the project area. Furthermore, while not expected, any increase in demand for school facilities resulting from new project employees relocating to the area would be inconsequential. Further analysis of this issue is not recommended and no mitigation measures would be required.

d. Parks?

Less Than Significant Impact. The City of Los Angeles Department of Recreation and Parks is responsible for the maintenance and operation of Griffith Park and other public

recreational facilities in the City of Los Angeles. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be required.

e. Other governmental services (including roads)?

No Impact. The project would not result in a new residential population, and as such would not generate a demand for additional library services. Furthermore, while not expected, any increase in demand for library services resulting from new project employees relocating to the area would be inconsequential. Thus, no impacts to library services would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

During construction and operation of the project, other governmental services, including roads, would continue to be utilized. Project visitors and employees would use the existing road network, without the need for new roadways to service the project site. As discussed below in Section XV (Transportation/Circulation), the project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the project would result in a less than significant impact on other governmental services. Further analysis of other governmental services is not recommended, and no mitigation measures would be required.

XIV. 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?

Less than Significant Impact. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be

secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be 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 does not include the construction or expansion of recreational facilities. Furthermore, as discussed in Response XIII.d. above, it is not anticipated that museum visitors would have a substantial impact on the Griffith Park recreational facilities since use of these facilities would be secondary to the Museum. Thus, the project would result in a less than significant impact with respect to recreational facilities. Further analysis of this issue is not recommended and no mitigation measures would be required.

XV. TRANSPORTATION/CIRCULATION. *Would the project:*

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

AND

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

a. and b. Potentially Significant Impact. Construction of the project would result in a temporary increase in traffic associated with construction-related vehicles (e.g., trucks, construction worker vehicles, etc). Additionally, the project would increase the number of annual visitors, thus generating an increase in vehicle trips on the local and regional transportation system. Therefore, it is recommended that traffic-related issues, including the potential for the project to cause a substantial increase in traffic relative to the existing traffic load and capacity or to exceed a level of service standard, be analyzed further in an EIR.

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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. The project site is not located within the vicinity of a public or private airport. Furthermore, the project does not propose any uses that would change air traffic patterns, generate air traffic, or interfere with existing air traffic. As such, no safety risks associated with a change in air traffic patterns would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

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

No Impact. The project does not propose any hazardous design features such as sharp curves or dangerous intersections. Furthermore, the project does not propose any hazardous or incompatible uses. As such, no substantial hazards related to a design feature or incompatible use would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

e. Result in inadequate emergency access?

Potentially Significant Impact. Emergency access to the project site would continue to be provided from Western Heritage Way. Furthermore, the existing service road within the northern portion of the site would be retained and additional access would be provided within the southern portion of the site. The project would be developed in accordance with applicable fire safety standards including the Los Angeles City Fire Code, as well as requirements specific to development within the Very High Fire Hazard Severity Zone, as outlined in the Los Angeles Municipal Code. While it is expected that the majority of construction activities and staging areas would be confined on-site, some short-term construction activities may temporarily and intermittently disrupt traffic on Western Heritage Way. In addition, the project will generate traffic in the project vicinity and will result in some modifications to access from the streets that surround the site. Therefore, it is recommended that the project's impacts on emergency access be further analyzed in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. The project would include changes to the existing surface parking areas during phase 1 and construction of a two level semi-subterranean parking structure for phase 2, located at the southern portion of the site. This parking structure would provide approximately 346 parking spaces for museum visitors. In addition, the surface parking area located east of the Museum would be expanded to provide approximately 100 parking

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spaces for staff. Given the relatively high parking demand of the site, it is recommended that the project's potential impacts on parking be analyzed further in an EIR.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The Metropolitan Transportation Authority provides transit service within the project area. While bus service is not anticipated to be affected by the project, in recognition of the importance of this land use planning issue to the City, it is recommended that the project's consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

XVI. UTILITIES. *Would the project:*

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater services for the project site. Wastewater flows generated on-site are conveyed via a 6-inch sewer line located at the southeastern corner of the existing museum building. Site-generated wastewater is treated at Hyperion Treatment Plant (HTP), which is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd.[19]

Based on generation factors from the County Sanitation District of Los Angeles County, existing uses on the project site have a current average wastewater generation of an estimated 6,570 gallons per day (gpd). With the additional project improvements, the proposed project would result in an estimated average wastewater generation of 14,601 gpd. Therefore, the project would result in a net increase of approximately 8,031 gpd of wastewater, representing approximately .01 percent of HTP's total remaining capacity. Implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows below these anticipated levels. Additionally, based on Psomas Associates, the sewer system in the project area is adequately sized to serve the proposed project. As such, the project would not be expected to exceed wastewater treatment requirements and would not have a significant impact upon the City's

[19] *City of Los Angeles Integrated Resources Plan, June 2005.*

wastewater system. No further analysis of this issue is necessary and no mitigation measures would be required.

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?

Less Than Significant Impact. Water is currently provided to the project site via an existing below surface 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. The existing domestic water line is expected to be disconnected with the construction of the project. As such, there are currently two water line connections to the public water system (one to the north and the other to the south) that the existing museum and proposed improvements can connect with. As part of the project, either of the two water line connections will be used and will need to be extended to the existing buildings supply line. The existing fire protection and landscape water sources will not be changed as a part of the proposed improvements. These proposed improvements to the water line connections and supply lines are not anticipated to create significant environmental affects.

Water consumption is often calculated for each land use by multiplying the wastewater generation factor by 125 percent to assume a worst-case scenario for water demand. Using this approach, the additional space proposed, in addition to the existing museum footprint, would generate a peak water demand of approximately 18,251 gpd. Projected water demand would be reduced by compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code. As indicated by Psomas Associates, the two existing water lane connections to the public water system (one to the north and the other to the south) have adequate capacity, and the existing water infrastructure would have sufficient capacity to accommodate the project's estimated demand for water.

As discussed in Response XVI.a., the existing 6-inch sewer line located at the southeastern corner of the existing building would also be adequate to accommodate the wastewater demands of the project. Construction of the proposed project would include all necessary sewer line improvements and connections in order to adequately connect to the existing sewer systems and substantial off-site improvements would not be required. Adjacent to the project site is a wastewater treatment facility, which provides connection to the storm water and wash down of surface areas at the Los Angeles Zoo, with final connection the Sewer system. The existing stormwater line that crosses through the project site connecting the wastewater treatment facility settlement pond from the Los Angeles Zoo would be relocated. Relocation of this line would occur under the direction of the Los Angeles Bureau of Engineering. No significant environmental impacts are anticipated as a result of the construction of these

connections or relocations. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities which could cause significant environmental impacts. As such, no further analysis of this issue is required, and mitigation measures would not be necessary.

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

Potentially Significant Impact. Currently, stormwater runoff from the project site drains to facilities owned by both the City of Los Angeles and the Los Angeles County Flood Control District and is managed by the Los Angeles Department of Public Works. As stated in Response VII.e., the project would not substantially increase the amount of runoff from the site. In addition, the project would include appropriate drainage. As part of these requirements, the project would detain. However, the project would modify the existing drainage patterns. Therefore, it is recommended that the potential impacts on drainage be addressed in an EIR.

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

Less Than Significant Impact. Water is provided to the project site by DWP through a 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. Domestic and Fire water supplies are obtained from the Los Angeles Aqueduct, local groundwater, and through purchases from the Southern California Metropolitan Water District (MWD). The project would generate an increase in the need for domestic water to accommodate the increase in museum visitors and employees. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce this projected water demand. Furthermore, based on the DWP's 2005 Urban Water Management Plan, sufficient water supply exists to serve projects such as that proposed through the year 2030.[20] Therefore new or expanded entitlements would not be necessary. Additionally, since the project falls below any of the thresholds contained in recently enacted water supply legislation (specifically SB610 and SB221), those requirements relating to water supply and water planning would not be triggered. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

[20] *City of Los Angeles Department of Water and power, 2005 Urban Water Management Plan.*

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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?

Less Than Significant Impact. The project would be served by the City of Los Angeles wastewater treatment system. As discussed in Response XVI.a. (Utilities and Service Systems) above, the Hyperion Treatment Plant has adequate capacity to serve the project. Therefore, the project would not result in an impact to the City's wastewater treatment services and no further analysis is necessary.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City's Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. It is expected that project-generated solid waste would be disposed of at one of the 12 major Class III landfills, which accept all types of non-hazardous solid waste within Los Angeles County.

Los Angeles County continues to evaluate its landfill needs and capacity through the Los Angeles County Solid Waste Management Plan. Ultimate landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., Land Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints. Several actions have occurred in recent years that have also altered projected capacity. In August 2005, the City of Los Angeles portion of the Sunshine Canyon Landfill Expansion began operations with a permitted capacity of 73.0 million tons. In addition, the Puente Hill Materials Recovery Facility (MRF) began operating in July 2005 at 500 tons per day (tpd), with a permitted capacity of 4,400 tpd and 24,000 tons per week. Further, in August 2000, the County Sanitation Districts of Los Angeles County (CSDLAC) entered into Purchase and Sale Agreements for the Mesquite Landfill waste-by-rail facility, located in Imperial County. Construction for the Mesquite Regional Landfill is currently underway and is expected to be open for rail shipments of waste in 2009. When fully operational, the Mesquite Landfill will accept 20,000 tpd of waste and have a total capacity of approximately 600 million tons, with a projected life of approximately 100 years.

Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels. Examples of such efforts include resource conservation per the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the

diversion of waste to transformation (waste-to-energy) facilities or to intermodal facilities that transport the waste by rail to facilities outside of the County. According to the City of Los Angeles Bureau of Sanitation, through implementation of AB 939 requirements, the City achieved waste diversion of 58.8 percent in 2000.[21] The City has adopted the goal of achieving 70 percent diversion by 2020.

Construction of the proposed project would generate demolition debris, some of which may be recycled or reused on-site to the extent feasible. Materials that could be recycled or salvaged include asphalt, glass, concrete, steel, and doors. Demolition debris not recycled or reused could be accepted at one of several unclassified landfills within the Los Angeles County. In addition, soil export of approximately 42,500 cubic yards would be required. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate project construction solid waste disposal needs, and significant impacts would not occur. No mitigation measures would be required.

A conservative projection of future waste generation levels associated with on-site operations can be calculated using the standard waste disposal generation rate for "other services."[22] Specifically, based on a solid waste generation factor for other services from the Integrated Waste Management Board, the Museum would generate approximately 1,548 tons of solid waste per year after buildout, or an increase of approximately 734 tons per year, which is an extremely small fraction of the regional solid waste generated.[23] The waste generation factors utilized do not account for recycling or other waste diversion measures, and as such, the estimated solid waste generated by the project would be less than that forecasted. Project-generated solid waste would be disposed of at one of 12 major Class III landfills within Los Angeles County, which accept all types of non-hazardous solid waste. Thus, potential impacts on the capacity of existing landfills in Los Angeles County associated with the solid waste generated by the proposed project would be less than significant. In addition, the following mitigation measure is also proposed to reduce the amount of solid waste generated by the proposed project:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

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[21] *City of Los Angeles Bureau of Sanitation, Year 2000 AB 939 Report, available at http://www.lacity.org/SAN/ab939-2000.htm, accessed September 8, 2005.*

[22] *Other Services is defined by the CA Integrated Waste Management Board as including museums, art galleries, theaters, recreational services, health clubs, and repair services.*

[23] *This waste disposal rate of 3.12 lbs/100 sq.ft./day is based on the California Integrated Waste Management Board's Solid Waste Characterization Database, May 2000.*

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Based on the above, no further analysis of this issue is required.

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

No Impact. The project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Specifically, the project would comply with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments provide adequate recycling area or room for the collection and loading of recyclable materials. Furthermore, the project would promote compliance with AB 939 in order to maintain the City's 50 percent waste diversion requirement and support the City's goal of achieving 70 percent diversion by 2020. Therefore, no impacts associated with solid waste statutes and regulation would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the project site is provided and maintained by LADWP through utility poles located east of the existing building. The existing facility uses approximately 1.0 million cubic feet/year or 10,000 megawatt hour (MWh) of electricity per year. Based on the proposed building expansion , the project would consume approximately 14,000 megawatt hours (MWh) of electricity per year. This projected daily demand represents a net increase of approximately 4,000 MWh of electricity per year over existing conditions on-site according to calculations by the Interface Engineering. The existing electrical service to the building will be adequate to supply the increase demand of the building expansion, due to replacement of energy efficient equipment and lighting being replaced in the existing building. Based upon this analysis, no additional electrical capacity is required from LADWP. By 2012, LADWP projects an annual demand of 27,487,000 MWh of electricity per year.[24] When compared with this annual demand, the project-related annual electricity demand increase would represent approximately 0.158 percent of the forecasted demand in 2012, and is therefore within the anticipated service capabilities of LADWP.

Natural gas is provided to the project site by the Southern California Gas Company (SCGC). The project currently consumes 1.4 million cubic feet/year of natural gas. The building expansion is anticipated to consume approximately 1.55 million cubic feet/year of natural gas for the entire facility.. This represents an increase of 1,500 kcf/year of natural gas over existing conditions. Relative to a projected annual demand of 902 billion cubic feet within

[24] *California Energy Commission, Staff Proposed California Energy Demand 2002-2012 Forecast Attachment A for October 12, 2001 Committee Workshop.*

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the entire SCGC service area in 2010, the annual consumption of natural gas associated with the proposed project would be 0.0002 percent and would be within the service capabilities of SCGC.[25]

The electricity and natural gas demand estimates presented above for the project are based on current consumption factors. The 1993 SCAQMD CEQA Air Quality Handbook consumption factors were not used, these consumption factors do not take into account the energy conservation measures that would be incorporated into the project. Therefore, the actual electricity and natural gas demands of the project are anticipated to be less than estimated. Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. As such, the project would have a less than significant impact. Therefore, further analysis of this issue is not required and no mitigation measures would be necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, 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, 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 discussed above in this Initial Study, the project would result in environmental impacts that have the potential to degrade the quality of the environment. This includes potential impacts regarding aesthetics, air quality, land use, noise, public services (fire protection), hydrology, and transportation/circulation (traffic, parking and access). An EIR will be prepared to analyze and document these potentially significant impacts and any associated cumulative impacts.

As discussed in more detail above, no natural community conservation plan applies to the project site. The existing developed areas of the project site are presently landscaped with predominately non-native species and are not expected to provide habitat for biological species or interfere with an existing corridor. No riparian habitat or other sensitive natural communities exist on-site nor are there any bodies of water on-site that provide habitat for fish. Additionally, 15 protected trees that could potentially be relocated or removed by the project will be replaced

[25] *California Energy Commission, California Energy Outlook: Electricity and Natural Gas Trends Report – Staff Draft, Docket #200-01-002, September 7, 2001.*

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in accordance with the Los Angeles Protected Tree Ordinance. Therefore, impacts to any wildlife habitat, plant or animal communities, or endangered plants or animals are considered less than significant. As discussed above, the project would not result in the removal of important examples of the major periods of California history or prehistory and no associated impacts would occur. Thus, no mitigation measures are necessary and no further analysis of these issues in an EIR is required.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 and impacts of related projects in proximity to the project site combine to create impacts that are greater than the impacts of the project alone. Twenty-six (26) related projects have been identified in the project area. However, none of these projects are directly adjacent to the Project site. Rather, all of the related projects are located across Interstate 5 and the Los Angeles River with the closest located approximately 0.4 mile east of the project site.

Cumulative impacts shall be evaluated for each of the topical issues listed above in Response XVII.a. (Mandatory Findings of Significance), as it was determined that the project would not contribute to cumulative impacts associated with other issues evaluated in this Initial Study for which less than significant project impacts were determined. Thus, cumulative effects associated with each of the potentially significant environmental impacts will be analyzed further in an EIR.

With regard to cumulative effects for the issues of agricultural, biological, archaeological, paleontological and mineral resources, the project site is generally located in a developed area and therefore, other developments occurring in the project area would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur. In addition, the project would not affect any historic resources. Thus, cumulative considerable impacts associated with historic resources would not occur.

Impacts related to geology and soils and hazards are generally confined to a specific site and do not affect off-site areas. Cumulative development would expose a greater number of people to seismic hazards. However, as with the proposed project, related projects would be subject to local, State, and federal regulations and standards for seismic safety. In addition, similar to the proposed project, all related projects would also be expected to handle and store any hazardous materials in accordance with State and local requirements and manufacturers

specifications. Thus, cumulative impacts related to geology, soils, and hazards would be less than significant.

Additionally, related projects could potentially contribute point and non-point source pollutants to nearby water bodies. However, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs, and SUSMPs, as well as compliance with local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant.

The proposed project in conjunction with related projects would cumulatively increase the employment in the area. However, these increases are expected to be within City and SCAG growth forecasts. In addition, the proposed project does not include new housing units and would not result in the removal of any housing units. Thus, the project's impacts on population would not be cumulatively considerable. No significant cumulative impacts to population or housing would occur. Furthermore, since the project would not result in a direct increase in the residential population of the area, cumulative impacts associated with schools and recreation would not be consequential.

Development of the proposed project in conjunction with the related projects would cumulatively increase water and wastewater generation and solid waste disposal. Thus, there is potential for a cumulative significant impact on utility infrastructure and facilities. However, each related project would be subject to discretionary review to ensure that adequate infrastructure and solid waste disposal capacity exist. Furthermore, utility service providers would conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community. Therefore, cumulative impacts on utilities are concluded to be less than significant.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Construction and operation of the project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As discussed above, these potential effects could be associated with aesthetics, air quality, hydrology, land use, noise, police and fire protection, transportation and circulation. It is recommended that an analysis of these potential impacts be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

CONFIDENTIAL - PRELIMINARY WORKING DRAFT – Work in Progress

Form A

Notice of Completion & Environmental Document Transmittal

SCH #_____

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916)445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Autry National Center Improvements Project

Lead Agency: City of Los Angeles Department of Recreation and Parks | Contact Person: David Attaway

Mailing Address: 1200 West 7th Street, Suite 700 | Phone: (213) 928-9130

City: Los Angeles | Zip: 90017 | County: Los Angeles

Project Location: 4700 Western Heritage Way

County: Los Angeles | City/Nearest Community: Los Angeles | Total Acres: 12.15

Cross Streets: Zoo Drive/ Western Heritage Way | Zip Code: 90027

Assessor's Parcel No. _____ | Section: _____ | Twp. _____ | Range: _____ | Base: _____

Within 2 Miles: State Hwy #: I-5/ SR-134 | Waterways: _____

Airports: _____ | Railways: Southern California Regional Rail Authority | Schools: Zoo Magnet School

Document Type:

CEQA:
- ☒ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☐ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement to EIR (Note prior NOP)
- ☐ Supplement to EIR (Note prior NOP)

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other

Local Action Type:
- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☒ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☒ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☒ Other Ground lease amendment

Development Type:
- ☐ Residential: Units_____ Acres_____
- ☐ Office: Sq.ft._____ Acres_____ Employees_____
- ☐ Commercial: Sq.ft _____ Acres_____ Employees_____
- ☐ Industrial: Sq.ft. _____ Acres_____ Employees_____
- ☐ Educational _____
- ☐ Recreational _____
- ☐ Water Facilities: Type_____ MGD_____
- ☐ Transportation: Type_____
- ☐ Mining: Mineral _____
- ☐ Power: Type_____ MW_____
- ☐ Waste Treatment: Type_____ MGD_____
- ☐ Hazardous Waste: Type_____
- ☒ Other: Museum: approximately 129,000 net new square feet

Project Issues Discussed in Document:
- ☒ Aesthetic/Visual
- ☐ Agricultural Land
- ☒ Air Quality
- ☐ Archeological/Historical
- ☐ Coastal Zone
- ☒ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☐ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☐ Geologic/Seismic
- ☐ Minerals
- ☒ Noise
- ☐ Population/Housing Balance
- ☒ Public Services/Facilities
- ☐ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☐ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☐ Vegetation
- ☐ Water Quality
- ☐ Water Supply/Groundwater
- ☐ Wetland/Riparian
- ☐ Wildlife
- ☐ Growth Inducing
- ☒ Landuse
- ☐ Cumulative Effects
- ☐ Other_____

Present Land Use/Zoning/General Plan Designation:

Museum/ with galleries, Museum Store, café and theater; OS-1XL (Open Space, Height District 1, Extra Limited height restriction)

Project Description: *(please use a separate page if necessary)*

The Project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum; expand the facility by approximately 129,000 square-feet in two phases and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over two development phases.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for project (e.g. Notice of Preparation or previous draft document) Please fill in.

Reviewing Agencies Checklist

continued

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

_____Air Resources Board
_____Boating & Waterways, Department of
_____California Highway Patrol
_____Caltrans District #_____
_____Caltrans Division of Aeronautics
_____Caltrans Planning
_____Coachella Valley Mountains Conservancy
_____Coastal Commission
_____Colorado River Board Commission
_____Conservation, Department of
_____Delta Protection Commission
_____Education, Department of
_____Office of Public School Construction
_____Energy Commission
_____Fish & Game Region #_____
_____Food & Agriculture, Department of
_____Forestry & Fire Protection
_____General Services, Department of
_____Health Services, Department of
_____Housing & Community Development
_____Integrated Waste Management Board
_____Native American Heritage Commission

_____Office of Emergency Services
_____Office of Historic Preservation
_____Parks & Recreation
_____Pesticide Regulation, Department of
_____Public Utilities Commission
_____Reclamation Board
_____Regional WQCB #_____
_____S.F. Bay Conservation & Development Commission
_____San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy
_____San Joaquin River Conservancy
_____Santa Monica Mountains Conservancy
_____State Lands Commission
_____SWRCB: Clean Water Grants
_____SWRCB: Water Quality
_____SWRCB: Water Rights
_____Tahoe Regional Planning Agency
_____Toxic Substances Control, Department of
_____Water Resources, Department of

_____Other_____
_____Other_____

Local Public Review Period (to be filled in by lead agency)

Starting Date: May 11, 2007 Ending Date June 10, 2007

Lead Agency (Complete if applicable):

Consulting Firm: PCR Services Corporation
Address: 233 Wilshire Boulevard, Suite 130
City/State/Zip: Santa Monica, CA 90401
Contact: Stephanie Eyestone-Jones
Phone: (310) 451-4488

Applicant: Autry National Center

Address: 4700 Western Heritage Way
City/State/Zip: Los Angeles, CA 90027
Contact: John Gray
Phone: (320) 667-2000

Signature of Lead Agency Representative _____ Date _____

Authority cited: Section 21083 and 21087, Public Resources Code. Reference: Section 21161, Public Resources Code.

BOARD OF RECREATION AND
PARK COMMISSIONERS

DANIEL GRUNFELD
President

MARY LUÉVANO
Vice President

MARIA A. CASILLAS
CANDY SPELLING
JOHNATHAN WILLIAMS

JON KIRK MUKRI
General Manager

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
1200 WEST 7TH STREET
SUITE 700
LOS ANGELES, CA 90017

(213) 928-9191
FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

May 14, 2007

NOTICE OF PREPARATION AND

NOTICE OF PUBLIC SCOPING MEETING

PROJECT NAME: The Autry National Center Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
COMMENT DUE DATE: June 13, 2007

The Los Angeles Department of Recreation and Parks will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein. The Department of Recreation and Parks requests your comments as to the scope and content of the EIR. The project description and potential environmental effects are included below. 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. A copy of the Initial Study prepared for the Project is not attached, but is available for review at the Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, California 90017. A copy of the Initial Study is also available on the Department of Recreation and Park's website at http://www.laparks.org/environmental/environmental.htm.

PROJECT DESCRIPTION:

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its existing facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements would allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-

of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

The Project would require various approvals including, but not limited to, an amendment to the existing ground lease with the City of Los Angeles; a conditional use permit with a height allowance; site plan review; haul route approval; grading, excavation, and building permits; and any additional actions as may be deemed necessary.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Hydrology/Stormwater, Land Use, Noise, Fire Protection, Transportation and Circulation/Parking, and other Mandatory Findings of Significance.

PUBLIC SCOPING MEETING DATE AND LOCATION: The public scoping meeting will be held on May 29, 2007 from 6:30 P.M. to 8:30 P.M. at the Autry National Center. The purpose of the scoping meeting is to solicit public comments regarding 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. The Department of Recreation and Parks encourages all interested individuals and organizations to attend this meeting.

Date: May 29, 2007

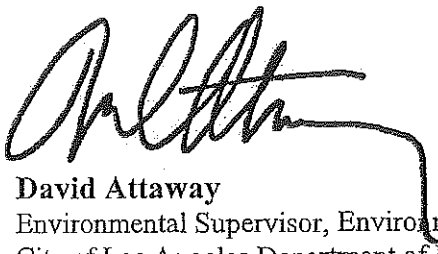
Time: 6:30 P.M. to 8:30 P.M.

Location: **Autry National Center**
4700 Western Heritage Way
Los Angeles, CA 90027

The enclosed materials reflect the scope of the Proposed Project, which may be of interest to you and/or the organization you represent. The Department of Recreation and Parks welcomes all comments regarding potential environmental impacts of the Proposed Project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **June 13, 2007**. Written comments will also be accepted at the public scoping meeting described above. Responses via facsimile at 213.928.9180 will be accepted, but must be followed by an original letter mailed to the address below.

Please direct your responses to:

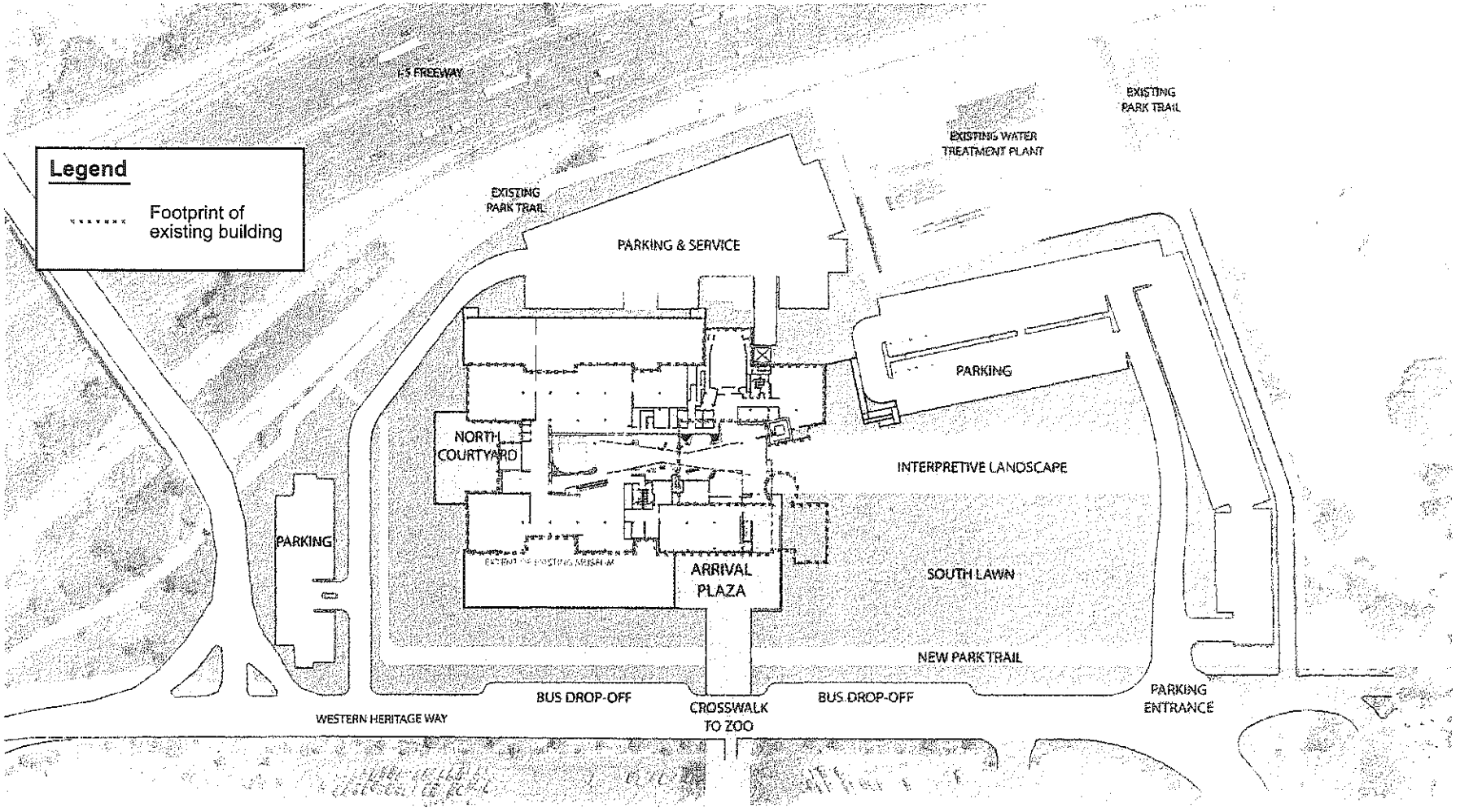
David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017



David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

Enclosures

- Location Map
- Conceptual Phase 1 Plan
- Conceptual Phase 2 Plan



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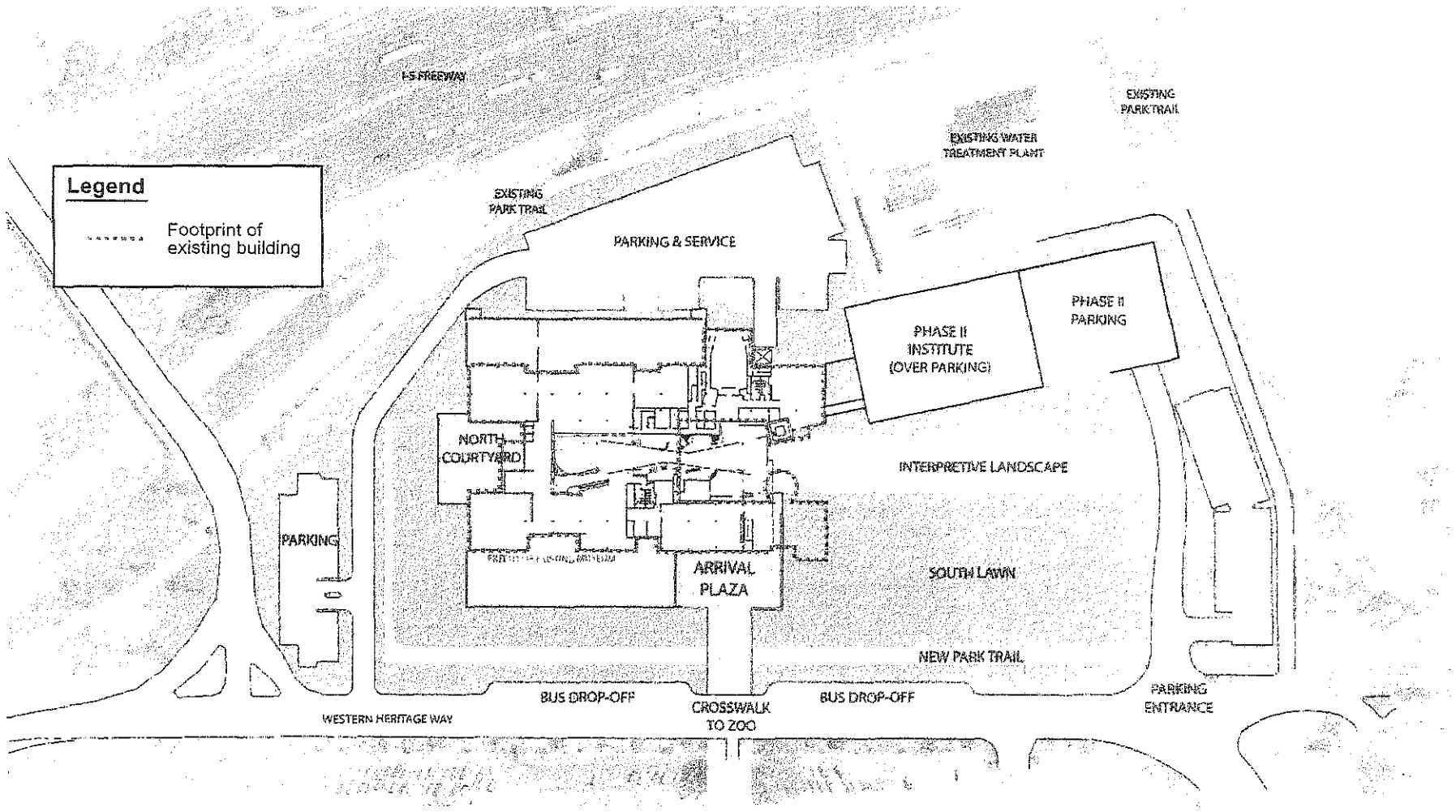
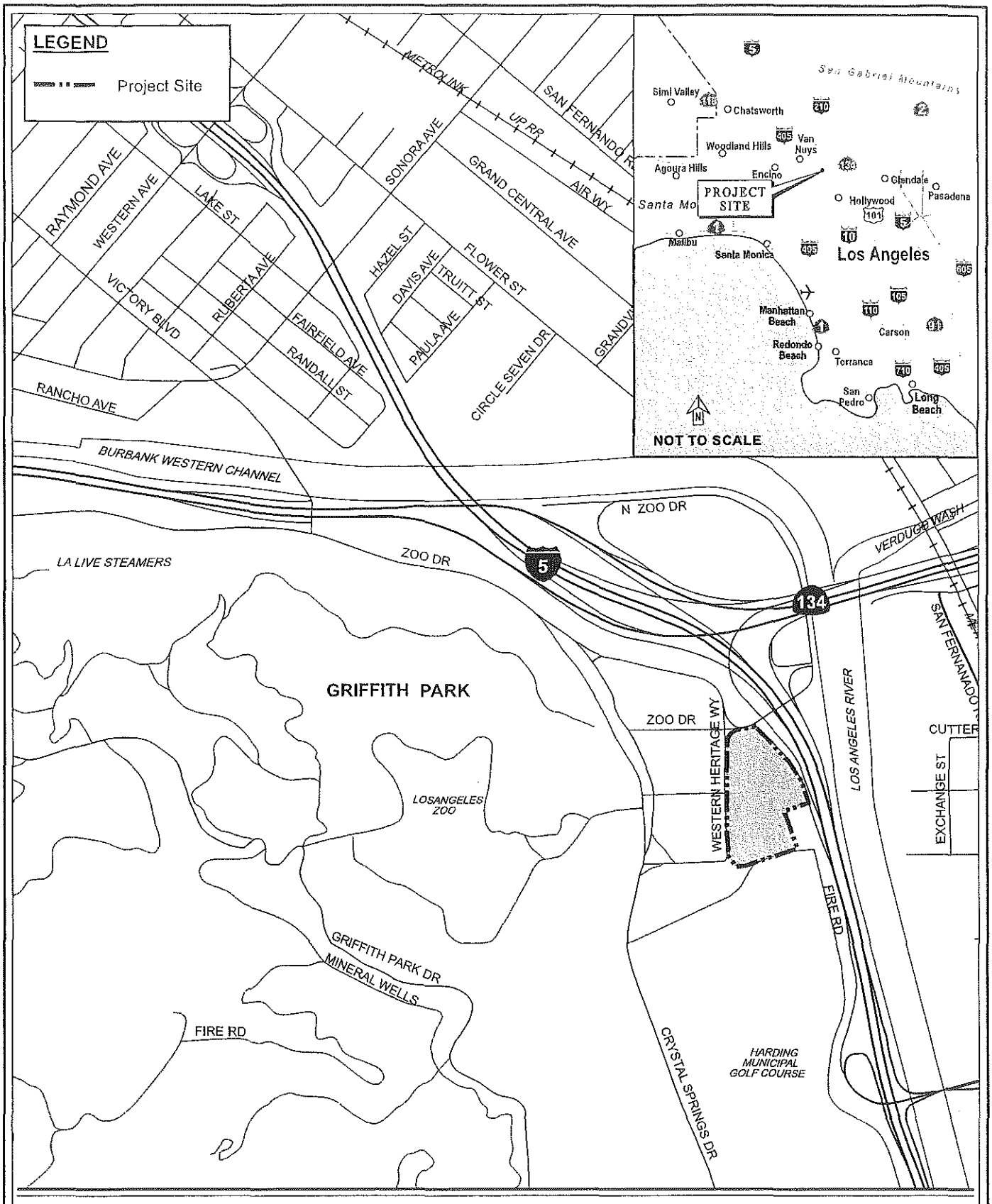
Source: Levin & Associates Architects, May 2007.

Autry National Center
Conceptual Site Plan
Phase 1



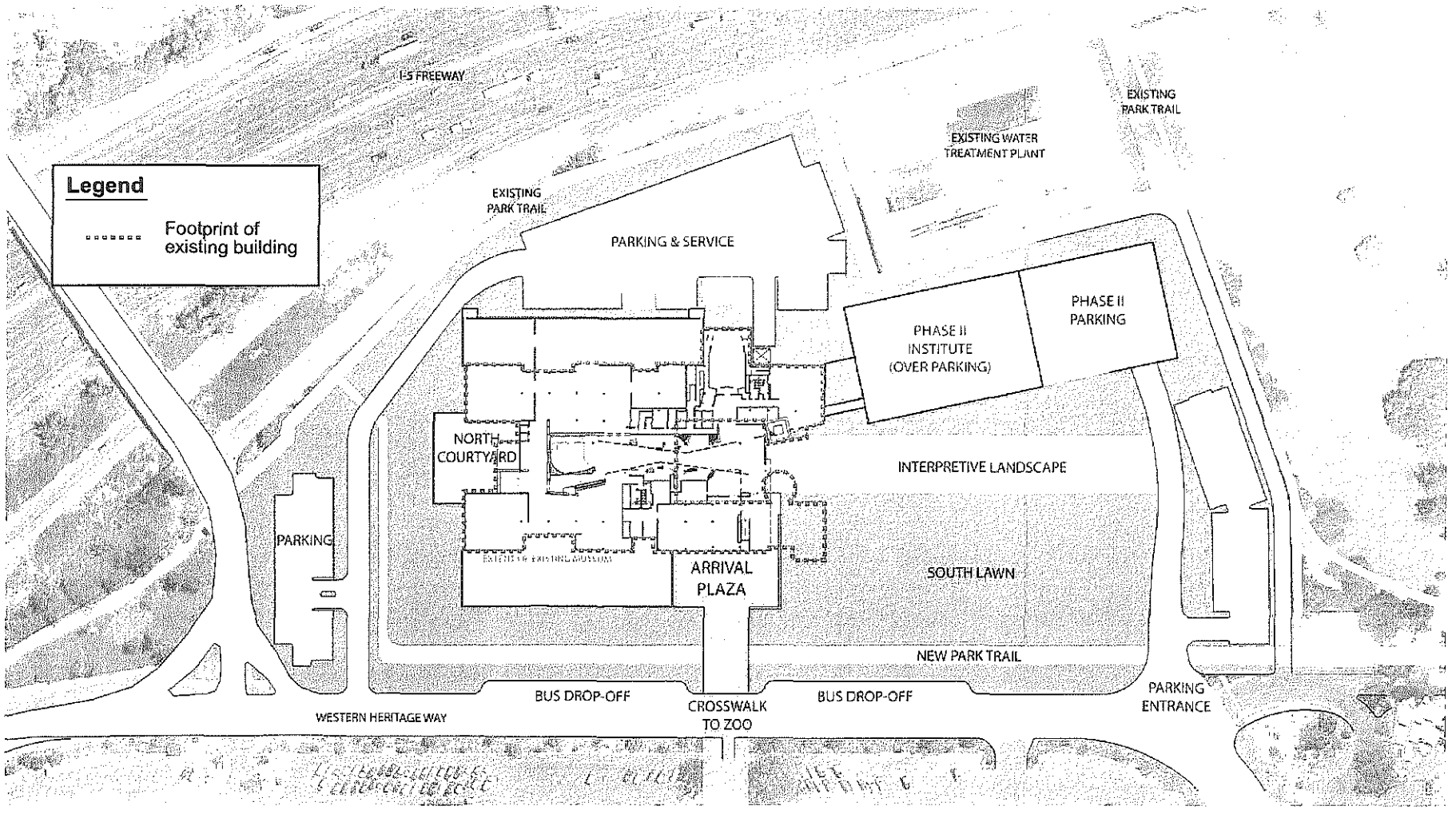
Source: Levin & Associates Architects, May 2007.

Autry National Center
Conceptual Site Plan
Project Buildout



Regional and Project Vicinity Map

Source: PCR Services Corporation, 2007



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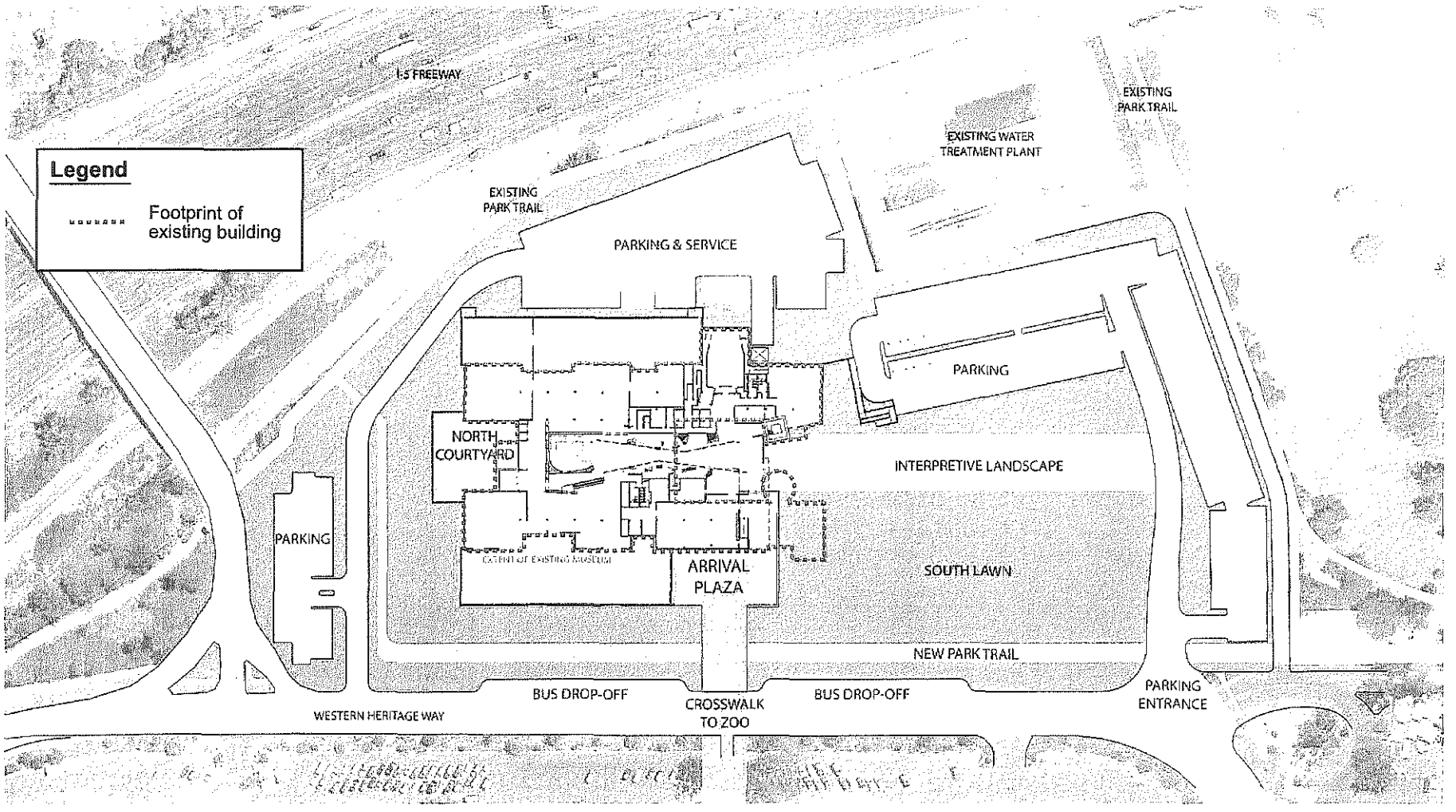
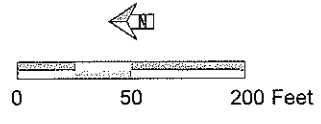
Source: Levin & Associates Architects, May 2007.

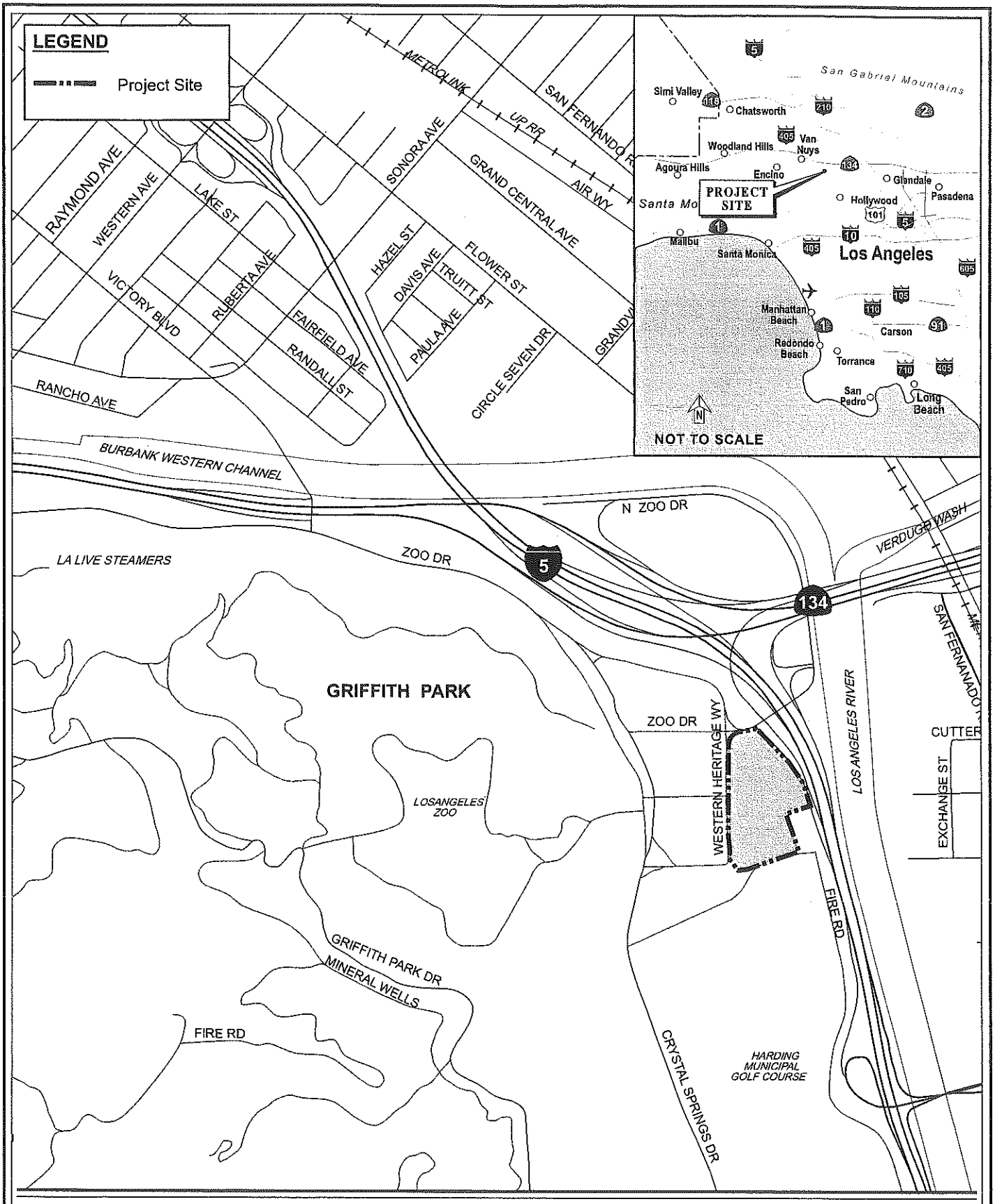
Autry National Center Conceptual Site Plan Project Buildout





Source: Levin & Associates Architects, May 2007.

Autry National Center
Conceptual Site Plan
Phase 1



Regional and Project Vicinity Map

Source: PCR Services Corporation, 2007

City of Los Angeles
Department of Recreation and Parks

Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements May 29, 2007

Written Comment Form

The purpose of the public scoping meeting is to obtain input from the public regarding the scope of the issues that will be addressed in the Draft EIR for the Autry National Center Improvement Project. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements are intended to allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource..

Comments can be provided verbally at the scoping meeting or in written form. The deadline for submitting written comments to the City is ***June 28, 2007****. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.*

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Name: _____

Address: _____

_____

_____

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: August 10, 2007

TO: FRANK MARTINEZ, City Clerk
City Clerk, Room 395, City Hall

FROM: DAVID ATTAWAY, Environmental Supervisor
Planning and Development Branch
Department of Recreation and Parks

SUBJECT: **ENVIRONMENTAL NOTICE FOR PUBLICATION**

Please arrange to publish on August 16, 2007 the following environmental notice in the legal section of *The Los Angeles Times*. If you have any questions regarding this request, please contact me at (213) 928-9130.

EIR-RP-013-07: The Autry National Center proposes to renovate and modernize portions of its Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff offices; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

The Department of Recreation and Parks will be the Lead City Agency for the proposed project. A Draft Environmental Impact Report (DEIR) has been prepared for the project and will be circulated for a 45-day review period, beginning on August 16, 2007, and ending on October 1, 2007. Copies of the DEIR are available for review at the following locations in Los Angeles: Atwater Village Branch Library, 3379 Glendale Boulevard; Los Feliz Branch Library, 1874 Hillhurst Avenue; Central Library, 630 West 5th Street; and the Department of Recreation and Parks, 1200 W. 7th Street, Suite 700. The document will also be available for review on the internet at http://www.laparks.org/environmental/environmental.htm. In addition, a public meeting will be held to solicit comments on the DEIR on September 18, 2007, at 6:30 p.m. at the Autry National Center in Griffith Park located at 4700 Western Heritage Way, Los Angeles.

All comments on the DEIR must be submitted in writing no later than October 1, 2007, by mailing to: David Attaway, Environmental Supervisor, City of Los Angeles, Department of Recreation and Parks, 1200 W. 7th Street, Suite 700, Los Angeles 90017. Facsimiles sent to (213) 928-9180 will also be accepted no later than October 1, 2007 (please mail the original). For further information, contact David Attaway at (213) 928-9130.

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE AND MAILING REQUEST

TO:
David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

FROM:

_____
Name

_____
Street Address

_____
City, State Zip Code

Pursuant to the California Environmental Quality Act and Guidelines, please add my name and assure that I receive a full copy of all Notices, Public Hearing Announcements, Environmental Assessments, Draft Environmental Impact Reports, and Final Environmental Impact Reports prepared for the following project:

The Autry National Center Improvements
4700 Western Heritage Way, Los Angeles, CA 90027

Thank you for your attention to this matter.

_____
Signature

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE AND MAILING REQUEST

TO:
David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

FROM:

_____
Name

_____
Street Address

_____
City, State Zip Code

Pursuant to the California Environmental Quality Act and Guidelines, please add my name and assure that I receive a full copy of all Notices, Public Hearing Announcements, Environmental Assessments, Draft Environmental Impact Reports, and Final Environmental Impact Reports prepared for the following project:

The Autry National Center Improvements
4700 Western Heritage Way, Los Angeles, CA 90027

Thank you for your attention to this matter.

_____
Signature

Highland Park Heritage Trust

June 28, 2007 Via Facsimile & Mail: 213.928.9180

Mr. David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: Written Response to NOP/Initial Study for Proposed Project (Autry National Center Improvements)

Dear Mr. Attaway,

The Highland Park Heritage Trust has reviewed the NOP and accompanying Initial Study and Checklist, dated May 2007 for the Proposed Project.

The Initial Study identifies substantial environmental concerns and the City identified 9 of the 17 categories as having a "Potentially Significant Impact." These are caused by the project expansion proposed at this site of leased land in Griffith Park. While page A-7 of Attachment A mentions that the Southwest Museum will continue to be used it doesn't really consider it as a way of dealing with the proposed project goals and objectives. The Draft EIR must talk about Autry National Center and the total square footage of space currently and potentially under their control, not just the leased space in Griffith Park. The other properties under their ownership are relevant in this analysis and must be included as feasible options for ANC.

These Proposed Project impacts could be avoided by using existing currently underutilized site and facilities wholly-owned and controlled by the Autry National Center (ANC). This includes multiple parcels of land in Northeast Los Angeles, commonly thought of as the Southwest Museum and Casa de Adobe. The artifacts from the Southwest Museum Collection have been located at these sites for over 90 years. These existing ANC properties have not been taken into consideration in the Initial Study. Autry's own professional studies and documents conclude that most of the objectives associated with this Proposed Project could be achieved using the existing Southwest Museum facility.

It is unclear of the value associated with the consolidation of assets in one location.
Attachment A's "Project Description" states in several places that Autry's goals of "consolidation" at a single location is a key project need. HPHT would like to request that decentralization of the ANC's distinct uses and needs should be studied as an official Project Alternative because:

- Initial Study indicates there are fire protection issues. In fact the Autry site is located within a site considered by the City to be a "very high fire hazard severity zone." With the recent fires in Griffith Park, this bears careful scrutiny, especially for the storage of the Collection
- The current museum property and the Proposed Project sit in the historic floodplain of the Los Angeles River and the impacts of a known high water table associated with this section of the adjacent LA River bed, especially on a priceless collection, hasn't been adequately addressed.
- The proposed project will have significant impacts to the public's enjoyment of the park
- Maintaining multiple sites would substantially decrease the impacts of traffic associated with one large expanded facility.
- Retains the historic use of the Southwest Museum in Mt Washington as a cultural resource that has been a community icon for over 90 years.

Therefore, the Draft EIR should explore the alternative of decentralization, whereby ANC would retain and expand the historic gallery space and move the long-term storage of the collection to a less hazardous location.

Cultural Resources
The Check list section on Cultural Resources does not identify any potential impacts; and on page A-7 the report states, "The project does not propose any physical changes to the Southwest Museum located in Mt. Washington..." We disagree on both assessments. There may be an indirect impact to a cultural resource and the Draft EIR should analyze this potential impact that was not identified in the Initial Study. The relocation of the Southwest Museum Collection to the new Proposed Project in Griffith Park may result in an adverse affect on the historic Southwest Museum building.

Until the future use is actually defined at the Southwest Museum building in Mt. Washington, the removal of the collection and the associated historic use may result in adverse change. The most recent intent of ANC is to drastically reduce the amount of exhibition space from what was originally designed for this use and ANC will change the majority of the space to a yet unspecified future use or uses. Any change in use may necessitate physical changes to the structure to accommodate that new use and therefore has potential adverse impacts.

Thank you for reviewing and utilizing these comments in the development of a Draft EIR. We ask that all Proposed Project Alternatives be fairly developed and considered in an open and public process.

Please add our organization to your mailing list to receive all notices and project determination decisions concerning this Proposed Project.

Sincerely,
Carmela Gomes
President

cc: Councilmembers Huizar, Reyes, La Bonge
Friends of the Southwest Museum Coalition

FRIENDS
of the
SOUTHWEST MUSEUM
COALITION

June 27, 2007 Via Facsimile & Mail: 213.928.9180

Mr. David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: Written Response to NOP/Initial Study for Proposed Project (Autry National Center Improvements)

Dear Mr. Attaway,

When the City of Los Angeles prepares the full Environmental Impact Report for the proposed project, currently entitled: "Autry National Center Improvements", we request that the City review and consider the enclosed conceptual Alternative Plan as an official Proposed Project Alternative.

This attached Alternative Plan (Plan) provides for the Autry National Center's (ANC) stated proposed project needs of "new additional gallery and presentation areas" on a site that they outright own and control. This Plan rehabilitates the Southwest Museum to maximize its display space to approximately 12,500 sq feet (based on a professional conclusion of feasibility in Autry's 2003 Southwest Museum Rehabilitation Study) with the additional gallery and presentation areas constructed in this location raising the total display/gallery space to 22,500 sq ft. The Plan currently does not anticipate space for permanent storage of the Southwest Museum Collection (now in the possession of ANC); nor does it state a preferred location for this stated project need, either in Griffith Park or some other convenient location appropriate to the needs of the entire Collection and overall costs. It is an acceptable and often-used museum practice to store its collections in a single location that is offsite or separate from the museum's public uses such as the exhibition and display of its collection, education, interpretation and programming activities.

Should the Environmental Management Section of Recreation and Parks Department have any questions while your unit is preparing the EIR, please don't hesitate to contact me at (323) 255.5792. Thank you for the opportunity to comment. Please add our organization to your mailing list to receive all notices and project determination decisions.

Sincerely,

Nicole Y Possert

Nicole Possert, Chair
Friends of the Southwest Museum Coalition, 755 Crane Blvd., Los Angeles, CA 90065

cc: Councilmembers Huizar, Reyes, LaBonge

Los Angeles' Fi[illegible]

Re-envisioned

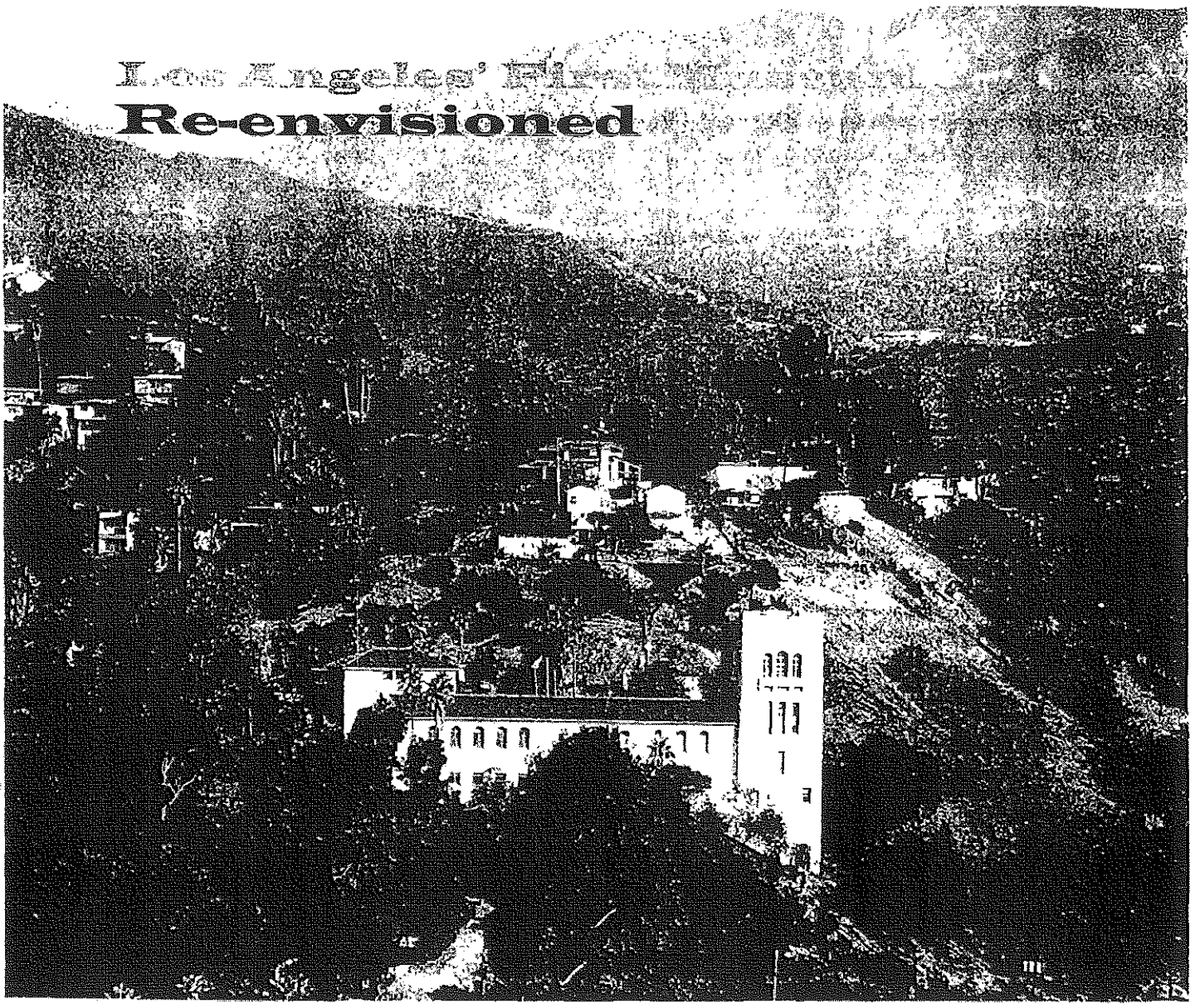


Photo by: Martha Benedict

Southwest Museum:

Los Angeles faces a cultural dilemma about our heritage. Should we abandon the region's very first museum institution created by Arroyo Seco visionary Charles Lummis and needlessly lose an authentic connection to the history of the Southwest OR find innovative solutions that will attract the needed investment to revitalize the historic Southwest Museum for our children and future generations?

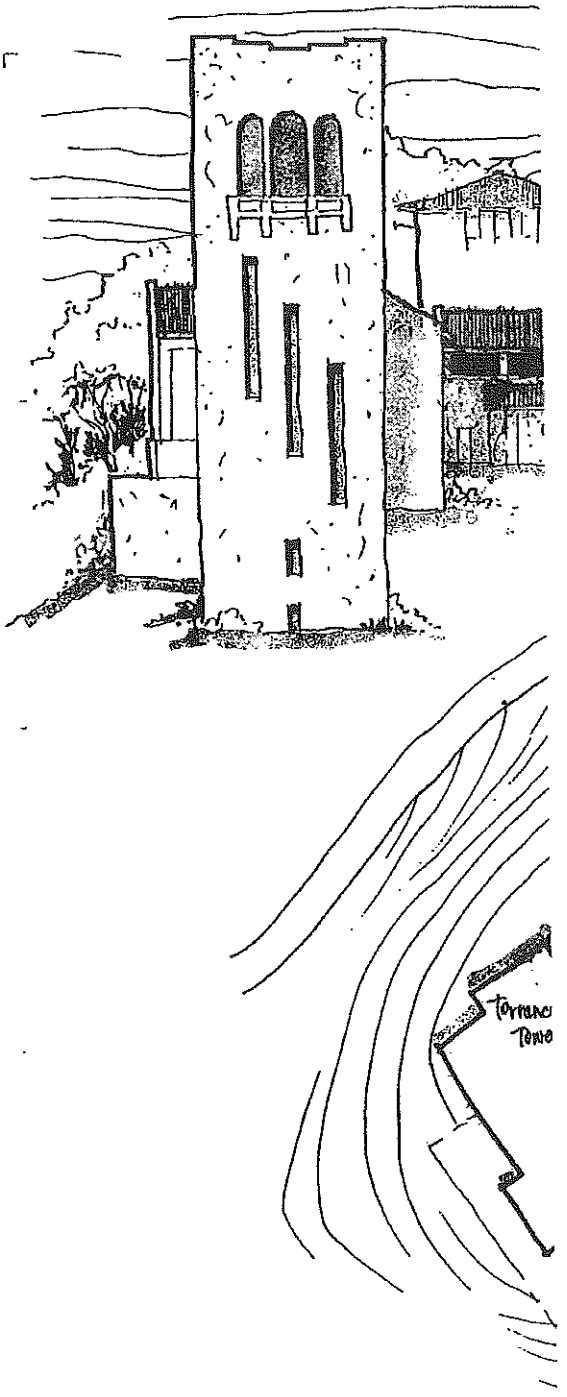
In summer 2006, when Autry National Center closed the Southwest Museum's exhibitions and converted it into a warehouse, the Friends of the Southwest Museum Coalition vowed to find a win-win solution for Los Angeles that would create a vibrant museum destination. Over 7,000 people and our coalition of over 70 organizations signed petitions and letters of support for these efforts.

Since Autry's merger with the Southwest, people have watched with growing alarm as Autry broke critical promises and began to "absorb" the Southwest Museum into the Autry Museum in Griffith Park. With credible evidence to the contrary, Autry claimed their only option was to convert the Southwest Museum to another use and allocate remnant space for displaying some artifacts after it entirely relocates the Southwest Museum to Griffith Park.

Public disapproval of Autry's behavior and these vague plans compelled the Coalition to create an alternative strategy to create a world-class museum. We went to work with Garavaglia Architecture, specialists in historic preservation, and formulated a plan with sound economic planning and sensitive design.

The 12-acre property was re-envisioned to:

- keep a vibrant museum destination in Northeast Los Angeles by retaining and expanding the Museum's exhibition and gallery space (22,550 sq. ft.)
- add new facilities for complementary uses (cultural center and education facilities, attendance and revenue generators like a restaurant, plaza for event rentals, etc.)
- improve the parking capacity and enhance the Metro Gold Line connection for higher visitation
- move the permanent storage and care of the Collection (typically a non-public function) off site to maximize the public's immersion into experiencing new state-of-the-art Southwest Museum exhibits and programming
- protect Griffith Park by significantly reducing the Autry's planned expansion to double its size and negating severe impacts to the park, like traffic and further commercialization of parkland.



Southwest Museum Expansion Was Always Expected

Charles Lummis' dream was to create a comprehensive museum covering the history, science and art of the American Southwest . . .

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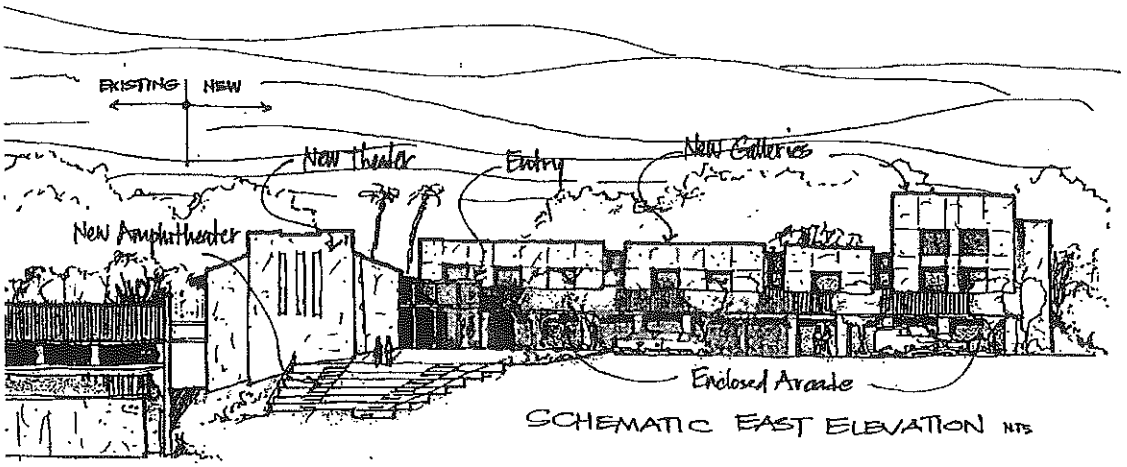
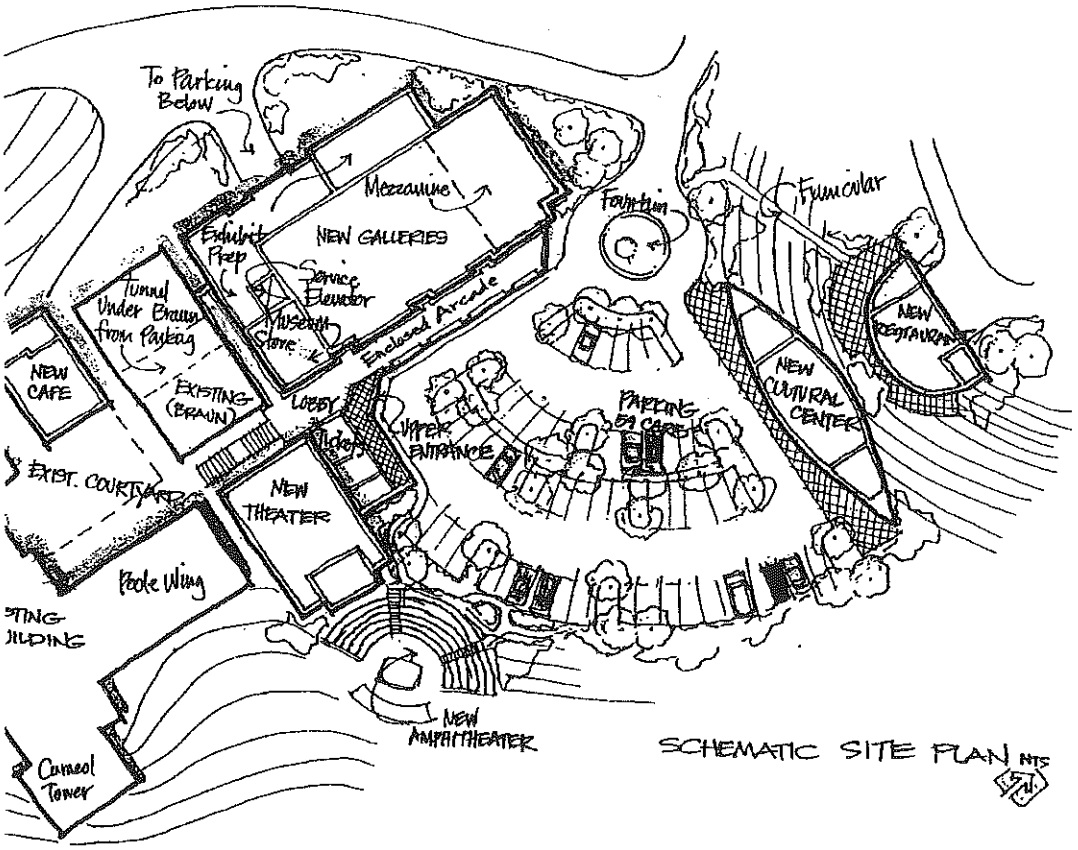


SCHEMATIC EAST ELEVATION NTS



SCHEMATIC SITE PLAN NTS

G
A

GARAVAGLIA
ARCHITECTURE, INC

ONE SUTTER ST., SUITE 910
SAN FRANCISCO, CALIFORNIA 94104
415.391.9533

SOUTHWEST MUSEUM
PRESERVATION
&
USE EXPANSION
ALTERNATIVE
for
SOUTHWEST MUSEUM
COALITION

SCALE AS NOTED DATE MARCH 2007
JOB NO. 2005-059 DRAWN
PHASE CHECKED

REVISIONS DATE NO.

SHEET NO.

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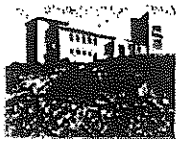

1914
Phase I completed and Museum opens as Los Angeles' first museum

1920
Mayan Portal tunnel and elevator expands access to Museum

1940
Expansion with Poole Wing of Basketry showcasing excellent California Indian basket art

1979
Expansion with Braun Research Library brings up-to-date technology for print and photographic collection

1986
Legoretta expansion proposal adding exhibition and parking space (not built)

2000
Sprague Storage/ Cultural Center for artifact storage and improved disability access (monies raised but not built)

Comparable Museum Expansions

Every museum has or is planning an expansion project it seems.
Why not at the very first museum in Los Angeles? A few examples:

- Rehabilitation/expansion at the **Griffith Park Observatory** ($93m). The historic structure is 27,000 sq. ft. (same as SWM), with 39,000 sq. ft. of new exhibit space. Opened late 2006.
- **Los Angeles Natural History Museum** ($200-300m). 410,000 sq. ft. building will be renovated and 1913 building preserved. Total of 130,000 sq. ft. of public gallery space. Project underway Phase I complete in 2009.
- **Museum of Contemporary Art, San Diego** ($25m). Rehabilitation and adaptive re-use of historic train depot, 16,000 sq. ft. of exhibition/ gallery space, a satellite second location to main museum. Opened early 2007.
- **Boone Gallery at Huntington Library** in San Marino ($3.6m). From garage to gallery? Yes! Adaptive re-use of a garage to bring it up to standards for museum display. 4,100 sq. ft. of gallery space. Completed in 2000.
- **Getty Villa, Malibu** ($275m). Renovation and expansion on a 64 acre site yields 28 exhibition galleries. Opened 2006.
- **Teapot Museum**, Sparta NC ($10m) 30,000 sq. ft. museum facility planned to attract 61,000 visitors and add $7.5 million to the regional economy. An excellent example of one community's commitment to finding solutions with economic and cultural investment.

The Friends of the Southwest Museum Coalition has developed this expansion plan as an economically viable win-win solution for Los Angeles . . . but this is not a new idea. In 1993, Mayor Richard Riordan established a Blue Ribbon Committee to assist the Southwest Museum to expand and showcase its world class collection, a proposal tragically ignored by the Board.

"We feel the option for the Museum is to stay in its current location. It is our recommendation—and more importantly our wish—that the Museum pursue expansion at the current site."

—Los Angeles Mayor Richard Riordan, 1993

"The Southwest Museum is the heart and soul of Mt. Washington. I will work to ensure that the Autry Museum fulfills their public commitment to restore the Southwest Museum and keep it open."

—Councilmember Jose Huizar, Los Angeles District 14

"Taxpayers of Los Angeles invested $25 million to create the landmark Southwest Museum Gold Line passenger station with the expectation those running the museum would market this museum destination to residents and tourists alike. Expanding the museum at this now transit-accessible location is an opportunity that shouldn't be missed."

—Councilmember Ed P. Reyes, Los Angeles District 1

Take Action:

- **Visit our website and learn more: www.FriendsOfTheSouthwestMuseum.com**
- **Send a letter of support for this visionary plan (c/o FSWMC at 755 Crane Blvd., Los Angeles CA 90065-4038). Sample letter online.**
- **Help Northeast Los Angeles invest in this economic development opportunity and continue to bring more residents and visitors from all over the world to the historic Southwest Museum and Casa de Adobe.**

Brochure Sponsored by:

Historic *Highland Park* Neighborhood Council

Highland Park Heritage Trust

Friends of the Southwest Museum Coalition

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June 28, 2007

Mr. David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: Written Response to NOP/Initial Study for Proposed Expansion Project (Autry National Center Improvements)

Dear Mr. Attaway:

Thank you for the opportunity to comment on the scope of the Environmental Impact Report the City of Los Angeles Department of Recreation and Parks has committed to prepare in connection with the above-referenced project. There certainly appear to be a number of potential significant negative environmental impacts from this new proposal and the Environmental Impact Report that you have agreed to prepare should include significant information to help inform the public and, most importantly, inform the Commission. Without an honest, open, objective and transparent analysis, the Commission is at risk of faulty decision making which could have negative impacts far beyond the boundaries of the Autry Museum ("Autry") site in Griffith Park.

The Mount Washington Homeowners Alliance requests that the Environmental Impact Report include the following information and analysis to enable informed public input and Commission and City Council decision making:

Project Description

The major purpose of this construction project is to accommodate Mrs. Jackie Autry's declared intent to "absorb" the Southwest Museum into the former Autry Museum of Western Heritage building on taxpayer-owned land in Griffith Park. The 250,000 piece Southwest Museum collection did not appear in Autry's hands out of nowhere. The public and decision makers require, at a minimum, an objective and complete description of how the Autry came into possession of this priceless collection with an explanation of

the merger process and terms of the Merger Agreement that governs Autry's future relationship with the Southwest Museum.

In addition to providing an objective description of the merger, the decision maker and public must be assured first and foremost that the proposed action is lawful pursuant to the legal obligations assumed by the Autry as part of its merger with the Southwest Museum.

Clearly, if the proposal to construct this project would enable and clear the way for the Autry to break existing legal commitments, the City of Los Angeles would not want to expose itself to legal liability in a Civil Conspiracy to Breach the Fiduciary Duties and Obligations that the Autry owes to the trust assets of the Southwest Museum. It would seem at a bare minimum Griffith Park assets of the City cannot be dedicated to a purpose known to the City to enable Autry's breach of Merger Agreement promises and violation of solemn fiduciary trust obligations assumed in the merger under the eye of the California Attorney General. One would think, at a bare minimum, that any project undertaken on City-owned property should not, as a result of a City discretionary decision, result, aid and assist a violation of law.

Because it appears that the disastrous course of conduct of the Autry since the merger has been directed toward violation of Merger Agreement commitments and trust obligations, the Project Description in the environmental document must explain and assure the public and decision maker that the City is not about to become an accessory to a civil law wrong. For these reasons, the Project Description needs to provide a proper context for public decision making that fully and openly rationalizes how Autry arrived at the conclusion that this proposed project is even a lawful exercise of its contractual and fiduciary responsibilities. If the Department of Recreation and Parks concludes that the proposed project decision requested of the City would assist Autry's unlawful intent toward the Southwest Museum assets, it may be unnecessary to proceed further with the environmental process.

There is a second aspect of the Project Description that requires attention in regard to an examination of the whole of the action proposed. The initial study, as prepared for the Department by Autry's directly-hired environmental consultant states:

> "The Project does not propose any physical changes to the Southwest Museum located in Mount Washington, which will continue to provide various exhibitions for the public at that location."

This statement is false with respect to contemplated and foreseeable future changes in land use as publicly declared by Autry at meetings and on its website. The City's initial study, as prepared and written by Autry's paid consultant, is clearly inadequate because it fails to acknowledge that the City's discretionary decision requested by Autry at this time in Griffith Park would enable Autry to remove the Southwest Museum collection and primary museum land use from the Southwest Museum site at 234 Museum Drive Los Angeles (the "Arroyo Seco site"). This is a necessary preliminary step to Autry's proclaimed intent to change the land use of the Arroyo Seco site in 2010 to convert the current museum use to a new cultural center and unspecified educational use of the site.

The specifically declared intention of the Autry to seek later discretionary decisions of the City of Los Angeles to change the land uses at the Arroyo Seco site are intimately intertwined with the currently requested discretionary decision to construct an expansion of the Autry on Griffith Park land. Without the current requested discretionary decisions, the Autry cannot practically remove the Southwest Museum collection and exhibition space from the Arroyo Seco site, but if the City grants this first request, Autry has already declared its intention to seek a second set of discretionary decisions to change the land uses of the Arroyo Seco site. Based upon this analysis, firmed grounded in California case law, the Project Description must include an analysis of Autry's total set of projects and the potential environmental impacts and other environmental implications for the changed land uses at the Arroyo Site. The law requires that these potential environmental impacts be disclosed to the public and decision maker as part of the first discretionary decision or else the decisions would be regarded as null and void without the support of a complete and adequate environmental document.

Need to Complete Griffith Park Master Plan

The City is well aware that there is an on-going Master Plan process for the whole of Griffith Park. The Initial Study purports to study the Autry's project in isolation from the other proposals that are part of the Master Plan process. The City is required by law to consider the whole of an action including other projects that are reasonably foreseeable to the Lead Agency. The Griffith Park Master Plan has not yet been formally adopted, in part because Autry has never submitted its plan for the Griffith Park site to enable the City to complete its work. It appears to us that the City must first complete the Griffith Park Master Plan and associated Environmental Impact Report before the implementation of discrete elements of this Master Plan are permitted to proceed. Otherwise the potential impacts on the Autry's project on the other Park activities and uses contemplated in the Master Plan and visa-versa could not be known to the public and decision maker for the discretionary approvals current sought by the Autry in the proposed project.

Project Alternatives

In addition to the proposed project, we ask that the following alternatives be studied:

1) **Locate the collection storage on non-park land.** Study three alternatives, off-site near Griffith Park, off-site near the Arroyo Seco site in the Highland Park area, and on-site at the Arroyo Seco site such as possible implementation of the Sprague Building for which the former Southwest Museum Board adopted a location and plan.

2) **Locate the primary museum use exhibition space at the Arroyo Seco site.** Study at least the following three configurations: Plan A as set forth in the Rehabilitation Report for the Southwest Museum prepared by Brenda Levin Associates, Plan B from the same report, and the Michael Garavaglia alternative use plan prepared for the Friends of the Southwest Museum Coalition and recently endorsed by all historic preservation organizations in the Coalition including the Los Angeles Conservancy.

3) **Collection Storage at Griffith Park, Separate Southwest Museum Exhibition**

Building of About 5,000 S.F. at Griffith Park, Arroyo Seco Site Primary Exhibition Space of About 17,000 S.F. ***(S.F. estimates merely illustrative)*** The J. Paul Getty Museum dedicates its historically significant museum building to the display of a discrete portion of its collection (antiquities). The remainder of its collection is displayed at its new museum location. This alternative would consider rejection of the Autry's self-centered "we want it all" in Griffith Park proposal and look at reasonable compromise alternatives to split the collection and that are consistent with the language found in the Merger Agreement between the Southwest Museum and the Autry. This alternative should explain to what extent this alternative is consistent with Merger Agreement commitments of the Autry.

Cumulative Impacts

If for some reason the City contends that it is not required to complete the Griffith Park Master Plan prior to consideration of discrete projects, there is still an obligation of the City to analyze in the Environmental Impact Report for the Autry project an include full cumulative impact analysis of all Griffith Park Master Plan Projects and all other reasonably foreseeable projects in the vicinity.

We note that the proposed project appears to violate the goals and be out of scale with the Draft Griffith Park Master Plan Working Group proposals. The Environmental Impact Report should analyze how the proposed project is consistent or inconsistent with draft Griffith Park Working Group plans including Autry promises to restrict the expansion to the footprint of the existing building.

Cultural Resources

The Initial Study, prepared by Autry's directly-contracted consultant, selected "No Impact" for Cultural Resources. Clearly one of the two main purposes of this project is to relocate the primary museum use from the historic Arroyo Seco site to a new location in Griffith Park. The Smithsonian Institution, in its national publications, has recognized and declared that the Southwest Museum's spectacular site and historic building is but the largest cultural artifact in the Southwest Museum's collection. The Autry has tried to claim that the severance of the Southwest Museum's collection from its original site has no impact and the City appears to have passively accepted this position. However, because the Smithsonian's nationally published opinion demonstrates that reasonable experts can differ as to the existence of the Arroyo Seco site and building as an artifact of the collection, (and not merely an architectural record of its period of significance), the Environmental Impact Report must report the existence of this divergence of opinion and analyze whether or not severance of the collection from its largest cultural artifact would diminish the national significance of the collection of artifacts itself.

We respectfully ask that the City amend the project description as outlined above and that the impacts on the nationally recognized artifact status of the Arroyo Seco site be studied.

Traffic, Public Services and Recreation

In section XIII.d and XIV.a the Initial Study prepared by Autry's directly contracted consultant selects "Less Than Significant Impact". As described above, the Initial Study

appears to only study the Autry's project. But the City is well aware that there are a number of significant potential projects that will take place in Griffith Park. The impacts of this project on these Park uses must be studied as part of the Environmental Impact Report. The current approach by the City in the Initial Study is piecemeal which is not permitted.

There are "Potentially Significant Impacts" in other areas such as Traffic. And therefore, because these and other services are shared by multiple park uses the impacts of this project on the Park's, traffic, public services and recreation as a whole must be studied.

Biological Resources

In section IV, the Initial Study identifies no biological resources as being significantly impacted. (i.e. To require adequate levels of environmental review for past projects) has caused significant degradation to various biological resources, in particular the nesting behavior of various bird species (e.g. Red Winged Blackbird). The current EIR should correct this situation and study the cumulative impacts to native wildlife.

Geologic Hazards and Groundwater
In section VI, no geologic impacts are identified as significant. This appears to be a clear error. The geology of the proposed site sits on the former flood plain of the Los Angeles River and very close to the water table. Based on the extensive underground construction proposed as part of the project, it appears that at a minimum the impacts due to seismic activity and liquefaction should be studied.

Thank you for the opportunity to comment on the scope of the Environmental Impact Report for the above-referenced project. Please add our organization to your mailing list to receive all notices and project determination decisions. This demand for notice gives our organization certain due process rights under state law.

Autry Supporting Plans

The Autry claims it has a number of independent consultant studies that informed its decision making since the merger with the Southwest Museum. The City staff in no way should accept environmental documents written by Autry's directly-contracted consultant that purport to summarize such reports without the inclusion of all such studies that inform and underlie the project. For this reason, all plans prepared for Autry by Brenda Levin, Overland Partners, and others are required to be given to City staff to inform and adequately support the environmental document.

Most sincerely,

Daniel E. Wright

Daniel E. Wright, President

cc: Members of City Council
Mayor Antonio Villaraigosa

MOUNT WASHINGTON HOMEOWNERS ALLIANCE

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June 28, 2007

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City of Los Angeles Department of Recreation and Parks
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1200 West 7th Street, Suite 700
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The specifically declared intention of the Autry to seek later discretionary decisions of the City of Los Angeles to change the land uses at the Arroyo Seco site are intimately intertwined with the currently requested discretionary decision to construct an expansion of the Autry on Griffith Park land. Without the current requested discretionary decisions, the Autry cannot practically remove the Southwest Museum collection and exhibition space from the Arroyo Seco site, but if the City grants this first request, Autry has already declared its intention to seek a second set of discretionary decisions to change the land uses of the Arroyo Seco site. Based upon this analysis, firmed grounded in California case law, the Project Description must include an analysis of Autry's total set of projects and the potential environmental impacts and other environmental implications for the changed land uses at the Arroyo Site. The law requires that these potential environmental impacts be disclosed to the public and decision maker as part of the first discretionary decision or else the decisions would be regarded as null and void without the support of a complete and adequate environmental document.

Need to Complete Griffith Park Master Plan

The City is well aware that there is an on-going Master Plan process for the whole of Griffith Park. The Initial Study purports to study the Autry's project in isolation from the other proposals that are part of the Master Plan process. The City is required by law to consider the whole of an action including other projects that are reasonably foreseeable to the Lead Agency. The Griffith Park Master Plan has not yet been formally adopted, in part because Autry has never submitted its plan for the Griffith Park site to enable the City to complete its work. It appears to us that the City must first complete the Griffith Park Master Plan and associated Environmental Impact Report before the implementation of discrete elements of this Master Plan are permitted to proceed. Otherwise the potential impacts on the Autry's project on the other Park activities and uses contemplated in the Master Plan and visa-versa could not be known to the public and decision maker for the discretionary approvals current sought by the Autry in the proposed project.

Project Alternatives

In addition to the proposed project, we ask that the following alternatives be studied:

1) **Locate the collection storage on non-park land.** Study three alternatives, off-site near Griffith Park, off-site near the Arroyo Seco site in the Highland Park area, and on-site at the Arroyo Seco site such as possible implementation of the Sprague Building for which the former Southwest Museum Board adopted a location and plan.

2) **Locate the primary museum use exhibition space at the Arroyo Seco site.** Study at least the following three configurations: Plan A as set forth in the Rehabilitation Report for the Southwest Museum prepared by Brenda Levin Associates, Plan B from the same report, and the Michael Garavaglia alternative use plan prepared for the Friends of the Southwest Museum Coalition and recently endorsed by all historic preservation organizations in the Coalition including the Los Angeles Conservancy.

3) **Collection Storage at Griffith Park, Separate Southwest Museum Exhibition**

Building of About 5,000 S.F. at Griffith Park, Arroyo Seco Site Primary Exhibition Space of About 17,000 S.F. ***(S.F. estimates merely illustrative)*** The J. Paul Getty Museum dedicates its historically significant museum building to the display of a discrete portion of its collection (antiquities). The remainder of its collection is displayed at its new museum location. This alternative would consider rejection of the Autry's self-centered "we want it all" in Griffith Park proposal and look at reasonable compromise alternatives to split the collection and that are consistent with the language found in the Merger Agreement between the Southwest Museum and the Autry. This alternative should explain to what extent this alternative is consistent with Merger Agreement commitments of the Autry.

Cumulative Impacts

If for some reason the City contends that it is not required to complete the Griffith Park Master Plan prior to consideration of discrete projects, there is still an obligation of the City to analyze in the Environmental Impact Report for the Autry project an include full cumulative impact analysis of all Griffith Park Master Plan Projects and all other reasonably foreseeable projects in the vicinity.

We note that the proposed project appears to violate the goals and be out of scale with the Draft Griffith Park Master Plan Working Group proposals. The Environmental Impact Report should analyze how the proposed project is consistent or inconsistent with draft Griffith Park Working Group plans including Autry promises to restrict the expansion to the footprint of the existing building.

Cultural Resources

The Initial Study, prepared by Autry's directly-contracted consultant, selected "No Impact" for Cultural Resources. Clearly one of the two main purposes of this project is to relocate the primary museum use from the historic Arroyo Seco site to a new location in Griffith Park. The Smithsonian Institution, in its national publications, has recognized and declared that the Southwest Museum's spectacular site and historic building is but the largest cultural artifact in the Southwest Museum's collection. The Autry has tried to claim that the severance of the Southwest Museum's collection from its original site has no impact and the City appears to have passively accepted this position. However, because the Smithsonian's nationally published opinion demonstrates that reasonable experts can differ as to the existence of the Arroyo Seco site and building as an artifact of the collection, (and not merely an architectural record of its period of significance), the Environmental Impact Report must report the existence of this divergence of opinion and analyze whether or not severance of the collection from its largest cultural artifact would diminish the national significance of the collection of artifacts itself.

We respectfully ask that the City amend the project description as outlined above and that the impacts on the nationally recognized artifact status of the Arroyo Seco site be studied.

Traffic, Public Services and Recreation

In section XIII.d and XIV.a the Initial Study prepared by Autry's directly contracted consultant selects "Less Than Significant Impact". As described above, the Initial Study

appears to only study the Autry's project. But the City is well aware that there are a number of significant potential projects that will take place in Griffith Park. The impacts of this project on these Park uses must be studied as part of the Environmental Impact Report. The current approach by the City in the Initial Study is piecemeal which is not permitted.

There are "Potentially Significant Impacts" in other areas such as Traffic. And therefore, because these and other services are shared by multiple park uses the impacts of this project on the Park's, traffic, public services and recreation as a whole must be studied.

Biological Resources

In section IV, the Initial Study identifies no biological resources as being significantly impacted. (i.e. To require adequate levels of environmental review for past projects) has caused significant degradation to various biological resources, in particular the nesting behavior of various bird species (e.g. Red Winged Blackbird). The current EIR should correct this situation and study the cumulative impacts to native wildlife.

Geologic Hazards and Groundwater
In section VI, no geologic impacts are identified as significant. This appears to be a clear error. The geology of the proposed site sits on the former flood plain of the Los Angeles River and very close to the water table. Based on the extensive underground construction proposed as part of the project, it appears that at a minimum the impacts due to seismic activity and liquefaction should be studied.

Thank you for the opportunity to comment on the scope of the Environmental Impact Report for the above-referenced project. Please add our organization to your mailing list to receive all notices and project determination decisions. This demand for notice gives our organization certain due process rights under state law.

Autry Supporting Plans

The Autry claims it has a number of independent consultant studies that informed its decision making since the merger with the Southwest Museum. The City staff in no way should accept environmental documents written by Autry's directly-contracted consultant that purport to summarize such reports without the inclusion of all such studies that inform and underlie the project. For this reason, all plans prepared for Autry by Brenda Levin, Overland Partners, and others are required to be given to City staff to inform and adequately support the environmental document.

Most sincerely,

Daniel E. Wright

Daniel E. Wright, President

cc: Members of City Council
Mayor Antonio Villaraigosa

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1200 WEST 7TH STREET
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LOS ANGELES, CA 90017

(213) 928-9191
FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

August 16, 2007

NOTICE OF COMPLETION AND AVAILABILITY
NOTICE OF PUBLIC MEETING
DRAFT ENVIRONMENTAL IMPACT REPORT NO. RP-013-07
STATE CLEARINGHOUSE NO. 2007051084

To: Property owners, occupants and other interested parties

PROJECT NAME: The Autry National Center's Griffith Park Campus Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
EIR FILE NUMBER: RP-013-07
REVIEW PERIOD: August 16, 2007 through October 1, 2007
COMMENT DUE DATE: October 1, 2007

PROJECT DESCRIPTION:

A Draft EIR has been prepared to address the environmental impacts of Autry National Center's Griffith Park Campus Improvements project. The Autry National Center proposes to renovate and modernize portions of its 12.75 acre Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff work areas; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS:

Short-term significant and unavoidable construction impacts have been identified with regard to regional air quality emissions. In addition, short-term significant and unavoidable cumulative construction impacts associated with air quality, noise and traffic/circulation could also occur in the event that several related projects in the vicinity also be constructed at the same time of the proposed project. With implementation of proposed mitigation measures, no significant and unavoidable impacts in the other issue areas addressed in the EIR are expected with regard to construction or operation of the project. Other issues addressed in the EIR include aesthetic resources, cultural resources, hydrology, land use, noise, fire protection, and traffic and circulation

DOCUMENT REVIEW AND COMMENT:

The Department of Recreation and Parks will be the Lead City Agency for the proposed project. A Draft Environmental Impact Report (DEIR) has been prepared for the project and will be circulated for a 45-day review period, beginning on August 16, 2007, and ending on October 1, 2007. Copies of the Draft EIR are available for review at the following locations in Los Angeles:

- Atwater Village Branch Library, 3379 Glendale Boulevard;
- Los Feliz Branch Library, 1874 Hillhurst Avenue;
- Central Library, 630 West 5th Street;
- The Department of Recreation and Parks, 1200 W. 7th Street, Suite 700.

The document will also be available for review on the internet at http://www.laparks.org/environmental/environmental.htm. If you wish to obtain a copy of the Draft EIR for a fee, you may do so at the City of Los Angeles, Department of Recreation and Parks at the address provided above.

If you wish to submit comments following review of the Draft EIR, please reference the file number above, and submit them in writing by **October 1, 2007.**

Please direct your comments to:

David Attaway
Environmental Supervisor, City of Los Angeles, Department of Recreation and Parks
1200 W. 7th Street, Suite 700
Los Angeles, CA 90017
David.Attaway@lacity.org

Facsimiles sent to (213) 928-9180 will also be accepted no later than October 1, 2007 (please mail the original).

PUBLIC MEETING:

In addition, a public meeting will be held to solicit comments on the Draft EIR on September 18, 2007, at 6:30 p.m. at the Autry National Center in Griffith Park located at 4700 Western Heritage Way, Los Angeles.

For further information, contact David Attaway at (213) 928-9130.

David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

BOARD OF RECREATION AND PARK COMMISSIONERS

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MICHAEL A. SHULL
Superintendent
Planning and Development

August 16, 2007

REQUEST FOR COMMENTS
NOTICE OF PUBLIC MEETING
DRAFT ENVIRONMENTAL IMPACT REPORT NO. RP-013-07
STATE CLEARINGHOUSE NO. 2007051084

PROJECT NAME: The Autry National Center's Griffith Park Campus Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
EIR NUMBER: RP-013-07
REVIEW PERIOD: August 16 through October 1, 2007
COMMENT DUE DATE: October 1, 2007

REQUEST FOR COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT

The attached Compact Disc of the Draft Environmental Impact Report (Draft EIR) has been prepared to evaluate and disclose the potential environmental impacts of the Autry National Center's Griffith Park Campus Improvement project. The Department of Recreation and Parks will be the Lead City Agency for the proposed project.

Project Description: The Autry National Center proposes to renovate and modernize portions of its 12.75 acre Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff offices; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

We request your comments on the environmental aspects of the attached CD of the Draft EIR. Comments should be submitted to this office in writing and must be submitted by October 1, 2007. Hard copies of the Draft EIR are available for review at the following locations in Los Angeles:

- Atwater Village Branch Library, 3379 Glendale Boulevard;
- Los Feliz Branch Library, 1874 Hillhurst Avenue;
- Central Library, 630 West 5th Street;
- The Department of Recreation and Parks, 1200 W. 7th Street, Suite 700.

The document will also be available for review on the internet at http://www.laparks.org/environmental/environmental.htm. Hard copies of the Draft EIR are available at no cost to governmental agencies by contacting the City of Los Angeles, Department of Recreation and Parks at the e-mail address provided below.

Please direct your comments to:

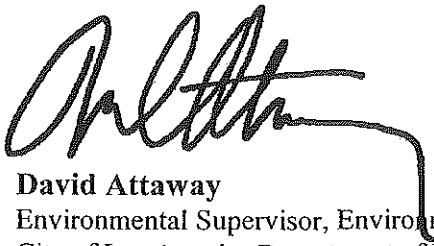
David Attaway
Environmental Supervisor, City of Los Angeles, Department of Recreation and Parks
1200 W. 7th Street, Suite 700
Los Angeles CA 90017
David.Attaway@lacity.org

Facsimiles sent to (213) 928-9180 will also be accepted no later than October 1, 2007 (please mail the original).

PUBLIC MEETING:

In addition, a public meeting will be held to solicit comments on the Draft EIR on September 18, 2007, at 6:30 p.m. at the Autry National Center in Griffith Park located at 4700 Western Heritage Way, Los Angeles.

For further information, contact David Attaway at (213) 928-9130.



David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

Environmental Management

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- Child Care Centers
- Dog Parks
- Parks
- Senior Citizen Centers
- Skate Parks
- Recreation Centers
- Therapeutic Centers
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1-888-LAPARKS

311 Information

Printable Version

Initial Study/Negative Declaration

PROJECT NAME: The Autry National Center Improvements - INITIAL STUDY AND NOTICE SUMMARY pdf

PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027

COMMUNITY PLAN AREA: Hollywood Community Plan

COUNCIL DISTRICT: 4

COMMENT DUE DATE: June 13, 2007

The Los Angeles Department of Recreation and Parks will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein. The Department of Recreation and Parks requests your comments as to the scope and content of the EIR. The project description and potential environmental effects are included below. 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. A copy of the Initial Study prepared for the Project is not attached, but is available for review at the Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, California 90017. A copy of the Initial Study is also available on the Department of Recreation and Park's website at http://www.laparks.org/environmental/environmental.htm.

PROJECT DESCRIPTION:

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its existing facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements would allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

The Project would require various approvals including, but not limited to, an amendment to the existing ground lease with the City of Los Angeles; a conditional use permit with a height allowance; site plan review; haul route

approval; grading, excavation, and building permits; and any additional actions as may be deemed necessary.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Aesthetics, Air Quality, Hydrology/Stormwater, Land Use, Noise, Fire Protection, Transportation and Circulation/Parking, and other Mandatory Findings of Significance.

PUBLIC SCOPING MEETING DATE AND LOCATION:

The public scoping meeting will be held on May 29, 2007 from 6:30 p.m. to 8:30 p.m. at the Autry National Center. The purpose of the scoping meeting is to solicit public comments regarding 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. The Department of Recreation and Parks encourages all interested individuals and organizations to attend this meeting.

Date: May 29, 2007
Time: 6:30 p.m. to 8:30 p.m.
Location: Autry National Center
4700 Western Heritage Way, Los Angeles, CA 90027

The enclosed materials reflect the scope of the Proposed Project, which may be of interest to you and/or the organization you represent. The Department of Recreation and Parks welcomes all comments regarding potential environmental impacts of the Proposed Project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **June 13, 2007**. Written comments will also be accepted at the public scoping meeting described above. Responses via facsimile at 213.928.9180 will be accepted, but must be followed by an original letter mailed to the address below.

Please direct your responses to:

David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks

Environmental Management Section
1200 West 7th Street, Suite 700, Los Angeles, CA 90017

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Greater Griffith Park Neighborhood Council
Your Neighborhood. Your Voice. Your Council.

PO Box 27003
Los Angeles. CA 90027
323-908-6054
www.GGPNC.org
GGPNC@GGPNC.org
Certified Council #35

September 21, 2007

Jon Kirk Mukri
General Manager
City of Los Angeles Department of Recreation and Parks
1200 West 7th Street
Los Angeles, CA 90017

RE: Draft EIR Comment Period Extension Autry Museum Improvements

Dear Mr. Mukri,

At the September 18th General Meeting of the Greater Griffith Park Neighborhood Council, the Board resolved to request to extend until December 31, 2007 the public comment period for the Draft EIR released on August 16th for the proposed expansion of the Autry National Center in Griffith Park.

The Council determined that, at 1000 pages, the length and complexity of the Draft EIR merits a longer comment period than the 45 days currently allotted and that, without the extension, our Board and stakeholders can not reasonably be expected to read, absorb, discuss, reach a position, and file comments on the draft by the current deadline of October 1st. The mid-August release date, coupled with public meeting requirements applicable to Neighborhood Council meetings, greatly inhibit the possibility for NC input in the 45 day period, as a practical matter. Our Council is also at a disadvantage in that the Draft EIR presentation and public comment meeting was scheduled by the Department to take place on September 18th, the same night as our regularly scheduled General Meeting, thereby preventing the attendance and participation of interested members of our Board.

Evelyn Davis of the Autry National Center was present at our General Meeting and based on her comments we are assured that extending the deadline for comments on the Draft EIR to December 31st will not be a hardship for the Autry. We believe that assuring adequate time for public input will advance this process in the interest of all parties.

The courtesy of a reply is requested.

Sincerely,

Philip Gasteier
Vice President Administration
Greater Griffith Park Neighborhood Council

cc: Councilmember Tom LaBonge

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Suite 700
LOS ANGELES, CA 90017

(213) 928-9191
FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

October 2, 2007

Daniel E. Wright, President
Mount Washington Homeowners Alliance
P.O. Box 65146
Los Angeles, CA 90065

Dear Mr. Wright:

THE AUTRY NATIONAL CENTER'S GRIFFITH PARK CAMPUS IMPROVEMENTS PROJECT - EXTENSION OF THE PUBLIC REVIEW PERIOD FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

In response to yours and other letters that were recently submitted requesting an extension of the public review period for the DEIR that was prepared for the Autry National Center's Griffith Park Campus Improvements Project, the review period has been extended through October 18, 2007. This extension is indicated in the revised Notice of Completion and Availability that is enclosed.

Thank you for your interest in this project. If you have any questions, please contact David Attaway, Environmental Supervisor, at (213) 928-9130 or e-mail him at David.Attaway@lacity.org.

Sincerely,

JON KIRK MUKRI
General Manager

MICHAEL A. SHULL
Superintendent

JKM/MAS/DA:ls

Attachments

Cc: Reading File

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS:

Short-term significant and unavoidable construction impacts have been identified with regard to regional air quality emissions. In addition, short-term significant and unavoidable cumulative construction impacts associated with air quality, noise and traffic/circulation could also occur in the event that several related projects in the vicinity also be constructed at the same time of the proposed project. With implementation of proposed mitigation measures, no significant and unavoidable impacts in the other issue areas addressed in the EIR are expected with regard to construction or operation of the project. Other issues addressed in the EIR include aesthetic resources, cultural resources, hydrology, land use, noise, fire protection, and traffic and circulation.

DOCUMENT REVIEW AND COMMENT:

The Department of Recreation and Parks will be the Lead City Agency for the proposed project. A Draft Environmental Impact Report (DEIR) has been prepared for the project and was circulated for a 47-day review period, beginning on August 16, 2007 and ending on October 1, 2007. **The review period has been extended through October 18, 2007 to provide more time for responsible and trustee agencies and the public to comment on the DEIR.** Copies of the Draft EIR are available for review at the following locations in Los Angeles:

- Atwater Village Branch Library, 3379 Glendale Boulevard;
- Los Feliz Branch Library, 1874 Hillhurst Avenue;
- Central Library, 630 West 5th Street;
- The Department of Recreation and Parks, 1200 W. 7th Street, Suite 700.

The document will also be available for review on the internet at http://www.laparks.org/environmental/environmental.htm. If you wish to obtain a copy of the Draft EIR for a fee, you may do so at the City of Los Angeles, Department of Recreation and Parks at the address provided above.

If you wish to submit comments following review of the Draft EIR, please reference the file number above, and submit them in writing by **October 18, 2007.**

Please direct your comments to:

David Attaway
Environmental Supervisor, City of Los Angeles, Department of Recreation and Parks
1200 W. 7th Street, Suite 700
Los Angeles, CA 90017
David.Attaway@lacity.org

Facsimiles sent to (213) 928-9180 will also be accepted no later than **October 18, 2007** (please mail the original).

David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

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FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

October 1, 2007

NOTICE OF COMPLETION AND AVAILABILITY
REVIEW PERIOD EXTENDED THROUGH OCTOBER 18, 2007
DRAFT ENVIRONMENTAL IMPACT REPORT NO. RP-013-07
STATE CLEARINGHOUSE NO. 2007051084

To: Property owners, occupants and other interested parties

PROJECT NAME: The Autry National Center's Griffith Park Campus Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
EIR FILE NUMBER: RP-013-07
REVIEW PERIOD: **Extended through October 18, 2007**
COMMENT DUE DATE: **October 18, 2007**

PROJECT DESCRIPTION:

A Draft EIR has been prepared to address the environmental impacts of Autry National Center's Griffith Park Campus Improvements project. The Autry National Center proposes to renovate and modernize portions of its 12.75 acre Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff work areas; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

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If you wish to submit comments following review of the Draft EIR, please reference the file number above, and submit them in writing by **October 18, 2007.**

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1200 W. 7th Street, Suite 700
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David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

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October 1, 2007

NOTICE OF COMPLETION AND AVAILABILITY
REVIEW PERIOD EXTENDED THROUGH OCTOBER 18, 2007
DRAFT ENVIRONMENTAL IMPACT REPORT NO. RP-013-07
STATE CLEARINGHOUSE NO. 2007051084

To: Property owners, occupants and other interested parties

PROJECT NAME: The Autry National Center's Griffith Park Campus Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
EIR FILE NUMBER: RP-013-07
REVIEW PERIOD: **Extended through October 18, 2007**
COMMENT DUE DATE: **October 18, 2007**

PROJECT DESCRIPTION:

A Draft EIR has been prepared to address the environmental impacts of Autry National Center's Griffith Park Campus Improvements project. The Autry National Center proposes to renovate and modernize portions of its 12.75 acre Griffith Park Campus located at 4700 Western Heritage Way, Los Angeles, in Council District 4. The Griffith Park Campus contains the Museum of the American West and the Institute for the Study of the American West. The proposed project would be implemented in two phases over an estimated six year period (anticipated to end in 2014) the key features of which are as follows: Phase 1: Expansion of the existing Campus Building by 79,000 square feet to provide new and reconfigured galleries, exhibition and collection storage areas and education classrooms, and a new community room; rearrangement of the surface parking facilities; and pedestrian access and landscape improvements; Phase 2: Construction of a 50,000 square foot Institute Building that would contain a reading room, collection storage rooms, and staff work areas; and construction of a semi-subterranean parking facility beneath the Institute Building. The parking improvements in both phases would result in a total of 476 spaces being available for visitors and staff.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS:

Short-term significant and unavoidable construction impacts have been identified with regard to regional air quality emissions. In addition, short-term significant and unavoidable cumulative construction impacts associated with air quality, noise and traffic/circulation could also occur in the event that several related projects in the vicinity also be constructed at the same time of the proposed project. With implementation of proposed mitigation measures, no significant and unavoidable impacts in the other issue areas addressed in the EIR are expected with regard to construction or operation of the project. Other issues addressed in the EIR include aesthetic resources, cultural resources, hydrology, land use, noise, fire protection, and traffic and circulation.

DOCUMENT REVIEW AND COMMENT:

The Department of Recreation and Parks will be the Lead City Agency for the proposed project. A Draft Environmental Impact Report (DEIR) has been prepared for the project and was circulated for a 47-day review period, beginning on August 16, 2007 and ending on October 1, 2007. **The review period has been extended through October 18, 2007 to provide more time for responsible and trustee agencies and the public to comment on the DEIR.** Copies of the Draft EIR are available for review at the following locations in Los Angeles:

- Atwater Village Branch Library, 3379 Glendale Boulevard;
- Los Feliz Branch Library, 1874 Hillhurst Avenue;
- Central Library, 630 West 5th Street;
- The Department of Recreation and Parks, 1200 W. 7th Street, Suite 700.

The document will also be available for review on the internet at http://www.laparks.org/environmental/environmental.htm. If you wish to obtain a copy of the Draft EIR for a fee, you may do so at the City of Los Angeles, Department of Recreation and Parks at the address provided above.

If you wish to submit comments following review of the Draft EIR, please reference the file number above, and submit them in writing by **October 18, 2007.**

Please direct your comments to:

David Attaway
Environmental Supervisor, City of Los Angeles, Department of Recreation and Parks
1200 W. 7th Street, Suite 700
Los Angeles, CA 90017
David.Attaway@lacity.org

Facsimiles sent to (213) 928-9180 will also be accepted no later than **October 18, 2007** (please mail the original).

David Attaway
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I. EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this Environmental Impact Report (EIR) contains a brief summary of the proposed actions and consequences of the Autry National Center's Griffith Park Campus Improvements project. More detailed information regarding the project and its potential environmental effects are provided in the following sections of this EIR.

A. PROPOSED PROJECT

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Griffith Park Campus Improvements project (also referred to as the project or proposed project or Campus) at its Griffith Park Campus in the City of Los Angeles. The Griffith Park Campus includes the Autry National Center's Museum of the American West and the Institute for the Study of the American West. The project would renovate and modernize certain portions of the existing Griffith Park Campus in two development phases. The key project features include increasing the building space within the Campus by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation and parking amenities. These improvements would allow the Autry National Center to establish its Griffith Park Campus as the premier interpretive site for the exhibitions of the American West; to implement its previously approved plan to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions in a facility such as the project site; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the Campus as a cultural resource.

B. OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles Department of Recreation and Parks is the Lead Agency for the proposed project, pursuant to CEQA. This EIR has been prepared at the direction and under the supervision of the City of Los Angeles Department of Recreation and Parks in accordance with CEQA and the Guidelines for California Environmental Quality Act (State CEQA Guidelines), as amended.[1,2] An Initial Study was prepared. The Lead Agency subsequently made the

[1] *Public Resources Code Sections 21000-21178.*

[2] *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

determination that an EIR would be required. Thus, in accordance with CEQA requirements, a Notice of Preparation (NOP) soliciting comments regarding the preparation of a Draft EIR was circulated on May 14, 2007. Included in the NOP was a Notice of a Public Scoping Meeting that, while not required under CEQA, was held on May 29, 2007. This NOP/Notice of Public Scoping meeting was circulated to an extensive mailing list that included responsible agencies, adjacent cities, numerous community organizations and individuals, and property owners within a 500-foot radius of Griffith Park. In addition, in response to a request made by a community organization, a second scoping meeting was held on June 11, 2007.

In accordance with Section 15121 of the State CEQA Guidelines, the purpose of this EIR is to identify all potentially significant effects of the project on the physical environment, to determine the extent to which those effects can be reduced or avoided and to identify and evaluate feasible alternatives to the project as proposed. Agency decision-makers will then use this information to take appropriate action on the project. The EIR, in itself, will not determine whether the proposed project will be approved.

C. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers include those environmental issue areas where the potential for a significant impact has been identified through preparation of an Initial Study. These environmental issue areas include aesthetics, air quality, hydrology/surface water qualities, noise, fire protection, and traffic (and cumulative traffic impacts in particular), parking and access. An analysis of the potential construction and operational impacts of the project has been provided for each of these issues. In addition, as indicated by the Initial Study provided in Appendix A of this EIR, the project would not result in significant impacts regarding cultural resources. Nonetheless, in response to Notice of Preparation comments, an analysis of cultural resources is provided in this Draft EIR. Appendix A of this EIR includes comments raised by the agencies and the public in response to the Notice of Preparation for the Draft EIR circulated on May 14, 2007. NOP and scoping meeting comments regarding the environmental implications of the project have also been addressed within this EIR.

D. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The City of Los Angeles and State CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives, including a no project alternative that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project. Therefore, the selection of alternatives was based on project variations that have the potential to reduce the project's significant impact associated with air quality emissions during construction of the project. This significant impact

Alternatives analysis only focuses on reducing air quality impacts. ~~No~~ Traffic? Cultural resources

is largely attributable to the amount of excavation and associated construction equipment that would be required to provide the new parking area and, in particular, the semi-subterranean parking structure on the project site. Therefore, alternatives have been selected that would reduce the amount of excavation required by placing the parking in an above ground structure, by placing parking at an off-site location, or by reducing the size of the project. In addition, an evaluation of an alternative site has been provided that includes an analysis of a reduced expansion program at the Arroyo Campus in lieu of expansion at the project site. A No Project Alternative has also been analyzed pursuant to the requirements of Section 15126.6(e) of the CEQA Guidelines. The specific alternatives analyzed in detail in Section V of this EIR include the following:

Alternative A - No Project: The No Project Alternative assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the Griffith Park Campus, including the existing surface parking areas adjacent to the Campus, would remain as they are today. None of the existing facilities would be expanded, and the existing buildings would continue to function as they currently do, and the existing on-site associated surface parking would remain unchanged.

Implementation of the No Project Alternative would not result in new environmental impacts, and overall would result in a reduced level of impact when compared to the project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be avoided under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the No Project Alternative, none of the project's objectives would be attained.

Alternative B - Reduced Program: The Reduced Program Alternative would reduce the project's density of development within the site by reducing the programmatic functions within the project site. Specifically, under this Alternative, the project would not include construction of the Phase 2 Institute Building with semi-subterranean parking below. Thus, without the Phase 2 Institute Building, the project's increase in the educational/research functions of the Autry National Center would not occur at the Griffith Park Campus. Further, the additional space sought for storage and collections management would be severely restricted as such space would be reduced by approximately 29,019 square feet from the amount included in the proposed project. Overall, the Reduced Program would include a total of 221,880 square feet of space upon completion, 50,000 square feet less than the proposed project.

But could the be included in the building in phase 1 ?

Implementation of the Reduced Program Alternative would result in similar or reduced environmental impacts for most issue areas as compared to the proposed project. Additionally, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the Reduced Program Alternative, many of the project's basic objectives would not be met. The majority of the Mission Objectives established for the project would not be

attained. Further, the achievement of Program Objectives would be limited. However, the Reduced Program Alternative would meet several of the project's Design Objectives.

Alternative C- Above Ground Parking: The Above Ground Parking Alternative is based on a project design intended to reduce the excavation required for the semi-subterranean parking and thus reduce the air quality emissions associated with grading. Under this Alternative, an above ground parking structure would be developed in lieu of the Phase 2 two-level semi-subterranean parking structure that would be located below the Phase 2 Institute Building. Thus, the excavation activities needed for the project would be reduced. The above ground structure would include two parking levels containing approximately 113 parking spaces that would be located above the surface parking area developed within the southern portion of the site as part of Phase 1. The new above ground parking structure would be approximately 20 feet in height and would be comprised of an approximately 20,000 square foot footprint. Other than the varied parking arrangement, this Alternative would provide a project that would be identical to the proposed project with regard to the facilities provided, adding 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2, for a total project area of approximately 271,880 square feet. The expanded building areas would be developed in the same locations proposed by the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of parking described above. In addition, access under this Alternative would also be similar to that under the proposed project.

Implementation of the Above Ground Parking Alternative would result in similar environmental impacts for most issue areas as compared to the proposed project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. While some issue areas would have greater impacts under the Above Ground Parking Alternative, none of the greater impacts would involve new significant impacts. Relative to the project objectives established in Section II, Project Description, of this EIR, under the Above Ground Parking Alternative, the underlying purpose of the project to engage all peoples in the inclusive stories of the American West; to expand and modernize the Griffith Park Campus; and to create an accessible, enlightening, inspiring, innovative and scholarly Campus that provides a deeper understanding of the art, history and cultures of the American West would be met. The Mission Objectives and Program Objectives established for the project would also be met under this Alternative. Several of the project's Design Objectives would also be met under this Alternative, albeit in a less optimal manner.

Alternative D - Off-Site Parking: The Off-Site Parking Alternative is based on a project design that would eliminate some of the project's on-site parking by moving a portion of the on-site parking to an off-site location. This would reduce the excavation required for the semi-subterranean parking structure proposed under Phase 2 of the project, thereby reducing the project's significant air quality impact on short-term NO_x emissions to a less than significant

level. Other than the varied parking arrangement, this Alternative would provide improvements that would be identical to the proposed project with regard to the types of facilities provided and the addition of 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2. The Phase 2 Institute Building would continue to be constructed in the same general location as proposed under the project.

Under this Alternative, the configuration of surface parking areas would be the same as that proposed for Phase 1 of the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of semi-subterranean parking proposed by the project. In addition, the approximately 113 spaces that were otherwise proposed by the project to be located within the second level under the Phase 2 Institute Building would be provided off-site.

While many issue areas would have greater impacts under the Off-Site Parking Alternative, none of the greater impacts would involve new significant impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the Off-Site Parking Alternative, many of the project's basic objectives would not be met. For example, should the off-site location not be within walking distance to the project site and thus require the use of a shuttle system, this Alternative would not fully meet the Mission Objective to establish the Griffith Park Campus as a visitor destination. In addition, this Alternative may not attain the Mission Objective to maintain the economic sustainability of the Autry National Center. Specifically, if the Autry National Center was required to purchase, develop and maintain an off-site parcel for off-site parking, the requirement to use and maintain such a facility may compromise the Autry National Center's economic sustainability. Furthermore, while several Program Objectives for the project would be met under this Alternative, many of the project's Design Objectives would not be met under this Alternative.

Alternative E- Expansion at the Arroyo Campus: The Arroyo Campus is not a part of the project. Nonetheless, the Expansion at the Arroyo Campus Alternative is an alternative in which additional facilities would be provided at the site of the Autry National Center's Arroyo Campus. The approximate 12-acre Arroyo Campus is located within the Mount Washington area of the City of Los Angeles. The Arroyo Campus includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site is includes a steeply sloped hillside that extends upward in a northerly direction from the site entry on Museum Drive at the foot of the hill. In addition, the Arroyo Campus includes roughly 33,000 square feet of building area.

New development within the Arroyo Campus has been a focus of discussion in recent years, including the preparation of site plans presented by certain members of the community to provide their thoughts regarding the potential future use of the site. For purposes of analyzing an Arroyo Campus Expansion Alternative, it has been assumed that the development program would incorporate most of the recommendations in the community's proposals. Accordingly, the

Alternative includes an increase in the size of the facilities from roughly 33,000 square feet to approximately 64,500 square feet. The expansion under this Alternative would roughly double the amount of space for exhibit/galleries (to 22,500 square feet) and retail uses (to 2,000 square feet) and triple the amount of space for research/education/community uses (to 21,000 square feet). This Alternative would also add approximately 5,000 square feet of new space for food services, and include an amount of space for collections management that would be roughly similar to that existing today (7,000 square feet). Approximately 7,500 square feet of building area would be used for other miscellaneous uses, including a new theater, an amphitheater, and a hill-top restaurant.

By providing expansion at the Arroyo Campus in-lieu of the proposed project site, the project would avoid any impacts at the project site in Griffith Park, including the short-term significant air quality impact associated with construction. However, impacts would instead be generated at the Arroyo Campus.

Implementation of the Expansion at the Arroyo Campus Alternative would result in greater environmental impacts for many issue areas as compared to the proposed project and potentially new significant and unavoidable impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be greater under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the Expansion at the Arroyo Campus Alternative, the basic objectives of the project would not be met. This Alternative would lend small support to meeting the project's Mission Objectives and would not meet the project's Program Objectives or Design Objectives.

Section V, Alternatives, also includes a discussion of alternatives that were considered and rejected. In addition, based on the analysis of alternatives, an environmentally superior alternative is designated.

E. SUMMARY OF PROJECT IMPACTS

1. AESTHETICS

a. Environmental Impacts

(1) Visual Character/Aesthetics

The proposed project would not alter the visual character of the community by converting a large area of natural open space. The proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Specifically, the conversion of the existing parking lot in the western portion of the site to landscaped areas would visually improve off-site views from Western Heritage Way, while maintaining the openness of

this area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the south lawn and therefore would not break up the continuity of the open area fronting Western Heritage Way.

The project would not contrast with the area's valued aesthetic image. The proposed development would be similar in terms of land use and site layout to the existing site, and the new building architecture would represent updated designs. The expanded Campus Building would have similar perceived heights (i.e., relative to finished grade) and similar roofline heights as existing development. The design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography, vegetation, and structures. Proposed building design would build upon the architectural elements of the original building, and landscaping and other green and natural features would be introduced. The end result would be a visually unified project that harmonizes structures and landscaping. In addition, project elements such as mechanical equipment and trash receptacles would be screened from view. Furthermore, none of the proposed improvements would substantially alter or introduce contrasting features within views from the Interstate-5 (I-5) Freeway or Western Heritage Way.

The buildings will be taller

The project is located in an active area of Griffith Park with nearby freeway infrastructure. Nearby uses include the Los Angeles Zoo; a surface parking area that contains the Griffith Park Observatory shuttle reservations center building, the temporary shuttle station for the Griffith Park Observatory, the Zoo Magnet Center, and the Department of Water and Power (DWP) Fuel Cell Demonstration Project; and the Woodrow Wilson and Harding Municipal Golf Courses. As such, there is no potential to have a conflicting contrast with buildings of differing massing or architectural characteristics.

With regard to construction activities, the short-term changes in existing on-site structures and exterior areas would result in a noticeable change in the site's appearance. However, these construction activities would be of short duration and would generally be screened from view by mesh covered fencing.

Based on the above, the project would not alter, degrade or eliminate the existing visual character of the area, including existing visually prominent existing features, or valued resources through the conversion of large areas of natural open space; it would not substantially contrast with the visual character of the surrounding areas and its aesthetic image; and it would not preclude the attainment of the general aesthetic intent of regulations or applicable plans. Therefore, project impacts with regard to aesthetic character would be less than significant.

(2) Views

As one approaches the project site from the north along Zoo Drive, the street ultimately becomes Western Heritage Way. Views to the south and southwest along Western Heritage Way offer expansive views of the Santa Monica Mountains, as shown in Figure 15. The Campus Building sits to the side of Western Heritage Way and has no effect on the long range view of the hillside. Upon completion of the proposed project, the Campus Building would be set back approximately 104 feet from Western Heritage Way.

As one approaches the project site from the south along Crystal Springs Drive, the street turns into Western Heritage Way. Views from the south along Crystal Springs Drive are of the Verdugo Mountains to the north. In addition, broad views of the Verdugo Mountain are prominent from several other locations in the project vicinity. When viewed from the south, the Campus Building nestles into the foot of the mountain visually, and the expanded Campus Building's effect on the view would be essentially the same. The new Institute Building to be constructed in Phase 2 would be located south and outside of the existing view corridor. As travelers head further north on Western Heritage Way the Campus Building is set back off the road and has no substantial effects on long range views.

Generally, travelers along Western Heritage Way have a view that includes expanses of the park's open space, with intermittent views of facilities such as the Campus Building, the Zoo and Zoo parking lot and landscape with the mountains acting as backdrops. These general view conditions would not be altered by the project's implementation. Further, the project would not change view conditions from those of the Campus Building, nor substantially obstruct or interfere with existing views of a view resource. Therefore, project impacts on views along Western Heritage Way would be less than significant.

The Campus Building is visible to travelers on the northbound I-5 and the westbound SR-134 Freeways. For travelers on the I-5, the project site is situated off of Western Heritage Way amidst mature landscaping, and does not obstruct the long range views of travelers along the freeway. Therefore, the additional building volume would not substantially alter view conditions from this location. Travelers on the SR-134 Freeway have clear views of the Campus Building as they head west. The Campus Building is a built structure that sits within landscape along with other infrastructure urban uses amidst the natural backdrop of Griffith Park. The expansion of the Campus Building in Phase 1 would slightly increase the building volume and bring its eastern edge to lie slightly closer to the freeway. This would not cause a notable change in the site appearance. The Institute Building that is proposed to be constructed in Phase 2 would cause the most notable change in building volume within the site. However, this building would be screened from the freeways by the intervening Zoo wastewater treatment facility and mature trees and vegetation. Thus, the project would not substantially block or obstruct views of valued existing view resources from SR-134. Travelers on SR-134 would see a slightly larger building

set into the landscape, and an overall panoramic view that would be largely unchanged; therefore, impacts from this location would be less than significant.

As discussed above, views of the project site are also available from nearby uses in the project vicinity such as the Zoo parking lot and the Woodrow Wilson and Harding Municipal Golf Courses. However, due to its location, the project site does not adversely affect views of the Verdugo or Santa Monica Mountains to the north or south of the Zoo parking area. In addition, the SR-134 Freeway, the existing Campus Building within the project site, and the mature trees within the golf courses and project site obstruct views of the Verdugo Mountains to the north from certain vantage points on the golf courses. As proposed building areas would be integrated with existing on-site buildings, the project would not substantially alter the intermittent views of the Verdugo Mountains from the golf courses. Views of the site are generally less obstructed from higher elevations such as the Verdugo and Santa Monica Mountains. However, given their distance from the site, any such views would be of a large viewshed and, consequently, the project site would be a small element of the view that would blend in with its surroundings. In addition, the project would not substantially obstruct or alter existing views of Griffith Park itself since the project site is already developed and new building additions and structures would be consistent with the architectural style and scale of the Campus Building. Overall, the project would not substantially obstruct or alter existing views of visual resources.

(3) Light and Glare

Implementation of the proposed project would not substantially increase ambient light levels on the project site and in the immediately surrounding vicinity. Similar to existing conditions, project-related lighting would consist of point light sources. Nighttime exterior lighting would consist primarily of public safety and security lighting fixtures along pedestrian walkways and in the parking areas as well as accent lighting of the building exterior. Such fixtures would continue to be directed inwards and downward with shielding as appropriate, in order to minimize light spillover. Existing and proposed landscaping on-site would also serve to limit the visibility of Campus lighting from off-site. Thus, the project would not introduce significant new sources of light that would substantially affect nighttime views or substantially illuminate or alter the character of adjacent, off-site, light-sensitive uses; therefore, lighting impacts would be less than significant.

Glare effects also would not be expected to increase under the project. With removal of parking lots from along Western Heritage Way and introduction of enclosed parking in Phase 2, glare reflected from parked vehicles on-site would be reduced. As metal roofing and highly reflective glass materials would not be introduced on-site, sunlight reflected from project building windows would not be expected to generate substantial glare during most of the year, similar to existing conditions. Since the proposed project would not include highly reflective

surfaces, lighting would not substantially interfere with off-site activities, and glare impacts would be less than significant.

(4) Shade and Shadow

The Campus Building is comprised of a main floor level, a lower level and an upper floor level and appears as two-stories from most vantage points. Other than the golf courses to the south and the Zoo Magnet Center to the southwest, there are no shadow-sensitive uses in the immediate project vicinity. The golf courses are separated from the Campus Building by the South Lawn and a service road. The LAUSD Zoo Magnet Center is located approximately 950 feet southwest of the project site. During the hours of concern specified by the City's significance threshold criteria (three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October), site shadows would generally be cast within the project site itself. In addition, new shadows would generally extend from the northwest and then move towards the northeast throughout the day. Thus, the shadow-sensitive uses to the south of the project site would not be significantly impacted by the proposed project. Impacts would be less than significant and no mitigation measures would be required.

(5) Regulatory Consistency

As discussed in Section IV.A, Aesthetics, the project would be consistent with and supportive of the aesthetic guidelines of plans and regulations that are applicable to the project site. This includes the Hollywood Community Plan and the Griffith Park Master Plan. In addition, as part of the project, any protected trees and street trees that would be removed would be replaced in accordance with City requirements (refer to Section IV.A, Aesthetics).

The project would include a height allowance provision as part of a new Conditional Use Permit (CUP) to allow building heights to exceed the 30 foot height limit. The proposed variation in project heights would not substantially alter the aesthetic characteristics of the project site, nor adversely affect the aesthetic conditions. Most of the Campus Building has the general appearance of a two-story building which is consistent with the expected development conforming to the 30 foot height limit. Thus, the proposed building heights would be visually consistent with existing building heights and would not create a substantial contrast when compared with existing conditions. The proposed tower would also create aesthetic articulation and visual interest to the site.

b. Cumulative Impacts

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to detract from the visual character of the area or result in significant impacts to views. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not substantially detract from the visual character of the environment or impact views. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, no cumulative aesthetic impacts from these projects would occur. In addition, each related project would be analyzed on a case-by-case basis to determine its impact on aesthetics, views, light and glare, and shading. Should impacts occur for those projects, they would likely be required to mitigate their impacts.

c. Mitigation Measures

As described above, the project includes numerous design features that would reduce potential adverse impacts that would enhance the aesthetic quality of the project site. With implementation of the Project Design Features and compliance with regulations, impacts of the project would be less than significant with regard to aesthetic character, views, light and glare, and shading. Mitigation measures would not be required.

d. Level of Significance After Mitigation

With implementation of the project features described above, the proposed project would not result in significant impacts relative to aesthetics, views, light and glare, or shading.

2. AIR QUALITY

a. Environmental Impacts

(1) Construction

As detailed in Section IV.B, Air Quality, construction-related daily maximum regional construction emissions would not exceed the Southern California Air Quality Management District (SCAQMD) daily significance thresholds for VOC, Particulate Matter (PM_{10}), Carbon Monoxide (CO), Volatile Organic Compounds (VOC) or Sulfur Oxides (SO_X). However, while

construction Nitrogen Oxides (NOx) emissions would not exceed the SCAQMD daily significance threshold for Phase 1 construction, NOx emissions would exceed the SCAQMD daily significance threshold for Phase 2 construction. Thus, regional construction emissions would result in a significant short-term air quality impact.

With regard to local construction impacts, maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for NOx, PM_{10}, $PM_{2.5}$ and CO. Therefore, with respect to localized emissions from construction activities, the impacts would be less than significant.

In addition, the proposed project would not result in a long-term (i.e., 70 years) substantial source of Toxic Air Contaminant (TAC) emissions. There would be no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would be less than significant.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors. Therefore, no impact would occur and no mitigation measures would be required.

(2) Operational Impacts

Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9).

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model. Based on the URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions, the increase in regional emissions resulting from operation of the project are expected to be below the SCAQMD thresholds for all criteria pollutants.

With regard to local CO impacts, project-generated traffic volumes are forecast to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections studied. Since a significant impact would not occur at the intersections operating at the highest V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of project-generated traffic volumes.

The primary source of potential air toxics associated with proposed project operations include diesel PM_{10} from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and emergency backup generators. The proposed project operations would not substantially change the locations or intensity in use of loading docks on the project site. As such, the proposed project would not be considered a substantial source of diesel PM_{10} and a significant regional air quality impact would not occur.

The proposed project would not include any sources of acutely and chronically hazardous toxic air contaminant sources, although minimal emissions may result from the use of consumer products. As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant.

The proposed project would likely include the installation and operation of diesel-fired generators for emergency power generation. Unless a blackout occurs, these generators would be operated for only a few hours per month for routine testing and maintenance purposes. Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure that contributions to localized PM_{10} concentrations remain below the 2.5 $\mu g/m^3$ significance threshold. As such, any potential impacts would be less than significant.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Thus, potential odor impacts would be less than significant.

(3) SCAQMD and City of Los Angeles Policies

While development of the project would result in short-term regional impacts due to construction, project development would not have a long-term impact on the region's ability to meet State and Federal air quality standards. The project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM_{10} and $PM_{2.5}$. Also, the project would be consistent with the goals and policies of the Air Quality Management Plan (AQMP) for control of fugitive dust. As discussed above, the project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

Further, as discussed in Section IV.B, Air Quality, it is concluded that the proposed project would be consistent with City of Los Angeles air quality policies as it implements the air quality goals and policies set forth in the City's General Plan.

Overall, no significant impacts would occur as a result of project development with respect to compatibility with applicable air quality policies as set forth in the City's General Plan Air Quality Element.

(4) Greenhouse Gas Emissions

Emissions of greenhouse gases (GHGs) were calculated for the existing and projected future uses with implementation of the proposed project. Results are presented in Section IV.B, Air Quality. Also included therein is the California Energy Commission's estimated 2004 State-wide inventory, the latest year for which data are available. As shown, the net increase in GHG emissions from vehicle, electrical, and natural gas usage associated with the proposed project is approximately 0.0009 percent of the 2004 emission inventory of 391 million metric tons CO_2. CARB has not yet released an official inventory for 1990.

There are many uncertainties involved in the quantification of GHGs from any individual project. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago, but the net effect is difficult to quantify. Thus, the estimated net increase in emissions resulting from implementation of the proposed project presented above may be an over- or under-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for performing criteria air pollutant assessments. This GHG analysis was performed in accordance with existing non-GHG specific SCAQMD and CARB guidance.

As discussed above, the calculation of GHG emissions does not take into account implementation of planned lower GHG emission standards from passenger vehicles and power plants within the State of California, as these rules are yet to be finalized and promulgated. The following planned City actions, as presented in the LA Green Plan, when implemented, may further decrease emissions of GHGs from the proposed project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
- Expanding the regional rail network to reduce VMT.

In addition, the project is designed with a number of features which is consistent with the following City of Los Angeles goal:

- Increasing the use of energy efficient appliances and equipment;
- Reducing water consumption;
- Promoting ridesharing, walking and biking to large events and venues;
- Planting trees; and
- Collaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction.

In addition, the calculations do not take into account the effect of the specified project features. The effectiveness in reducing GHG emissions of each of the project features varies. For example, Energy Star CFLs can reduce lighting energy demands by 75 percent, and Energy Star appliances use up to 50 percent less energy than their non Energy Star counterparts. Trees are able to sequester more carbon dioxide as they age and the average tree can sequester 330 pounds of carbon dioxide from the atmosphere every year. Reducing water consumption results in a reduction of GHG emissions from energy generation to operate water pumps and wastewater treatment facilities, which have been identified as major sources of GHGs statewide. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions from those presented in Section IV.B, Air Quality.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions.

b. Cumulative Impacts

The SCAQMD's approach for assessing cumulative impacts is based on its Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts, taking into account the Southern California Association of Governments' (SCAG) forecasted future regional growth and determining whether the project is consistent with the forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the

attainment of ambient air quality standards and a significant cumulative air quality impact would not occur. Cumulative air quality impacts for the project were evaluated in the context of Los Angeles County as a whole for the projected operational buildout year of 2014, consistent with the SCAQMD's methodology.

Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), a project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population vehicle miles traveled (VMT) to daily countywide VMT exceeds the ratio of daily project-related employee or population growth to daily countywide employees. This project does not contain any residential elements, and therefore a population related VMT increment was not calculated. However, the project does result in an increase in employees. As discussed in Section IV.B, Air Quality, the project's VMT ratio does not exceed the employee ratio. Based on these criteria, development of the proposed project would have a less than significant air quality impact. In addition, as previously shown in localized CO impact analyses conducted for cumulative traffic (i.e., related projects and ambient growth for both 2010 and 2014) no local CO violations would occur at any of the studied intersections. Therefore, the project would not have a significant cumulative impact on air quality.

Three of the 30 related projects would be located within close proximity of the project site have the potential to result in a cumulative localized impact to sensitive receptors. The Los Angeles Zoo Parking Lot Demonstration on Environmental Sustainability project is scheduled to be constructed in 2009, which could be concurrent with the project's Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, which would overlap with the proposed project's Phase 2 construction (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would extend to 2020.

Currently, there are no thresholds or methodology available for determining cumulative impacts on a localized level. However, given the close proximity of the related projects and that the related projects would disturb a large area or involve substantial earth moving activities, it can be ascertained that the combined impacts may exceed the localized significance threshold for PM_{10}. In addition, construction-period NO_X regional emissions associated with the proposed project are already projected to result in a significant impact to air quality. As such, cumulative impacts to air quality during the proposed project construction would also be significant and unavoidable for regional and localized air quality impacts.

Similar to the proposed project, the greatest potential for TAC emissions at each related project would involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Given that the proposed project's contribution to cancer risk from construction activities would be less than significant and is a localized impact, related projects that have not already been built would not result in a long-term (i.e., 70 years)

substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. Thus, TAC emissions from the related projects are anticipated to be less than significant individually and cumulatively.

Also similar to the proposed project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. However, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively.

With regard to cumulative GHG emissions, as stated above, an increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. However, currently there are no significance thresholds, no official baseline inventory or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Assembly Bill 1493 approved in 2002 mandates the CARB to create GHG emission reduction rules for cars and light trucks. The new rules are proposed to go into effect in 2009 and will be fully implemented by 2016. According to the CEC, the reductions in emissions will be equivalent to reducing gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020. The proposed project is slated for occupancy after these regulations go into effect and therefore a percentage of the cars used by residents of the proposed project will emit lower levels of GHG from VMT than cars currently on the road. New power plant emission standards are proposed and anticipated to go into effect as a result of both the LA City Green Plan and AB32. The anticipated emission reductions are not taken into account for this project, and future CO2e emission factors would be reduced when these measures go into effect. It should be noted that setting emission standards on automobiles is solely the responsibility of the Federal EPA. The CAA allows States to set state-specific emission standards on automobiles if they first obtain a waiver from the USEPA. The USEPA has not yet ruled on California's request for a waiver, thereby possibly delaying CARB's proposed implementation schedule. When the rules are fully implemented and older cars are replaced with AB 1493 compliant vehicles there will be further reduction in GHGs from trips to and from the proposed project.

While it is not possible at this time to quantify the reductions in GHG emissions anticipated from the project features that will reduce GHG emissions, the inclusion of such project features described in Section IV.B, Air Quality, demonstrates that the proposed project would be consistent with the goals of California's AB 32 and, therefore, would have no significant impacts. By incorporating energy and VMT reducing project features such as replacing existing mechanical and plumbing systems with equipment that uses less energy and water, installing light fixtures and motion control light switches that use less energy, installing water use reduction devices limiting water usage, including plants that are "drought tolerant" within landscaped areas in order to lower water demand, and promoting ride sharing, the proposed project will result in lower GHG emission rates compared to business as usual under current standards and practices. As such, no significant impacts are identified.

c. Mitigation Measures

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts during construction:

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[3]

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

[3] *SCAQMD Rule 403 requirements are detailed in Appendix C.*

d. Level of Significance After Mitigation

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. With implementation of mitigation measures, maximum daily NOx emissions during Phase 2 construction would be reduced to approximately 104 pounds per day. However, construction NOx emissions would continue to exceed the SCAQMD regional significance thresholds for NOx during the most intense construction period. As such, project construction would continue to result in a significant regional impact even with incorporation of all feasible mitigation measures. In addition, as discussed above, cumulative impacts to air quality during the proposed project construction would also be significant for regional and localized air quality impact

No notable impacts related to TAC emissions during construction are anticipated to occur for the proposed project. As such, potential impacts regarding TAC emissions would be less than significant.

The proposed project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed that would create objectionable odors. As such, potential impacts would be less than significant.

3. CULTURAL RESOURCES

a. Analysis of Project Impacts

(1) Historical Resources

(a) Griffith Park Campus

The results of the cultural resources record search through the CHRIS-SCCIC indicated that there are no recorded historic resources within the project site. The Campus Building was constructed in the mid 1980s and is approximately 20 years old. Thus, due to the lack of sufficient age as well as any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly. Therefore, no impacts to historical resources would and no mitigation measures would be required.

(b) Arroyo Campus

The Arroyo Campus is located on a 12-acre site in the Mount Washington community. Since 1914, the Arroyo Campus has been located in its current location midway between downtown Los Angeles and Pasadena, near the intersection of Highway 110 and Avenue 43. The site includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site is listed as a landmark of significant historic value on the National Registry of Historic Places. It has been designated City of Los Angeles Historic-Cultural Monument # 283 and is listed in the California Register of Historic Resources.

The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus.

As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resource Code and the CEQA Guidelines, these resources would not be impacted by the project.

In accordance with Section 21084.1 of the California Public Resources Code, Section 15064.5 of the State CEQA Guidelines, and the City of Los Angeles CEQA Thresholds Guide (2006), a project has a significant impact on a historical resource if it would result in a substantial adverse change in the significance of an historical resource. "Substantial adverse change in the significance of an historical resource means physical demolition" or other adverse effects, such that the significance of the historic resource "would be materially impaired." Material impairment occurs when a project alters or destroys "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a State or local historic registry. Since there is nothing to demonstrate that the proposed project would in any way "materially impair" the known historic resources at the Arroyo Campus, no potential impacts would occur.

On the contrary, the Autry National Center has taken steps towards restoring the Southwest Museum Building, which was in disrepair due to deferred maintenance, age, and general building deterioration. Among its first actions, the Autry National Center completed the National Register application process in 2004, which resulted in the formal listing of the Southwest Museum Building as a landmark of significant historic value on the National Registry of Historic Places. In December 2005, the Autry National Center secured nearly $1 million in

state funding from the California Culture and Historical Endowment to undertake building rehabilitation projects including waterproofing, electrical upgrades, and mechanical upgrades. The Autry National Center also secured a FEMA grant to enable long-overdue repair and stabilization of the Caracol Tower due to damage sustained in the Northridge Earthquake. As a nationally registered historic structure, the Southwest Museum Building is being rehabilitated in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. In accordance with CEQA, compliance with these standards ensures that no significant impacts will occur.

With regard to the Southwest Collection within the Arroyo Campus site, the movement of the Collection is not a "project" under CEQA. Furthermore, even if the Southwest Collection could be considered part of a project's environment, the proposed project would not significantly impact the Southwest Collection. Specifically, the proposed project would not in any way "materially impair" the Southwest Collection.

If anything, the proposed project demonstrates the Autry's commitment to preservation of the Southwest Collection by providing a state-of-the-art facility in which the Collection can be properly cared for while providing greater public access to the Collection – most of which has been hidden from public view for decades due to a lack of space in which to properly display and care for these artifacts. Currently, the inadequate exhibit space in the Southwest Museum Building requires 98 percent of the 250,000 items in the Collection to remain in storage at any given time. The Collection is largely stored in the seven-story Caracol Tower, which is inappropriate in size and condition for the conservation, documentation, and scholarly requirements of the Collection. These deficiencies put the stored collections at risk. By placing the Southwest Collection in a state-of-the-art facility, these historic resources will receive the best care available while achieving a higher public display value than if they were to remain at the Arroyo Campus.

(2) Archaeological Resources

Based on the fact that the project site and much of the area surrounding the project site has been previously disturbed through grading and development, and given that there are no recorded archaeological resources within a one-mile radius of the project site, the archaeological sensitivity of the project site is considered low. However, if a unique archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore, impacts to

archaeological resources would be less than significant and no mitigation measures would be required.

(3) Paleontological Resources

A paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant vertebrate fossil remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, implementation of the proposed mitigation measure below would ensure that potential impacts associated with undiscovered paleontological resources would be less than significant.

b. Cumulative Impacts

From a cumulative impact perspective, grading, excavation, and other construction activities associated with the project in combination with other related projects in the project vicinity could have a cumulatively adverse impact on archaeological and paleontological resources. However, compliance with regulatory requirements would ensure that potential cumulative impacts associated with archaeological resources would be less than significant. In addition, as described below, implementation of the proposed mitigation measure would ensure that potential cumulative impacts associated with paleontological resources would be less than significant. It would also be expected that other related projects would implement mitigation measures on a case-by-case basis if deemed appropriate as part of their environmental review. The project would not result in any impacts to historic resources, and thus no cumulatively considerable impacts would occur. Thus, cumulative impacts associated with cultural resources would be less than significant.

c. Mitigation Measures

The following mitigation measure is recommended to assure that should any paleontological resources be discovered during construction, they would not be significantly affected by the implementation of the proposed project:

Mitigation Measure C-1: In the event that deeper excavations into older Quaternary deposits may be required for the project, a qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the

paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

d. Level of Significance After Mitigation

Significant impacts associated with historic or archaeological resources would not occur as a result of the project. In addition, implementation of the above mitigation measure would ensure that potential impacts associated with paleontological resources would be less than significant.

4. HYDROLOGY

a. Environmental Impacts

(1) Construction

During construction, portions of existing buildings and landscaping would be removed and expanded. As a result, underlying soils would be exposed, making the site temporarily more permeable and susceptible for conveyance into nearby storm drains. However, this increase in permeability would not have a substantial impact on existing drainage patterns and flows, particularly since grading and erosion control plans would be implemented along with appropriate Best Management Practices (BMPs). Furthermore, on-site water activities to reduce airborne dust which could contribute to pollutant loading in storm water runoff would be subject to the National Pollutant Discharge Elimination System (NPDES) general permit requirements. In accordance with the NPDES, the project would implement a Storm Water Pollution Prevention Plan (SWPPP), which would specify BMPs and erosion control measures to be used during construction activities. These and other BMPs would eliminate or reduce pollutant levels in stormwater runoff during construction. Thus, with compliance of SWPPP guidelines including the implementation of BMPs, the project would not violate water quality standards. Construction-related impacts to hydrology and surface water quality would be less than significant.

(2) Operation

The proposed project would result in a minor increase in impervious surfaces. With the proposed improvements, drainage would follow patterns that would be similar to existing drainage patterns, with the exception of increased impervious areas resulting from new building and surface parking areas. The proposed project's approximate 5 percent increase in impervious area would result in a post-development storm water runoff flow of 27.31 cfs, which represents a 16 percent increase in flow when compared to existing conditions of 23.42 cfs. However, as discussed in Section IV.D., Hydrology, of this EIR, the projected flow rates can be attenuated to existing flow rates by the usage of detention areas. With project usage of the detention storage areas, storm water discharge rates from the development would be maintained at or below existing conditions. Therefore, no increase in flows during a 50-year storm condition would occur and SUSMP requirements regarding peak flows would be met. Thus, impacts associated with drainage would be less than significant.

As the proposed uses would be the same, the project would not generate any new sources of polluted runoff. In accordance with the SUSMP requirements, the project would be required to implement BMPs during the operational phase of the project to reduce the discharge of polluted runoff from the site. The final selection of BMPs would be completed through coordination with the City of Los Angeles. With compliance with NPDES requirements, impacts associated with water quality would be less than significant.

b. Cumulative Impacts

Other related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, all of the related projects would also be subject to State NPDES permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Furthermore, the Los Angeles Zoo Parking Lot Sustainability project would improve drainage and water quality. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

c. Mitigation Measures

The proposed project would be subject to the NPDES requirements described above, including preparation of a SWPPP and compliance with SUSMP requirements. Compliance with these requirements would ensure that impacts to hydrology and surface water quality are reduced

to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts to hydrology and surface water quality would be less than significant; therefore, no mitigation measures would be required.

5. LAND USE

a. Environmental Impacts

(1) Consistency with Applicable Plans and Policies

The proposed project development would be subject to numerous local and regional land use plans including the Los Angeles General Plan Framework Element, the Hollywood Community Plan and Regional Plans, the LAMC, and the Ground Lease.

The project would be consistent with the Open Space and Conservation goals of the Los Angeles General Plan Framework. The project would serve the needs of existing and future residents for cultural uses as well as provide a destination for visitors and tourists. The site is well located, with access to two freeways and public transportation, to serve a regional population.

Site improvements to be accomplished as part of the proposed project would also be consistent with the Hollywood Community Plan policy wherein "existing recreational sites and facilities [would] be upgraded through site improvements rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available." In addition, the Community Plan designation for the project site is Open Space; a designation which allows museums. Therefore, the proposed project would remain consistent with this designation.

The proposed project would be consistent with the published 1978 Griffith Park Master Plan that includes six primary goals that include: focusing future park development in developed areas of the park, improving the cultural and entertainment aspects of the park, improving the natural beauty and visual environment qualities of the park, improving the park-wide transportation system, and improving park operations. The proposed project would redevelop an existing facility for cultural purposes, thus supporting these goals. In addition, the project would continue to support this activity within the Plan designated Zoo Gateway area, an area designated for focused visitor activities. The project's relocation of surface parking away from Western Heritage Way, with new landscaping in its place, would enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and contribute to the natural beauty and environmental qualities of the park. Attainment of these goals would not be

adversely affected by the proposed project. In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in the initial planning stages. At this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan.

The project site is zoned OS-1XL (Open Space, Height District 1, Extra Limited height restriction) by the City of Los Angeles and the Planning and Zoning Code (Chapter 1 of the LAMC). With a 1-XL designation, the highest point of the roof of any building or structure shall not exceed 30 feet in height. The tallest building height proposed would be a maximum of 70 feet (including raised roof elements). However, when viewed from around the project site, particularly from Western Heritage Way on the west, the new building area would range from approximately 24 to 34 feet in height, similar to existing conditions, and approximating the two-story, 30-foot limit. The requested height allowance would be consistent with the general intent of the zoning height limits, given the steep slope conditions on the project site, the buildings siting condition and the location of Site Views. Therefore, the impact of building heights greater than 30 feet as conservatively measured by the LAMC is negligible, as they would not be noticeable, and would be in keeping with the intent of the zoning ordinance. The project is proposing, as project actions, the attainment of a CUP with a height allowance provision, and a site plan review. These actions would meet the City requirements for implementation of the project, and allow the City to consider project features, including the requested height allowance for buildings greater than 30 feet.

Furthermore, the ground lease agreement dated January 1987 between the City of Los Angeles and the Autry National Center would be extended and/or amended, as part of the project action. Should amendments occur, they would be implemented pursuant to an agreement between the City and the Autry National Center.

(2) Consistency with Regional Plans and Applicable Policies

The project would support the concepts and policies contained within SCAG's Regional Comprehensive Plan and Guide, as the project is located in an area easily accessible by regionally connected freeways and public transportation, supporting the goal of providing a cultural and educational facility that is accessible to all members of society of varying economic and cultural backgrounds. Additionally, since the SCAQMD's AQMP incorporates projections from local planning documents and the proposed project would be consistent with the existing land use designations of the relevant Community Plan, the project would not conflict with the AQMP for the South Coast Air Basin. Furthermore, implementation of the project would not conflict with the Metropolitan Transport Authority Congestion Management Plan (CMP), as it would not exceed CMP thresholds at any CMP intersection or freeway monitoring location.

(3) Land Use Compatibility

Hollywood, the community in which the proposed project is located, contains a mix of office, retail, hotel, restaurant, entertainment, and residential uses more than two to three miles from the project site. The project site is isolated from other surrounding urban development and development in the City of Glendale by the SR-134 Freeway to the north, the I-5 Freeway and Los Angeles River to the east, and the Griffith Park Facilities on the west and south. The project's land use relationships are shaped by its location within a section of Griffith Park developed with the Zoo, the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, the Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, and golf courses. The project is a visitor destination which is located at the edge of the park, away from the less intensive recreation facilities, and at an easily accessible gateway adjacent to two major freeways and public transportation.

The project as proposed is an expansion of an existing visitor-serving facility. The expansion of the Campus would allow the Autry National Center to expand its range of services with educational and research functions, etc., all of which are consistent with, and which would be integrated with, the site's existing uses. The project would be contained within the existing site without encroaching into adjacent sites such as the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, golf courses, Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, or Zoo. In addition, the Campus would continue to be consistent with the visitor-serving nature of the Zoo to the west. As such, there would be no short or long-term substantial or adverse changes to the existing land use relationships in the project vicinity.

Construction activities would be limited to the site, without interfering with the activities at surrounding off-site locations. Construction would be staged on-site to minimize disruption to nearby streets and activities. In addition, sufficient parking and access would be provided on-site. Based on the above, the proposed project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Impacts on land use compatibility would be less than significant.

b. Cumulative Impacts

The 30 related projects in the project vicinity generally consist of infill development and redevelopment of existing uses and parking and utility improvement projects. As with the proposed project, related projects would be required to comply with relevant land use policies and regulations. Therefore, as the project would generally be consistent with applicable land use plans, the project would not incrementally contribute to cumulative inconsistencies with respect

to land use plans. Cumulative impacts on the regulatory framework would be less than significant.

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to alter existing land use relationships. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not alter existing land use relationships. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, the proposed project in combination with related projects would not alter the existing land use relationships in the community. As such, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

c. Mitigation Measures

With implementation of the proposed approvals, the project would generally be consistent with existing regulatory requirements and relevant land use polices. In addition, the project would not disrupt or divide an established community. Thus, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts related to land use would be less than significant, and no mitigation measures are required.

6. NOISE

a. Environmental Impacts

(1) Construction Noise

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. The City's CEQA Thresholds Guide considers residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks as noise sensitive uses. Currently, there are no existing residential uses in the project vicinity; however, Griffith Park (including the golf

courses) and the LAUSD Zoo Magnet Center located south and southwest of the site, respectively, as well as the Los Angeles Zoo located west of the project site, are considered sensitive noise receptors.

Construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds during Phase 1 and at the golf courses during Phase 2. Construction related noise levels at the animal exhibits within the Zoo would be reduced from the estimated noise levels at the Zoo entrance due to further distance and intervening structures. As such, construction noise at the animal exhibits would be consistent with the noise level from typical Zoo operation (i.e., visitors, keepers, and maintenance). Therefore, potential noise impacts in the Zoo's animal areas would not be expected.

During Phase 1, it is estimated that the demolition of the south parking lot would generate noise levels up to 85 dBA at the golf courses and 63 dBA at the Zoo Magnet Center for approximately two weeks. This would be the most construction noise generated by the project. However, noise levels would diminish at a rate of approximately 6 dBA per doubling of distance. At approximately 700 feet south of the boundary of the golf courses, the construction-related noise level is expected to be below the significance threshold level and consistent with the existing ambient noise levels. Golfers normally move around to the different areas of the golf courses throughout the game, and it is expected that they would not be exposed to high noise levels for an extended duration. Therefore, a significant noise impact is not anticipated at the golf courses.

Components of the Campus may be open during construction and expose visitors to construction noise. However, impacts would be limited, as visitors would only be expected to be outside for a short period during arrival and departure; and it is expected that noise barriers would separate construction equipment/activities from the Campus experience.

Overall, construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds. Thus, project construction activities would result in significant noise impacts prior to mitigation. Mitigation measures are included below to reduce significant impacts to less than significant levels. In any case, noise impacts would be short-term and temporary.

(2) Long-Term Operations Noise

Potential noise impacts due to the increased project-related off-site traffic volumes were analyzed by estimating the net increase in noise levels compared to the existing conditions. Current (year 2006) and future year (Phase 1 – 2010 and Phase 2 - 2014) traffic volumes at the roadway segments in the vicinity of the project site were provided by the project traffic consultant, Fehr & Peers/Kaku Associates, Inc. With respect to project-related traffic increase, the change in noise levels are based on the change in traffic volume, on a logarithmic basis. That

is, a doubling in traffic volumes would result in an increase of 3 dBA. Based on the projected traffic volumes, there would be a slight increase in noise levels along Western Heritage Way, +0.3 dBA, during weekdays as a result of the project-related traffic. In addition, the largest cumulative traffic-related noise impact is anticipated to occur along the segments of Los Feliz Boulevard and Riverside Drive, where the roadway noise level increase would be 0.5 dBA CNEL However, as these levels falls below the 3 dBA CNEL significance threshold, both project-level and cumulative roadway noise level increases would be less than significant.

The proposed project would retain the existing mechanical and electrical equipment, which is located both inside and outside the Campus Building on the east side. Some limited additional equipment would likely be required to condition and ventilate the indoor air environment. This includes most of the existing and future mechanical and electrical equipment, including chillers, boilers, air handlers, transformers and electrical switchgear, would be located inside the buildings. Outdoor equipment currently includes cooling towers, kitchen exhaust fans, and general exhaust fans. The proposed project would relocate the kitchen exhaust fans and scrubbers, and would result in ice storage tanks installed on the east side of the site together with the relocation of and other limited exhaust fans. However, the estimated maximum noise from mechanical equipment at the nearest sensitive noise receptor R1 would be 44 dBA, which is well below the existing ambient noise levels. Therefore, significant noise impacts would be not expected due the project's stationary noise sources.

b. Cumulative Impacts

There are 30 related projects identified in Section III, Environmental Setting, which have been considered for the purposes of assessing cumulative noise impacts. Of the 30 identified related projects, the majority are located east of the I-5 Freeway. There are three related projects, Related Project 3a, Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability Project, Related Project 3b, IRP Facilities Plan, and Related Project 3c, LADWP's Lower Reach River Supply Conduit (RSC) Project, that are located within 500 feet of the project site, which could have the potential to contribute to cumulative noise impacts.

(1) Construction Noise

Noise from construction activities would only have the potential of impacting areas immediately adjacent to the proposed project. As described above, the three nearest related projects are located within 500 feet from the project site. All of the other projects are located at a sufficient distance (over 2,200 feet from the project site), which would preclude a cumulative impact associated with the project and related projects. The Los Angeles Zoo Parking Lot Project is scheduled to be constructed in 2009, and thus may be constructed within the project Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, and thus may overlap with the

project's Phase 2 construction activities (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would be by phased and would extend to 2020. Construction-related noise for the IRP Facilities Plan would primarily be localized in the areas of the shaft sites (the Los Angeles Zoo Shaft Site and the Griffith Park Observatory shuttle reservations center building Shaft Site), as the pipeline would be constructed using an underground tunneling method.

The potential for cumulative construction noise impacts occurs when there are concurrent construction activities associated with the use of heavy construction equipment from the project and one or more of the related projects. Due to the potential for the project to overlap with the construction of the related projects in the vicinity, and the relative distance between these projects, cumulative noise impacts on sensitive receptors such as the Los Angeles Zoo and the Zoo Magnet Center could occur. However, the noise impacts would be temporary and implementation of mitigation measures would minimize the overall noise impacts.

(2) Long-Term Operations

Each of the identified related projects would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Most of the related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact. Related Projects 3a, 3b and 3c, as identified in Table 1 , would have negligible contribution to the off-site traffic volumes (a few vehicle trips per month for maintenance purposes). As discussed previously, traffic volumes from the proposed project and related projects, combined with ambient growth traffic, were evaluated and presented in Tables 20 and 21 on pages 201 and 201. Cumulative traffic volumes would result in a maximum increase of 0.5 dBA CNEL along the segments of Los Feliz Boulevard (west of Riverside Drive) and Riverside Drive (south of Los Feliz Boulevard), which include residential uses. Along the Western Heritage Way, where the Magnet Center is located, a maximum increase of 0.6 dBA CNEL is estimated (during weekday). As this noise level increase would be below the more conservative 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant.

The Lower Reach RSC Project is not anticipated to have stationary noise sources in the vicinity of the project site, as the new pipelines are underground. The proposed Phase II of the Los Angeles Zoo Parking Lot Project includes a storm water collection (cistern) system for the Zoo's irrigation, which would include pump to convey the water for irrigation. Operational noise associated with the related IRP Facilities Plan includes air treatment facilities and would be limited to the close vicinity of the facilities. However, due to LAMC provisions that limit stationary-source noise from items such as mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, the other 27 related

projects are over 2,200 feet from the proposed project. Thus, when accounting for distance losses and intervening building structures between the related projects and noise sensitive receptors, on-site noise produced by these 27 related projects would not be additive to project-related noise levels. As the project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

c. Mitigation Measures

Since project construction is expected to result in significant noise impacts at the nearby Zoo and Zoo Magnet Center during project Phase 1, the following mitigation measures are recommended to minimize the impacts:

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors as follows:

- During site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site.

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devises, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

d. Level of Significance After Mitigation

The project's construction-related noise levels would temporarily increase the ambient noise in the vicinity of the project above the significance threshold levels. Implementation of Mitigation Measures E-1 and E-2 would reduce the construction noise impacts by minimum a 5 dBA, which would reduce the construction noise impacts at the Zoo and the Zoo Magnet Center to a less than significant level. As discussed above, even with the mitigation measures proposed by the project, cumulative construction-related noise levels resulting from the project and other nearby projects could be significant if such projects were to be constructed at the same time as the proposed project and if they were to use heavy construction equipment at the same time as the proposed project. Such impacts would be temporary.

Noise impacts associated with the project's long-term operation, including on-site (mechanical equipment) and off-site (auto traffic) noise sources, would be less than significant. Cumulative noise impacts associated with operation of the project and related projects would also be less than significant.

7. PUBLIC SERVICES - FIRE

a. Environmental Impacts

(1) Construction

Construction activities are unlikely to increase the existing demand on fire protection and emergency medical services. However, construction activities may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, chemical reactions in combustible materials and coatings, and lighted cigarettes. As such, fire suppression equipment specific to construction would be maintained on-site. The project would comply with applicable existing codes and ordinances. Construction impacts on emergency vehicles traveling in the vicinity of the project site would be limited. The project site lends itself to performing most staging activities on site, with minimum effects on Western Heritage Way. If Western Heritage is affected for short durations, a construction management program would be implemented. Since emergency access to the site would remain clear and unobstructed during construction of the project, impacts related to emergency access would be less than significant.

(2) Operational Impacts

To the extent that the project attracts additional visitors to the project site, as well as a small increase in site employees, the demand for emergency medical services (EMS) at the local fire stations serving the project site may increase negligibly, particularly for Fire Station No. 56. While the new facilities would increase the size of the Campus building area, the new buildings would have similar functions to the Campus Building and would meet current design standards, thus limiting any increase in the demand for fire services.

Pursuant to Division 9 of the Fire Code, the project would comply with specific fire safety, access, and fire flow requirements. In addition, prior to the recordation of the final map or the approval of a building permit, the project would submit a plot plan subject to approval by the Los Angeles Fire Department (LAFD). This includes compliance with Fire Code Section 57.09.08 by including the provision of sprinkler systems as well as Fire Code Section 57.09.06 regarding the installation of fire hydrants, including the number of sizes, and locations. Based on communication with the LAFD, the fire flow required for the project is estimated at 6,000 gallons per minute (gpm) from four hydrants flowing simultaneously.[4] This standard for fire flow would be met.

[4] *Email communication with Inspector Michael Theule, March 26, 2007.*

Fire Station No. 56 can locally access the project site from Rowena Avenue where the station is located, and regionally through SR-134 and the I-5 freeway. Potential impacts with regard to site accessibility would be further addressed through a mutual aid agreement between the LAFD and the Glendale Fire Department.

The project's increase in demand for fire protection services would be negligible, and would not exceed the staff and equipment capabilities of the LAFD to serve the project site. Nor would the project require the addition of a new fire station or the expansion, consolidation, or relocation of an existing station. As a result, the project would result in less than significant impact relative to the additional demand for fire services. In addition, the project would comply with applicable LAFD code and ordinance requirements for construction, fire safety facilities, fire flow, fire hydrants, and access. Accordingly, the project would have a less than significant impact relative to fire safety, access, flow, and services.

b. Cumulative Impacts

The "first in" fire district for Fire Station No. 56 is generally bounded by the SR-134 Freeway on the north, the I-5 Freeway to the east, and as seen in Table 22, the south and west boundaries are irregular in shape. Related projects within this "first in" district include Related Projects 2, 3a, 3b, and 3c. Related Project 2 is a church, which like the project would not introduce new population to the area, but would serve existing population. In addition, Related Projects 3a, 3b and 3c are all infrastructure improvements that would not generate additional permanent population within the vicinity. The remaining related projects that are located within the City of Los Angeles, Related Projects 3, 16, 17, 18, 19 and 29 are located in close proximity to Fire Stations 35 and 50. These projects would add new population and employees to the area, which would incrementally increase the cumulative demand for fire services in the area in a manner that is consistent with general growth occurring in the region. In addition, all related projects would comply with LAMC Fire Code and Building Code regulations pertinent to fire safety, access, and fire flow. Such regulations would include requirements to ensure adequate emergency access is provided during construction of each project. Therefore, the project combined with related projects would result in a less than significant impact relative to fire and EMS services.

c. Mitigation Measures

As indicated above, impacts to fire services would be less than significant. Therefore, no mitigation measures would be required.

8. TRANSPORTATION AND CIRCULATION

a. Environmental Impacts

(1) Construction

Construction of Phase 1 of the project is expected to commence in 2008, with the opening of the Campus in 2011. Site grading would last approximately one month and an estimated 38 haul truck round trips per day would result during this phase. This would result in approximately four to six entering and exiting trucks over the course of an excavation period hour. The demolition phase is expected to take approximately six months and approximately nine haul truck trips per day are expected during this phase. The main construction phase is expected to last approximately 14 months. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout Phase 1 construction, with up to approximately 60 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 120 work-related trips on a daily basis, including 60 arrivals and 60 departures. Implementation of the mitigation measure requiring a construction traffic and parking management plan would ensure that potential project-related construction traffic impacts associated with the combination of haul truck traffic and employee would be less than significant.

Phase 2 construction is expected to begin in 2013 and last approximately 22 months, with the re-opening of the Campus in approximately 2014. The demolition phase is expected to take approximately two weeks, and less than one haul truck round trip per day is expected during this phase. Site grading would last approximately six weeks and an estimated 81 haul truck round trips per day would take place during this phase. This would result in approximately eight to nine entering and exiting trucks over the course of an excavation period hour. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout the construction periods up to approximately 50 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 100 work-related trips on a daily basis, including 50 arrivals and 50 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections. However, the implementation of the

mitigation measure below requiring a construction traffic and parking management plan would ensure that such impacts would less than significant.

The Campus currently contains 374 on-site parking spaces, of which 304 spaces are in two west unrestricted general use parking lots. During Phase 1, the east lot (41 spaces) and a portion of the west lots (59 spaces) would be used for construction activities. This leaves approximately 274 spaces open during construction. Assigning one space per member of the estimated 160-person staff, there would be at least 114 spaces available for construction employees and visitors. A new 201-space parking lot would be constructed on the southern portion of the site during Phase 1, and the east and overflow lots would expand to 126 and 53 spaces, respectively. Upon the completion of Phase 1, approximately 380 spaces would be available. Thus, temporary parking impacts associated with construction activities during Phase 1 would be less than significant.

In order to construct the Phase 2 semi-subterranean parking facility, approximately 151 spaces in the south lot would be lost. To compensate for this loss, as part of the construction traffic and parking management plan, a temporary off-site parking location would be secured. Including the off-site supply, approximately 380 total spaces would be available during construction. Once the parking structure is complete, there would be 476 permanent parking spaces upon completion of Phase 2. Thus, parking impacts associated with construction activities during Phase 2 would be less than significant.

Two Class II dedicated bike lanes run adjacent to the property, northbound and southbound, along Western Heritage Way. During construction, the northbound bike lane along Western Heritage Way may be closed during various construction phases, causing a temporary significant impact. Specific information regarding closures would be noted in the construction traffic and parking management. While the lane may be closed during construction, bicyclists would be required to ride with traffic for less than approximately 1,000 feet. Because the project is in a park setting with road speeds of 25 mph adjacent to the project site, the conditions would still be safe for bicyclists.

(2) Operation

Intersections

The future 2010 "Without Project" conditions add the traffic to be generated as a result of ambient growth and related projects up to the year 2010 into the existing traffic volume. With the added traffic, it is expected that in 2010, six of the seven study intersections would operate at acceptable levels of service (LOS) (LOS D or better) during both Saturday and weekday peak periods. The intersection of Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard is projected to operate at unacceptable LOS (LOS F) during the Saturday peak period.

Phase 1 would result in a net increase of 426 net new weekend trips and 282 net new weekday trips. These Phase 1 trips were added to the future 2010 "Without Project" conditions to determine the impacts of Phase 1 on traffic. With the additional Phase 1 traffic, five of the seven study intersections are projected to operate at acceptable LOS during both peak periods. The two intersections of Riverside Drive and Zoo Drive and Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at unacceptable LOS during the Saturday peak period. However, based on the significance criteria, the project would not significantly impact any of the study intersections for the future year 2010 during either of the peak periods.

The future 2014 "Without Project" traffic conditions would incorporate the traffic to be generated as a result of ambient growth and related projects up to the year 2014. The future 2014 "Without Project" conditions indicate that four of the seven intersections would operate at an acceptable LOS. However, the intersections of Riverside Drive and Zoo Drive and Western Heritage Way and North Zoo Drive would operate at LOS E during the Saturday peak period, while the intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at LOS F during the Saturday peak period and at LOS E during the weekday peak period.

Phase 2 of the project would add a total of 270 daily vehicle trips during a typical weekend and 179 net new weekday trips. Under the future 2014 "With Project" conditions, based on the significance criteria, the project would not significantly impact any of the study intersections at full buildout in 2014 during either of the peak periods.

CMP

Based on the traffic study, the project would add no more than 39 trips to the study intersections and freeways.[5] The project would not exceed the County's Congestion Management Program (CMP) threshold criteria pertaining to impacts on the regional transportation system. Therefore, the project would have no impact on the CMP system and no further CMP analysis is required.

Transit

Public transit trips would be increased. During Phase 1, the increase would be four new transit trips in the weekend midday peak hour and two new trips in the weekday P.M. peak hour. During Phase 2, the increase would be for three new trips in the weekend midday peak period and one new trip during the weekday P.M. peak hour. The project would not result in any

[5] *The study intersections include freeway on-ramp intersections for the SR-134 and I-5. Since the Project would not add more than 39 trips to these freeway on-ramp intersections, is concluded that the Project would not add more than 39 trips to the freeways.*

physical or scheduling changes to existing transit services nor interfere with existing infrastructure supporting alternative transportation (e.g., bus stops, bus lanes, etc). As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Project impacts to transit would be less than significant.

Access

The two driveways for the proposed project would be unsignalized and stop-controlled, as shown in Figures 33 and 34 on pages 256 and 257, respectively. The north driveway would continue to operate as it currently does. This includes one inbound lane and two outbound lanes, one for left turns and one for right turns, both stop-controlled. To access the driveway from the north, a dedicated left-turn lane would be available so as not to impede the flow of traffic.

The north driveway would be used mostly by employees directly accessing the employee parking lot behind the building. Like current conditions, at completion of Phase 2, the employee lot would be used heavily on weekdays between 8:00 A.M. and 5:00 P.M. when most Campus employees would be working on-site. This lot would seldom be used on weekends, so weekend access is expected to be minimal.

A majority of the vehicular traffic would access the site at the south driveway approximately 1,000 feet from the intersection. The south driveway would feed traffic into the Griffith Park Observatory shuttle reservations center building and temporary shuttle station site, which has an existing driveway. The configuration of this driveway at buildout would be one inbound lane and two outbound lanes, one for left turns and one for right turns. A dedicated left-turn lane would be provided to access the driveway from the north.

The configurations for both driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, using the established criteria, the project would not create a significant impact on access.

Parking

The project would provide sufficient on-site parking to meet its parking needs, with 380 total spaces with the Phase 1 improvements and 476 spaces at Phase 2 buildout. The number of spaces provided would exceed the parking code requirements of the City of Los Angeles, and the estimated demand, based on site studies. Thus, impacts associated with parking would be less than significant.

Pedestrian/Bicycle Safety

Implementation of the project pedestrian access to the Campus would be provided by the new on-site parking areas, while truck access would be provided away from the public areas within the eastern portion of the site. An improved bus drop-off area would also be provided that would include direct access to the arrival plaza without the need to walk across a surface parking area. In addition, the existing crosswalk across Western Heritage Way to the Los Angeles Zoo would remain. As discussed above, Western Heritage Way has a 25 mph speed limit with various speed bumps. Thus, the potential for conflicts with vehicles and pedestrians would be low. Additionally, the project would not introduce hazardous design features (e.g., sharp curves, blind turns). Thus, impacts related to pedestrian/bicycle safety would be less than significant.

b. Cumulative Impacts

Construction

Three neighboring related projects require further qualitative discussion because of their proximity to the project site and their construction schedules. The Los Angeles Zoo Parking Lot Project, or Related Project 3a as identified in Table 1 on page 62, is scheduled for construction in 2009 and may occur during construction of Phase 1 of the proposed project. This related project is not expected to impact the street network because the construction area would be kept on-site. Additional trips associated with the construction of the parking lot project would be temporary. A second related project (Related Project 3c), Unit 2 of the Los Angeles Department of Water and Power's Lower Reach River Supply Conduit (RSC) Project, is tentatively scheduled between 2012 and 2014, during construction of Phase 2 of the proposed project. The third project (Related Project 3b), the Integrated Resources Program Facilities Plan, would extend construction until 2020. Construction for this project would be primarily at the shaft sites at the Los Angeles Zoo and Griffith Park observatory shuttle reservations center connected by an underground pipeline. These three projects could impact traffic and both vehicular and bicycle access during project construction activities. The RSC project is expected to include lane closures and reduced intersection capacity during construction, as the pipeline will be laid beneath the street. Thus, should nearby related projects occur at the same time as the proposed project, cumulative construction-related traffic and access impacts, although temporary, could be significant.

The 27 remaining related projects are not located within close proximity to the project site. As such, construction traffic from these remaining related projects would not be expected to significantly impact the same streets and access points as the proposed project.

Operation

Intersections and Freeways

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and related projects have been incorporated into the above analysis of the future cumulative base condition. Year 2014 with cumulative base conditions demonstrates that cumulative development would result in three intersections operating at LOS E or F. Cumulative growth in the project area would result in increases in traffic on street and freeway segments in the project vicinity. It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

Transit

The project site is served by Metro Bus Route 96. The only related projects that are located within the route are Related Projects 3a, 3b and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. In addition, none of the remaining 27 identified related projects are located along or nearby this bus route. Furthermore, as discussed above, the project would produce four new transit trips in the weekend midday peak hour and two new transit trips in the weekday P.M. peak hour for Phase 1. For Phase 2, the project would generate approximately three new transit trips in the weekend midday peak hour and one new transit trip in the weekday P.M. peak hour. Thus, cumulative impacts on transit would be less than significant.

Access

Cumulative access impacts could occur if related projects impact the same access routes or access points (i.e., street segments and intersections) as the proposed project. The only related projects that are located within close proximity to the project site are Related Projects 3a, 3b and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. Thus, any trips associated with operation of these related projects would be related to maintenance activities and would be nominal. None of the remaining 27 identified related projects are located within close proximity to the project site. As such, related projects would not impact the same access routes or access points as the proposed project. Thus, cumulative impacts relative to access would be less than significant.

c. Mitigation Measures

The following mitigation measure is intended to reduce the proposed project's traffic impacts during construction.

Mitigation Measure H-1: A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

d. Level of Significance After Mitigation

With the implementation of the mitigation measure above, project-related transportation and circulation impacts during temporary construction activities would be less than significant. However, even with the proposed mitigation measure, cumulative construction traffic and access impacts could occur should the nearby infrastructure-related projects be constructed at the same time as the proposed project. Such impacts would be temporary.

No significant and unavoidable transportation and parking impacts would occur as a result of the operation of the project and no mitigation measures would be required. As discussed above, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

II. Project Description

II. PROJECT DESCRIPTION

1. INTRODUCTION

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Griffith Park Campus Improvements project (also referred to as the project or proposed project or Campus) at its Griffith Park Campus in the City of Los Angeles. The project would renovate and modernize certain portions of the existing Campus in two development phases. The key project features include increasing the building space within the Campus by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation and parking amenities. These improvements would allow the Autry National Center to establish its Griffith Park Campus as the premier interpretive site for the exhibitions of the American West; to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the Campus as a cultural resource.

2. PROJECT LOCATION AND SURROUNDING USES

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. As shown in Figure 1 on page 43, the project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the project site. The Griffith Park Campus is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east. Also located directly south of the Campus is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the project site.

As shown in the aerial photograph provided in Figure 2 on page 44, the Los Angeles Zoo and associated surface parking facility are located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's

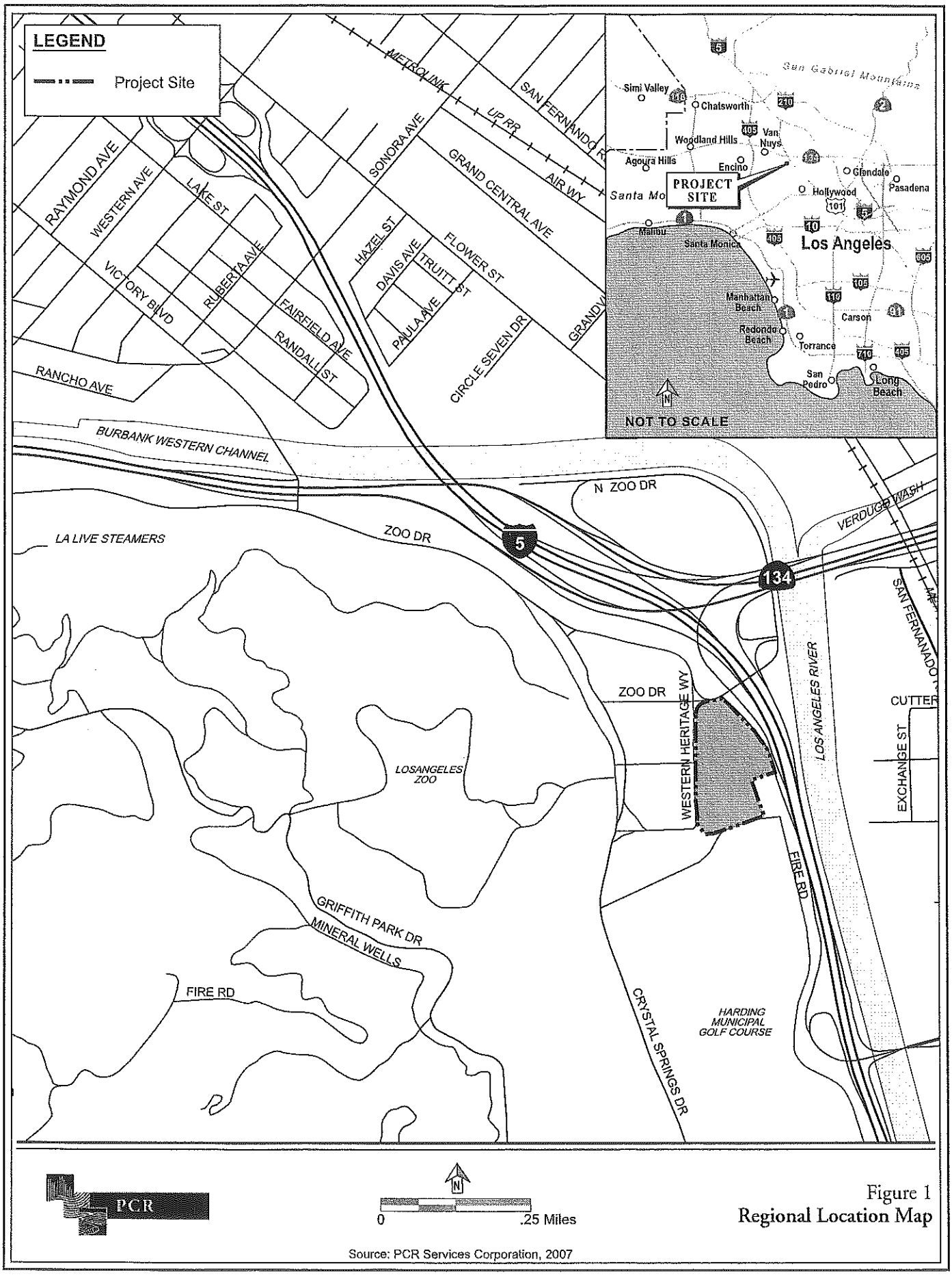
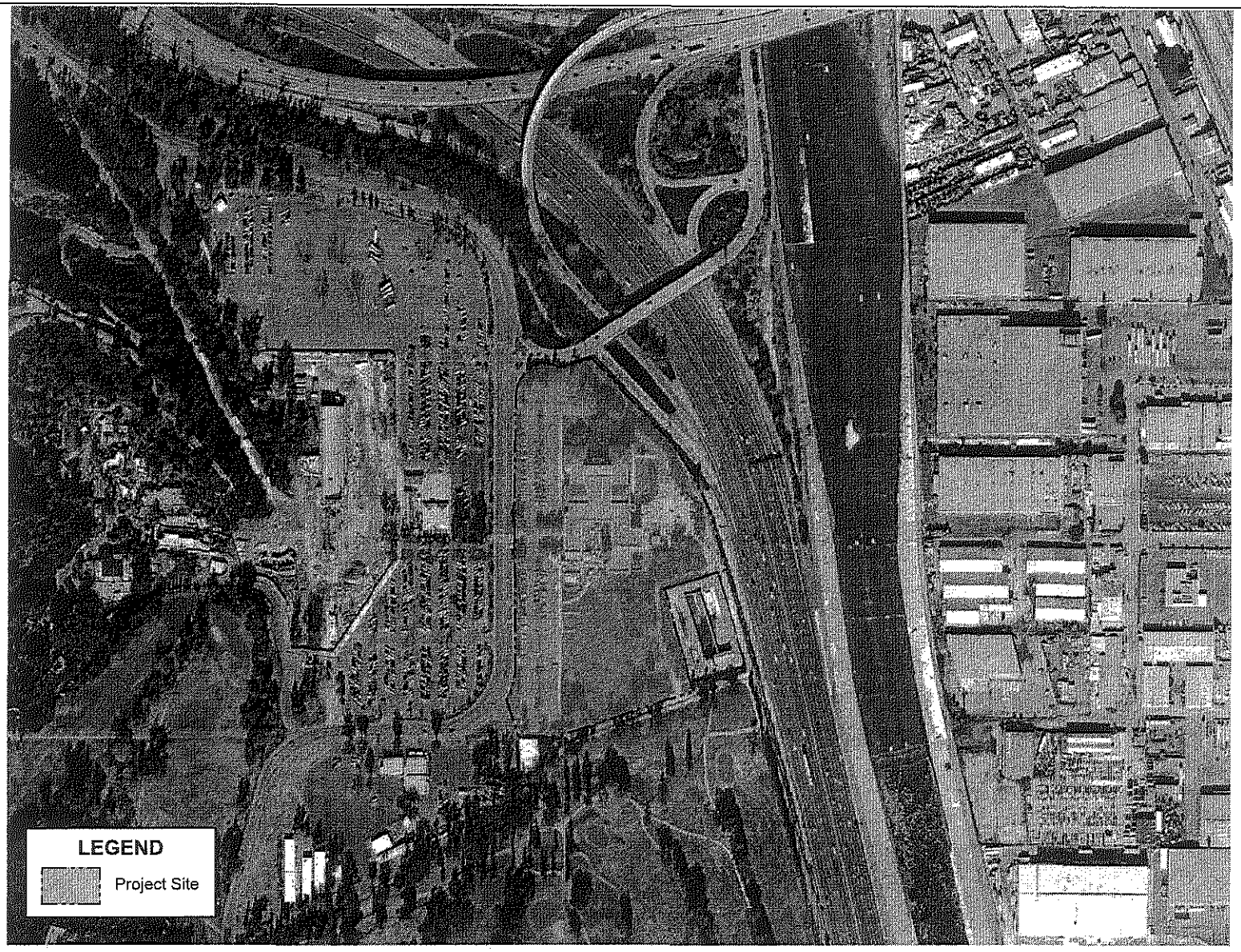


Figure 1
Regional Location Map

Source: PCR Services Corporation, 2007



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Scale not provided

Source: PCR Services Corporation, 2007

Figure 2
Aerial Photograph of
Site and Project Vicinity

(LAUSD's) Zoo Magnet Center and the Department of Water and Power (DWP) Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses. As noted above, I-5 is located to the east of the project site, with the Los Angeles River located just east of I-5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

3. BACKGROUND

The Museum of the American West in Griffith Park (originally called the Autry Museum of Western Heritage and referred to today as the Griffith Park Campus) was founded by Gene and Jackie Autry to examine the histories, cultures, and mythologies of the American West and its diverse peoples. Constructed and opened to the public in 1988, the building consists of approximately 142,880 square feet of space. The current project facilities operate under a ground lease agreement dated January 1987 between the City of Los Angeles and the Gene Autry Western Heritage Museum. The ground lease was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities, and covers the legal framework by which both the City and the Museum, now referred to as the Autry National Center, are bound.

In 2002, the Autry Museum of the American West merged with the Women of the West Museum, a nonprofit organization highlighting the impacts of diverse women's experiences on the history of the American West. Later in 2003, the Autry Museum merged with the Southwest Museum of the American Indian, located in the Mt. Washington area of Los Angeles. The Southwest Museum Collection is one of the nation's most important artifact, library, and archive collections related to the American Indian. The Autry National Center was then established in 2003 following the merger of the Southwest Museum, the Women of the West Museum, and the Museum of the American West.

Today, the Autry National Center is comprised of three entities: the Museum of the American West, the Institute for the Study of the American West, and the Southwest Museum of the American Indian. The Museum of the American West and the Institute for the Study of the American West are located within the Autry National Center's Griffith Park Campus. The Southwest Museum is located within the Autry National Center's Arroyo Campus, which includes the Southwest Museum Building, the Casa de Adobe and the Braun Library. The project does not propose any physical changes to the Arroyo Campus.

The mission of the Autry National Center is to explore the distinct stories of cultures and peoples and examine how the interaction of these cultures and peoples affects the complex,

evolving history of the American West. The Autry National Center uses a variety of techniques, curatorial specialization, and distinctive lines of intellectual inquiry to delve into the multifaceted study of the American West.

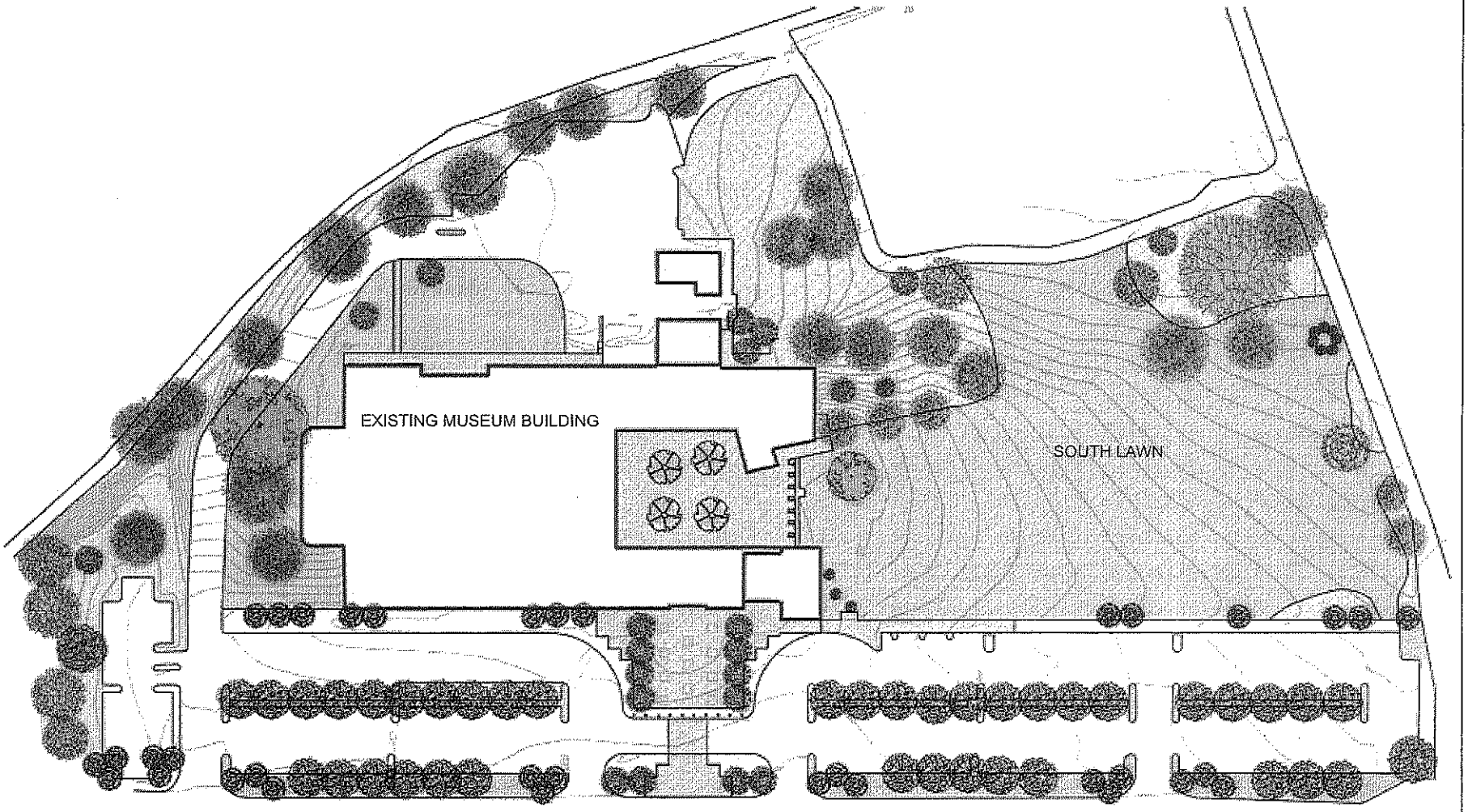
Through the proposed project, the Autry National Center would modernize and expand the Griffith Park Campus to provide greater public access to larger segments of its collections, most of which have been hidden from public view for decades. The project would also provide additional facilities for visitor services and educational programs.

4. EXISTING SITE CHARACTERISTICS

The 12.75-acre project site is located within Griffith Park, which is under the jurisdiction of the City of Los Angeles Department of Recreation and Parks. As shown in the existing site plan provided in Figure 3 on page 47, the project site includes the Campus Building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The South Lawn has and would continue to be utilized for special events. The Campus Building provides permanent exhibitions on the American West and temporary exhibitions exploring local and Western issues. The Campus Building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,880 square feet, an estimated 109,530 square feet is program space, while the remaining 33,350 square feet includes circulation, restrooms and mechanical equipment areas. An estimated 43,518 square feet of the program area is used for exhibits and gallery space, with an additional 32,834 square feet used for collections storage. The Campus Building also includes a loading dock and areas for mechanical equipment. Collection storage areas are currently at capacity with collections stored at a density that exceeds conservation standards, with additional collections that are currently being stored within expansion galleries and other storage spaces. In addition, the staff, programs, events, and education uses have outgrown the existing Campus.

Based on the Los Angeles Municipal Code (LAMC) definition of building height, which measures height from the lowest point of the existing site grade five feet from the building, the Campus Building measures approximately 60 feet in height, with a tower element that measures approximately 114 feet in height. This definition of height takes into account the 24-foot topographical slope from east to west within the project site. When viewed from Griffith Park on the western side of the Campus, the front facade of the Campus Building measures approximately 36 feet in height.

Outdoor open space on the project site includes the South Lawn which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Campus Plaza that visitors enter when passing through the main entrance. Several other landscaped areas are located near the western façade of the Campus Building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the



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Source: EE&K Architects, 11/2006.

Figure 3
Existing Site Plan

Campus Building is also an outdoor open space available to Campus visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. Landscaping within the site is generally comprised of a variety of pine trees, California pepper trees, coastal live oaks, honey locus, crape myrtle and cedar trees. Ornamental species include Oleander, Toyon, Cotoneaster, Rockrose, Escallonia, Daylily and Guinea Gold Vine. Lighting within the site includes pole lighting within the surface parking and entry plaza areas, exterior building lighting, up-lighting on building walls and the tower, event lighting in the plaza, and security lighting. The South Lawn and perimeter site landscape areas are not lit.

Primary access to the site is provided via Western Heritage Way and Zoo Drive located just west of the Griffith Park Campus. Pedestrian and parking access is also provided from Western Heritage Way, which is connected directly to Zoo Drive just north of the project site. A service road within the northern portion of the project site provides access to a loading dock and staff surface parking areas east of the Campus Building. The main public entrance to the Campus is from the west and is on axis with the Los Angeles Zoo entrance. In addition, the Los Angeles Zoo wastewater treatment facility used for management of storm drain and wash-down water from the Zoo is located outside the southeast portion of the project site. An equestrian trail that extends throughout Griffith Park is also located adjacent to the southern and eastern boundaries of the site. The trail includes two separate paths around the Los Angeles Zoo wastewater treatment facility and a small corral (used by equestrian visitors to the Campus). One path occurs along the north and west faces of the treatment facility adjacent to the project site and the other path occurs along the east and south faces of the treatment facility adjacent to the freeway and the golf courses.

The project site is presently zoned for Open Space by the LAMC and is located within the Hollywood Community Plan area of the City of Los Angeles, which also designates the site for Open Space and Public Facility uses. The site is within the 1978 Griffith Park Master Plan's area of influence.[6]

5. PROJECT OBJECTIVES

Section 15124(b) of the State of 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 as follows:

[6] *A formal Master Plan for Griffith Park was last published in 1978. That plan was the basis for improvements and operations and maintenance decisions between 1978 and 2004. As discussed in further detail in Section IV.E, Land Use, the planning process for a new Draft Plan began in October 2004.*

- Engaging all peoples in the inclusive stories of the American West; expanding and modernizing the Griffith Park Campus; and creating an accessible, enlightening, inspiring, innovative and scholarly Campus to provide a deeper understanding of the art, history and cultures of the American West.

This underlying purpose would be met through achievement of the following objectives:

Mission Objectives

- Establish the Griffith Park Campus as the premier interpretive site for the exhibition and conservation of art and artifacts of the American West, and the education about the histories, cultures and mythologies of the American West and its diverse peoples. Provide a Campus that supports:
    - An enhanced visitor experience.
    - Expanded exhibition and classroom space.
    - Greater educational/research services for visitors and scholars.
- Create synergies between the Autry National Center's display, interpretation, conservation and education roles.
- Enhance the Campus as a cultural resource for the people of Southern California and the nation.
- Enhance the Campus as a visitor destination for travelers to the region.
- Maintain the Center's economic sustainability in order to provide long-term stewardship of the collection and establish a long term ability to serve the public.

Program Objectives

- Create a research environment that is supportive of artifact history, as well as archival history, by bringing the museum collections, library holdings, and Institute for the Study of the American West to the same facility.
- Stimulate the "convergence" dialogue among researchers, curators, and the public.
- Develop interpretive programs that demonstrate the interconnected stories of Native Americans and new arrivals from around the world, a central aspect of the Autry National Center's interpretive agenda.
- Use the standard of care set by the American Association of Museums. Provide exhibition spaces with appropriate light, temperature and humidity controls for the protection of artifacts.
- Provide visual public access to larger segments of the collections.
- Increase the amount of space available for display exhibitions.

- Include public amenities to provide a welcoming and enjoyable experience for visitors through new/enhanced ancillary spaces including a community room, educational spaces, café, Campus stores and outdoor spaces.
- Support the Living Arts component of the Campus as the nation's premier forum for Native American theater, including films that focus on the West and concerts representing the musical traditions of the West.
- Replace/upgrade infrastructure and support areas including utility provisions, loading docks, information technology, and administration/staff spaces.
- Provide adequate parking that meets visitor demand.

Design Objectives

- Provide a building design that is respectful of and that celebrates the convergence of diverse cultures that shaped the American West.
- Create a unified Campus facility that harmonizes structures, open spaces, and landscaping with the natural landforms of the site.
- Provide a project design that supports and enhances the Griffith Park setting.
    - Ground the buildings in the landscape of Griffith Park.
    - Create landscaped spaces with outdoor education programs
    - Relocate parking away from the front of the buildings.
- Create a "museum-inside-out" design with visible collections and staff areas to reveal the dynamic inner workings of the museum functions and place the greatest amount of the collections on display.
- Organize the Campus around a central exhibition space.
- Support sustainability through a design that is environmentally/energy efficient.
- Provide an enhanced entryway that is clearly visible to visitors from visitor parking areas and off-site pedestrian areas, and improve vehicular access.
- Provide a secure area for loading and unloading of collections and related materials.

6. DESCRIPTION OF PROPOSED PROJECT

The mission of the Autry National Center is to "explore the experiences and perceptions of the diverse peoples of the American West," and the project would help to fulfill this mission through the renovation, modernization and expansion of its Griffith Park Campus. Specifically,

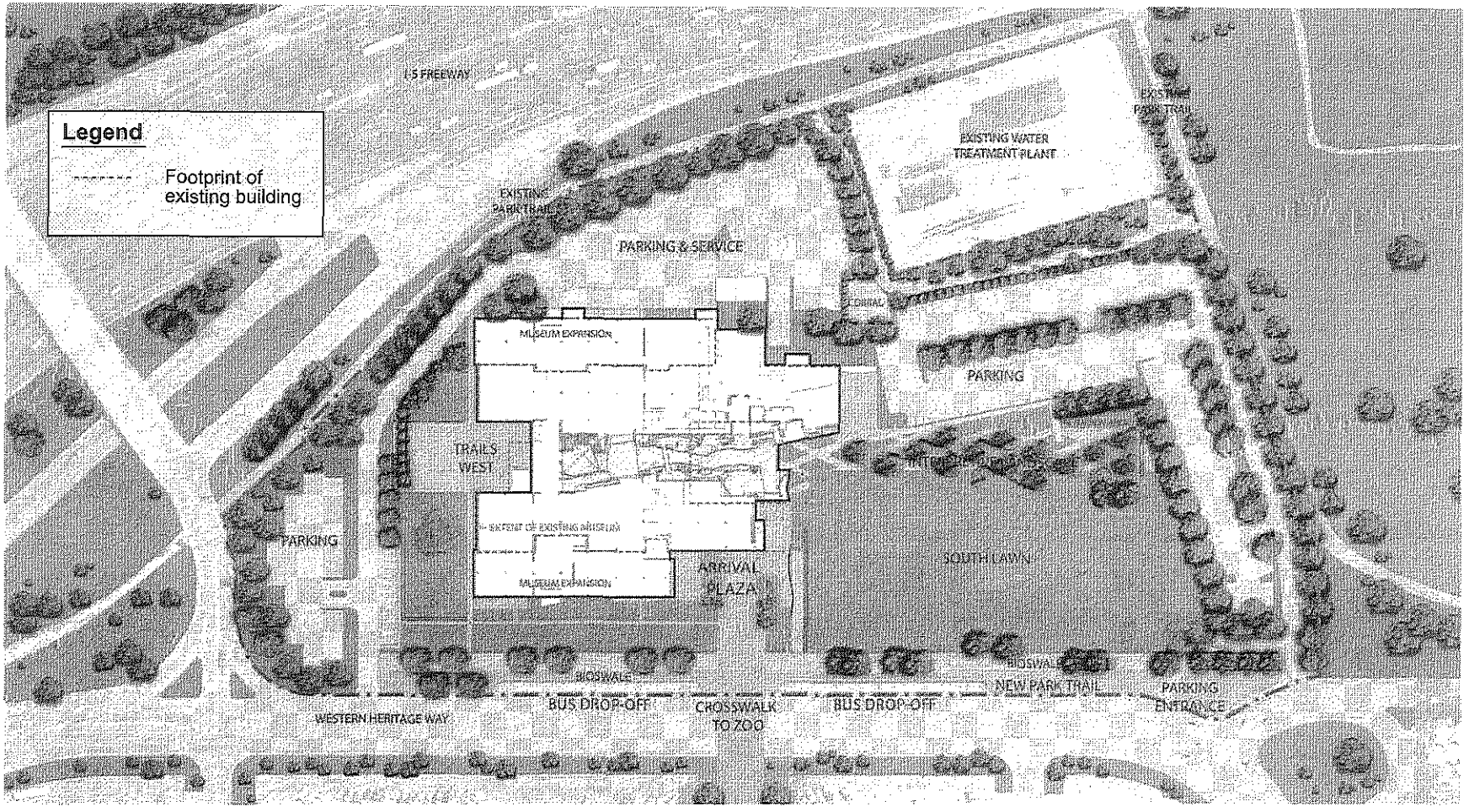
as part of the project, the building area within the Campus would be expanded by approximately 129,000 square feet in two phases, portions of the Campus Building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation would be improved, and additional parking would be provided. These improvements would allow the Autry National Center to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the Campus as a cultural resource; and to create and further establish a setting that represents the history of the American West. The project does not propose any physical changes to the Arroyo Campus located in Mount Washington, which will continue to provide various exhibitions for the public at that location. The proposed improvements would be implemented in two development phases as described below.

Phase 1

Proposed Building Improvements

As shown in the conceptual site plan provided in Figure 4 on page 52, Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east, west and south. The project would not include additional levels; rather, the project would integrate the Campus Building into the new design for the site. As shown in Figure 4, a renovated centralized space would connect key existing and expanded program components of the Campus Building including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management facilities and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for the proper storage of the collections of the Autry National Center, as well as space for education, conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels of the Campus Building. The new and reconfigured exhibition spaces would provide for permanent and temporary exhibitions along with visual access to storage. These spaces would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of exhibitions. On the main level, the existing 230 seat theater would remain as is and the café area would be relocated to the eastern side of the Campus Building. A new community room would be added above the relocated café. The education classrooms would be relocated to the lower level and expanded, with enhanced access to outdoor education spaces. The project would also incorporate a new entrance area to



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Source: Levin & Associates Architects, August 2007.

Figure 4
Conceptual Site Plan
Phase 1

the southern side of the Campus Building, north of the South Lawn area. The upper level of the Campus Building would also retain and expand the research/library and general administrative spaces.

To provide for the new building areas, modification to the existing features of the Campus Building would be necessary. Such modifications would include removal of the café kitchen and arcade of columns within the existing plaza area. Removal of the interior and exterior finishes on the main level would be necessary to reconfigure the gallery spaces.

The height of the expanded Campus Building would increase slightly to a maximum of 70 feet (including raised roof elements). This height measurement is based on the LAMC definition of height, which is based on the lowest point of existing grade within five feet of the building perimeter. However, when viewed from the west, the expanded Campus Building would range from approximately 24 to 34 feet in height, similar to the visual appearance of pre-project conditions. While the tower may be reclad, the height of the tower would not change. The new and renovated portions of the Campus Building are anticipated to be constructed with materials such as concrete, plaster, metal, and glass.

Parking and Access

As part of the proposed improvements, parking would be expanded at its current locations east and north of the Campus Building. In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas would instead be developed on the southern and southeastern portions of the existing South Lawn. The surface parking area to the southeast would be temporary. With these improvements, there would be a total of 380 parking spaces upon completion of Phase 1 of the project. In addition, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo.

Vehicle access to the project site would continue to be provided from Western Heritage Way. Specifically, access to the project site would be provided from a south entrance from Western Heritage Way with a new internal access road that would provide access to the visitor parking areas within the southern and southeastern portions of the site. In addition, a bus-only driveway would be provided for bus turnarounds at the southern access point to the site. Two curb cuts for bus loading would be located along Western Heritage Way between the two driveways. In addition, the existing service road within the northern portion of the site would be retained to provide access to the staff and overflow parking lots within the eastern and northern portions of the site, respectively. Expanded truck access and turnaround areas would also be provided at the east side of the Campus Building with access to the loading dock.

Pedestrian access would be available from the both west and south of the project site through a new garden and plaza feature with interconnecting walkways to the Los Angeles Zoo and Griffith Park. In addition, a new pathway would run parallel to Western Heritage Way between the bus loading area and the remainder of the Campus.

The existing equestrian trail located in the project vicinity would not be disturbed along the segments adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility. The new staff parking area within the eastern portion of the Campus adjacent to the trail would be screened with landscaping to maintain screening between the existing equestrian trail to the project site within this area. In addition, the new entry road within the southern portion of the site that would roughly parallel the existing equestrian trail would also be screened from the trail by means of new landscaping and perhaps fencing, which would be intended to prevent errant golf shots from reaching the project site.

The portion of the existing equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the project. Modified portions of the trail would be the same width as the existing trail. In order to build the new parking area and realign the trail, portions of the existing vegetation in this area would be removed and replaced with new landscaping intended to screen the trail from both the new parking area and the existing Zoo wastewater treatment facility. The existing corral, which is used mainly by visitors to the Campus, may also need to be relocated. However, if such relocation were to occur, the new corral location would be within a short distance from its current location. At its closest point, the new parking area would be approximately 37 feet from the Zoo wastewater treatment facility. Since the trail varies between 13 and 15 feet in width, there would be ample room for landscape on both sides of the trail.

Open Space and Landscaping

As described above, during Phase 1 of the project, the existing surface parking area along the west side of the Campus would be removed. In its place, attractive landscaping would be planted. This would improve public views of the Campus from Western Heritage Way and the Los Angeles Zoo. New surface parking areas would be constructed within the southeastern portion of the site near the Zoo wastewater treatment facility and along the southernmost portion of the site. As shown in the conceptual site plan provided in Figure 4, the South Lawn, which is used as an outdoor gathering and events area, would be shifted toward Western Heritage Way. This improvement is discussed in more detail in the Phase 2 section below. Upon completion of the project, the amount of open space area visible to the public would remain approximately the same as what exists today. In addition, an expansive interpretive landscape area would provide access between the new visitor parking areas and the Campus Building.

Utilities

As part of construction of the proposed improvements, the existing stormwater line that crosses through the project site connecting the Zoo wastewater treatment facility settlement pond to the Los Angeles Zoo may be relocated. Existing mechanical equipment such as chillers and boilers would be retained or upgraded as necessary. Upgrades to other utilities such as the on-site electrical supply system may also be necessary.

Lighting within the project site would include light emitted from the windows and clearstory areas with limited exterior lighting provided to highlight the architectural features of the building. Outdoor lighting would include low-level landscape lighting and lighting for special events, way finding and security.

Phase 2

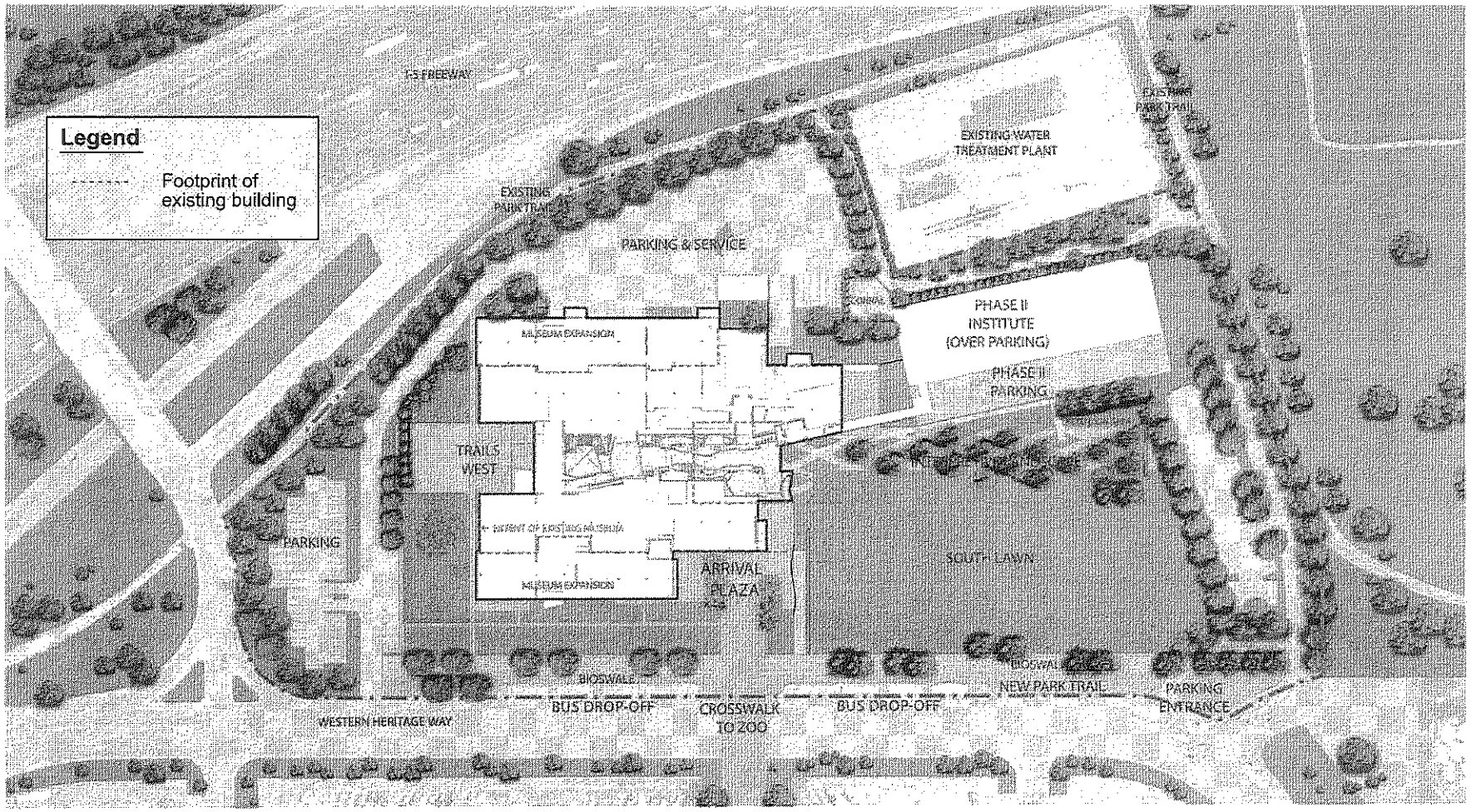
Proposed Building Improvements

As shown in the conceptual site plan provided in Figure 5 on page 56, Phase 2 of the project involves the construction of an Institute Building south of the Campus Building that would house a reading room, collection storage rooms, and staff work areas. This approximately 50,000 square foot structure would be connected to the southern portion of the Campus Building via the new interpretive landscape area. The Institute Building may also be connected to the lower or upper level of the Campus Building.

Parking and Access

Phase 2 of the project would replace the surface parking area that was constructed on the southeastern portion of the South Lawn during Phase 1 with a new two-level semi-subterranean parking facility beneath the Institute Building. By taking advantage of the existing 15-foot grade drop that occurs within the southern portion of the site, this parking facility would be virtually screened from sight. The surface parking area within the southernmost portion of the site would remain. Upon completion of the proposed parking improvements, the project site would include a total of 476 on-site parking spaces to accommodate both visitors and staff.

Upon completion of Phase 2, the equestrian trail would remain in essentially the same location as after Phase 1 construction. The equestrian trail would pass between the new Institute Building/semi-subterranean parking facility and the existing Zoo wastewater treatment facility. The new Institute Building and semi-subterranean parking facility would be screened with landscaping and no building or garage ventilation would be directed towards the trail. In addition, landscaped drainage swales would be constructed between the parking areas and the equestrian trail to help improve storm water quality and prevent drainage onto the trail. City of Los Angeles and Department of Recreation and Parks maintenance equipment would continue to have access to the equestrian trail and Zoo wastewater treatment facility.



Source: Levin & Associates Architects, August 2007.

Figure 5
Conceptual Site Plan
Build-Out

Green Building Design and Sustainability Features

The project would incorporate green building techniques and sustainability features. The proposed project would be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects, such as maximizing operational efficiency through the reduction of energy consumption and vehicles miles traveled so as to achieve certification under the LEED Green Building Rating System. The proposed project would promote ride-sharing programs and implement other improvements to promote alternative transportation methods aimed at reducing the amount of employee vehicle miles traveled when commuting to the Campus. Convenient access to nearby public transportation lines, passenger bus shelters, and enhanced bus lanes would also be provided to further promote the use of alternative transportation methods by both employees and visitors. Energy performance at the Campus would be optimized to maximize energy efficiency through the use of compact fluorescent light bulbs (CFL), other low energy lighting fixtures and lighting control systems, the use of skylights and daylight to reduce lighting requirements, the use of low water flow devices within restroom and kitchen areas, the use of Low-E windows, and enhanced building insulation. In addition, existing on-site equipment improvements would include the replacement of chillers and boilers with new energy efficient equipment to reduce electricity and natural gas demands, commissioning of the heating and cooling systems to maximize energy efficiency, and the use of an integrated building controls system to manage and monitor building systems efficiency. The landscaping of the project site would also promote environmental sustainability by including plants that are "drought tolerant" in order to lower water demand, the use of recycled water for landscape watering, and the use of landscaped bioswales for stormwater run-off.

Anticipated Project Development Schedule and Construction Phasing

Construction of Phase 1 of the proposed project is expected to commence in 2008 and be completed in 2010. This phase is expected to include the creation of the Convergence Hall, expansion of the galleries to the west and east, interior renovations, renovation of the main entrance, expanded collection and storage areas, relocated café and expanded community room, and creation of new landscape areas and new and interim surface parking areas. Phase 2 is expected to commence in 2013 and be completed by 2014 with the opening of the Institute Building.

Construction hours would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Construction activities associated with the proposed project would result in approximately 83,930 cubic yards of grading for the building additions and the semi-subterranean parking facility (21,330 cubic yards in Phase 1 and 62,600 cubic yards in Phase 2), of which 70,880 cubic yards is anticipated to be exported (15,680 cubic yards in Phase 1 and 55,200 cubic yards in Phase 2).

7. REQUIRED APPROVALS

A series of approvals and permits would be required for the project. Such approvals and permits would include, but are not limited to, the following:

- Amendment to the ground lease with the City of Los Angeles.
- Conditional Use Permit (CUP) with height allowance.
- Site Plan Review.
- Grading, excavation, and building permits.
- Haul Route Approval, as necessary.
- Any additional actions as may be deemed necessary.

III. General Description of Environmental Setting

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. The Autry National Center's Griffith Park Campus is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east. Also located directly south of the Campus is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the project site. The Los Angeles Zoo and associated surface parking facility are located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center and the Department of Water and Power (DWP) Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses. Interstate-5 (I-5) is located to the east of the project site, with the Los Angeles River located just east of I-5 and north of State Route-134 (SR-134). Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

The following is a summary of the general environmental setting within the proposed project site. Complete and specific discussions are provided under Section IV of this Draft EIR.

1. AESTHETICS

The overall appearance of the project site is that of an urban area when compared with the more natural areas of the park. At the same time, the open lawn area and tree plantings along roadways and in parking areas of the project site and the adjacent golf courses convey a sense of the parks natural characteristics. The aesthetic character of the project area is also shaped in part by the Santa Monica Mountains to the south and west and Verdugo Mountains to the north, which provide a mountainous backdrop to the Griffith Park setting. The most notable public views of the project site are those occurring from Western Heritage Way. Travelers along these

roadways have large views over the open parking lots and golf courses in the area and toward distant mountains, with the Campus Building itself as a structural element off to the side of the road. Intermittent views of the project site and other areas of the Griffith Park are also available for both northbound and southbound travelers on the I-5 Freeway. These views are limited by the mature landscaping along the eastern perimeter of the site. The closest designated scenic highways are Forest Lawn Drive located approximately 1.8 miles west of the project site on the western edge of Griffith Park and Los Feliz Boulevard located approximately 2.3 miles south of the project site just beyond the southernmost boundary of Griffith Park.

The proposed project site includes the Campus Building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The Campus Building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. The height of the building as seen by most park visitors (generally from the west) is approximately 36 feet. The building appears as a two-story, rectangular building (the lower level is below grade), with some articulation and an architectural tower that adds visual interest to the setting.

The Campus Building is set back into the project site, with a large surface parking area lying between the building and Western Heritage Road. Other outdoor open spaces include the South Lawn which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Campus Plaza that visitors enter when passing through the main entrance. Several other landscaped areas are located near the western façade of the Campus Building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Campus Building is also an outdoor open space available to visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. Landscaping within the site is generally comprised of a variety of pine trees, California pepper trees, coastal live oaks, honey locus, crape myrtle, sycamore, and cedar trees. Ornamental species include Oleander, Toyon, Cotoneaster, Rockrose, Escallonia, Daylily and Guinea Gold Vine.

Given the project site's natural setting and the separation of the industrial and low density residential development east of the project site by the I-5 Freeway, ambient nighttime light levels in the project area are relatively low. Night lighting sources in the project vicinity are limited to security and grounds lighting and building up-lighting on the project site, and adjacent street lighting. Lighting includes lamppost lights in the surface parking lot and minimal security lighting along the on-site roadway and walkways and up-lighting along the building walls and tower. The on-site lighting is directed inward and downward and is largely shielded by existing landscaping, thereby limiting visibility from any light-sensitive uses. The Campus Building is visible from the freeway and golf courses. There are no other sources of nighttime illumination on-site. In addition, special events can require exterior lighting.

Sources of glare within the project site are generally limited to automobiles in the main surface parking lot located in the western portion of the project site. The Campus Building's exterior surfaces consist of a stucco finish, which is non-reflective. In general, there are minimal sources of glare.

With the exception of the golf courses and the Zoo Magnet Center to the south and southwest, respectively, there are no shade-sensitive uses (e.g, residential uses, etc.) adjacent to the project area. The Campus Building is surrounded by the site grounds and roadways that are not considered shadow-sensitive uses.

2. AIR QUALITY

The project site is situated within the 6,745 square-mile South Coast Air Basin. Regulatory agencies responsible for formulating and implementing air pollution control strategies within the Basin include the Southern California Association of Governments, and the South Coast Air Quality Management District. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Conditions such as the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing frequently reduces pollutant dispersion making it an area of high pollution potential particularly during the months of June through September. The project site is located in the East San Fernando Valley Monitoring Area. The monitoring station for this area is the Burbank Monitoring Station. Sensitive receptors to air pollutants currently within the project vicinity include the Los Angeles Zoo Magnet Center approximately 950 feet southwest of the project site and the Los Angeles Zoo located approximately 600 feet west of the project site. The nearest residences are located approximately 0.5 miles to the east of the project site, just east of San Fernando Road.

In response to growing scientific and political concern regarding global climate change, California has recently adopted a series of laws to reduce both the level of greenhouse gases (GHGs) in the atmosphere and to reduce emissions of GHGs from commercial and private activities within the State. In September 2002, Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law.

3. HYDROLOGY AND WATER QUALITY

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park. The topography of the site is relatively flat with an approximately 24-foot topographical slope from east to west. Impervious surfaces constitute approximately 52 percent of the site and pervious surfaces constitute approximately 48 percent of the site. Existing impervious surfaces include buildings and surface parking areas which were constructed and opened to the public in 1988. Pervious surfaces include landscaped areas such as the South Lawn.

The project site can be divided into four distinct drainage areas. Drainage Area A, which is comprised of approximately 6.7 acres, serves the roof runoff from the existing building along with surface runoff from the northern side of the project site. Runoff from Area A discharges into a reinforced concrete channel that runs along the I-5 Freeway. This reinforced concrete channel was constructed in 1956 and is in good condition. Drainage Areas B and C, which are comprised of 0.71 and 3.17 acres, respectively, include the majority of the surface parking areas. Area C also includes the South Lawn. These two areas drain via surface and gutter flow into an existing 54-inch reinforced concrete pipe (RCP) storm drain along the southern boundary of the project area. Drainage Area D, which is comprised of approximately 2.17 acres, consists primarily of parking areas and also drains via surface runoff into the 54-inch RCP on the southern boundary of the site.

Currently, the project site has a pre-project storm water runoff flow of 23.42 cubic feet per second (cfs) during a 50-year storm event. The existing utility infrastructure adequately accommodates flows from the 50-year flood. Based on the City of Los Angles Flood Map, the project site is not located within the 100-year flood boundary of the Los Angeles River, which flows on the eastern side of I-5.

4. LAND USE

The project site is located within the Hollywood community of the City of Los Angeles, approximately five miles northwest of downtown Los Angeles. The project site is situated in the northeast corner of Griffith Park, approximately three miles north of the downtown Hollywood area, and more than two miles from the residential areas within Hollywood. The Campus Building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,880 square feet, an estimated 109,530 square feet is program space, while the remaining 33,350 square feet includes circulation, restrooms and mechanical equipment areas. An estimated 43,518 square feet of the program area is used for exhibits and gallery space, with an additional 32,834 square feet used

for collections storage. The Campus Building also includes a loading dock and areas for mechanical equipment.

The Campus Building sits on a topographical slope rising by 24 feet from east to west within the project site. Outdoor open space on the project site includes the South Lawn which slopes down to the south, a small courtyard outside of the main entrance to the site, the Campus Plaza that visitors enter when passing through the main entrance,, and landscaped open space areas near the western façade of the Campus Building and near the surface parking area within the northern portion of the site. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter.

Uses surrounding the project site consist of the Los Angeles Zoo and associated surface parking facility located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center and the DWP Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses. The I-5 is located to the east of the project site, with the Los Angeles River located just east of I-5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

The project site falls within the boundaries of the Hollywood Community Plan, which designates the entire project site for open space uses. The Community Plan does not specifically cite proposed policies for the development of cultural/educational/museum uses like those of the existing Griffith Park Campus; however, the Community Plan does include a policy for the development and expansion of existing recreational facilities and parks that states: "That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures."[7]

The Griffith Park Master Plan, published by the Department of Recreation and Parks in 1978, was developed to provide a framework for the management of Griffith Park with a primary goal of improving the park experience.[8] Thus, this Master Plan contains recommendations for improvements in facilities, in programs, in using existing park resources, and in management

[7] *Hollywood Community Plan, March 1993, page HO-4.*

[8] *As discussed in greater detail in Section IV.E, Land Use, planning for a new Draft Plan began in October 2004.*

techniques. The Gateway Zone Chapter of the Master Plan places the project site in an area called the Zoo Gateway. The Zoo Gateway area is identified as an area suited for a focus of visitor activity.

Development on the project site is also subject to the zoning designation and zoning provisions of the Planning and Zoning Code (Chapter 1 of the LAMC). The Griffith Park Campus is zoned OS-1XL, which is an open space zone (OS) with an extra limited height district in height district 1 (1-XL). Height District 1-XL limits structures to two stories and no more than 30 feet in height (measured from the highest point of the roof of any building or structure).

5. NOISE

Existing ambient noise levels onsite are largely associated with vehicles entering and exiting the site, Campus visitors, and the general operational staff. The existing noise sources affecting the project site are roadway noise from the traffic on local roadways within Griffith Park, including Western Heritage Way, Zoo Drive, and the nearby freeways (I-5 and SR-134 Freeways). Other community noise sources include noise from the Los Angeles Zoo, the golf courses (landscaping maintenance) and operation of the Campus. Griffith Park (including the golf courses) and the LAUSD Zoo Magnet Center located south and southwest of the site, respectively, and the Los Angeles Zoo located west of the project site, are considered sensitive noise receptors. The measured CNEL within the project vicinity ranges from 60.0 dBA to 68.3 dBA. Based on the City of Los Angeles community noise/land use compatibility criteria, this noise environment is generally considered "normally acceptable" for schools, parks/ playgrounds, and golf courses uses.

6. PUBLIC SERVICES- FIRE PROTECTION

Fire protection services for the site are provided by the Los Angeles Fire Department (LAFD) Fire Station No. 56, located approximately 3.4 miles southeast of the project site on 2759 Rowena Avenue. This fire station services the Silverlake area, Griffith Park, and the LA Zoo. Emergency vehicles can easily access the project site from the I-5 and SR-134 Freeways. Further, access to the site is provided from Western Heritage Way, just west of the Campus. Additionally, Zoo Drive, which is connected directly to Western Heritage Way just north of the project site, is also easily accessible by emergency vehicles.

Water for fire fighting purposes is supplied to the project site via existing City of Los Angeles Department of Water and Power (DWP) water mains and fire hydrants located within adjacent streets.

7. TRANSPORTATION AND CIRCULATION

Regional access to the site is provided by the adjacent Golden State I-5 Freeway to the east and the SR-134 Freeway south. Local street access within the project vicinity is provided primarily by the following streets: Zoo Drive, Western Heritage Way, Crystal Springs Drive, Griffith Park Drive, Riverside Drive, Victory Boulevard, and Western Avenue. Access to the project site is provided from Western Heritage Way, which is just west of the Campus and connected directly to Zoo Drive. A service road within the northern portion of the project site provides access to a loading dock and staff surface parking areas east of the Campus.

Pedestrian access to the site is also provided from Western Heritage Way. Although no sidewalks exist on Western Heritage Way, a crosswalk provides pedestrian access between the main entrance of the Campus to the east and the Los Angeles Zoo entrance to the west. An equestrian trail that extends throughout Griffith Park is also located along the southern and eastern boundaries of the site.

Public transit service near the project site is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Specifically, Metro Line 96 runs northwest to southeast from Van Nuys Boulevard in Sherman Oaks to downtown Los Angeles along Zoo Drive, Western Heritage Way and Crystal Springs Drive/Griffith Park Drive, providing access to Griffith Park and the project site. Service is provided every 20 minutes from 7:00 A.M. to 7:00 P.M. on weekdays and weekends.

A total parking supply of 374 parking spaces is provided within four surface parking areas on the project site. Of this supply, 304 spaces (which include 19 designated handicapped spaces) are located in the north and south lots west of the Campus, 41 spaces are located in a gated employee lot east of the Campus Building, and 29 spaces are located in a small overflow lot northwest of the Campus Building. No parking is allowed on the local streets which serve the project site.

B. CUMULATIVE DEVELOPMENT

CEQA requires that the analysis of potential project impacts include cumulative impacts. CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts."[9] This analysis of cumulative impacts need not be as in-depth as what is performed relative to the

[9] *State CEQA Guidelines, 14 California Code of Regulations, § 15355, et seq.*

proposed project, but instead is to "be guided by the standards of practicality and reasonableness."[10]

Cumulative impacts are anticipated impacts of the proposed project along with reasonably foreseeable growth. Reasonably foreseeable growth may be based on either:[11]

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts; or

- A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Phase 1 of the project is forecasted to be completed in 2010, while buildout of the project is anticipated by the year 2014. Accordingly, this EIR considers the effects of other proposed development projects that may be constructed through 2014. This analysis has utilized a listing of all anticipated related projects based on information obtained from LADOT, the City of Glendale Planning Department, as well as from other recent traffic studies conducted in the area. The study area generally incorporates the area in which the project might substantially affect traffic conditions. As shown in Table 1 on page 67, the development of 30 related projects is anticipated in the project study area. Table 1 on page 67 summarizes the location, land use, and approximate size of each related project. Figure 6 on page 69 depicts the location of each related project. The map numbers identified in Figure 6 correspond to the related project numbers identified in Table 1. The projected cumulative development is addressed in the analysis of all environmental issues.

In addition to the related projects listed below, there are two additional ongoing projects in the project study area: the Griffith Park Master Plan, which is in the initial planning stages without specific definition, and the Los Angeles River Revitalization Master Plan. In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in the initial planning stages. At this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan. Other known improvements within Griffith Park are generally related to upgrades to existing facilities and none are within immediate proximity to the project site.

[10] *Ibid., § 15355.*

[11] *Ibid., § 15130(b)(1).*

Table 1

Related Projects

	Project Location	Land Use	Size	
City of Los Angeles				
1	Brazil St & San Fernando Rd	Restaurant	10.48	ksf
2	Los Feliz & Perlita Ave	Church	132.44	ksf
3	Los Feliz & Hillhurst Ave	Mixed-use: condominiums, supermarket, retail		
3a	Los Angeles Zoo Parking Lot	Construction- parking lot	33	acres
3b	Integrated Resources Program (IRP)	Construction- infrastructure	varied	
3c	Lower Reach River Supply Conduit Project	Construction- infrastructure	7.1	miles
City of Glendale				
4	800 N Central Ave	Hotel	272	rm
5	200 W Burchett	Office	188	ksf
6	Broadway & Louise	Condominiums	34	units
		Commercial	3	ksf
7	610 N Central Ave	Condominiums	284	units
		Retail	4	ksf
8	5500 San Fernando Rd	Fast food	6	ksf
		Office	37	ksf
9	301 N Central Ave	Condominiums	46	units
		Retail	14.375	ksf
		Office	16.567	ksf
10	300 N Central Ave	Condominiums	72	units
		Retail	4	ksf
11	610 W Broadway	Condominiums	21	units
		Office	1.316	ksf
12	137 N Orange St	Condominiums	162	units
		Commercial	3	ksf
		Live/Work	5	units
13	214-220 E Broadway	Condominiums	38	units
		Retail	21.904	ksf
14	117 S Louise St	Commercial	45	ksf
15	416 E Broadway	Condominiums	118	units
		Commercial	7	ksf
16	1110 S Central Ave	Office	4.5	ksf
17	118 W Eulalia St	Commercial	31.604	ksf
18	3673 San Fernando Rd	Condominiums	70	units
		Retail	7.5	ksf
19	1506 S Glendale Ave	Office	4.529	ksf
20	1815 S Brand Blvd	Residential	70	units
		Commercial	15	ksf
21	119 S Louise	Office	16.5	ksf
22	Americana at Brand	Mixed-use: retail, entertainment, dining	475	ksf
23	Brand & Wilson	Residential	120	units
		Hotel	150	rm
		Dining	4.5	ksf
24	Milford & Orange	Residential	142	units
25	Wilson & Orange	Residential	164	units
		Commercial	3	ksf

Table 1 (Continued)

Related Projects

	Project Location	Land Use	Size
26	Broadway & Jackson	Residential	118 units
		Commercial	10 ksf
27	Grandview & Flower	Office	2,953 ksf

Source: Fehr & Peers/Kaku Associates, Traffic Study for Autry National Center, August 2007.

In addition, the Los Angeles River Revitalization Master Plan's (LA River Master Plan) was recently approved by the City of Los Angeles with the primary purpose of improving the general environment of the Los Angeles River by improving natural habitat, water quality, recreation, open space, and economic values. Other purposes include providing public access to the river, identifying incidental recreation space, delineating trails, and reinvesting in the urban infrastructure system to encourage economic growth. Since the Los Angeles River is separated from the project site by both the I-5and SR-134 Freeways, the LA River Master Plan is not expected to result in impacts that would be cumulatively considerable.

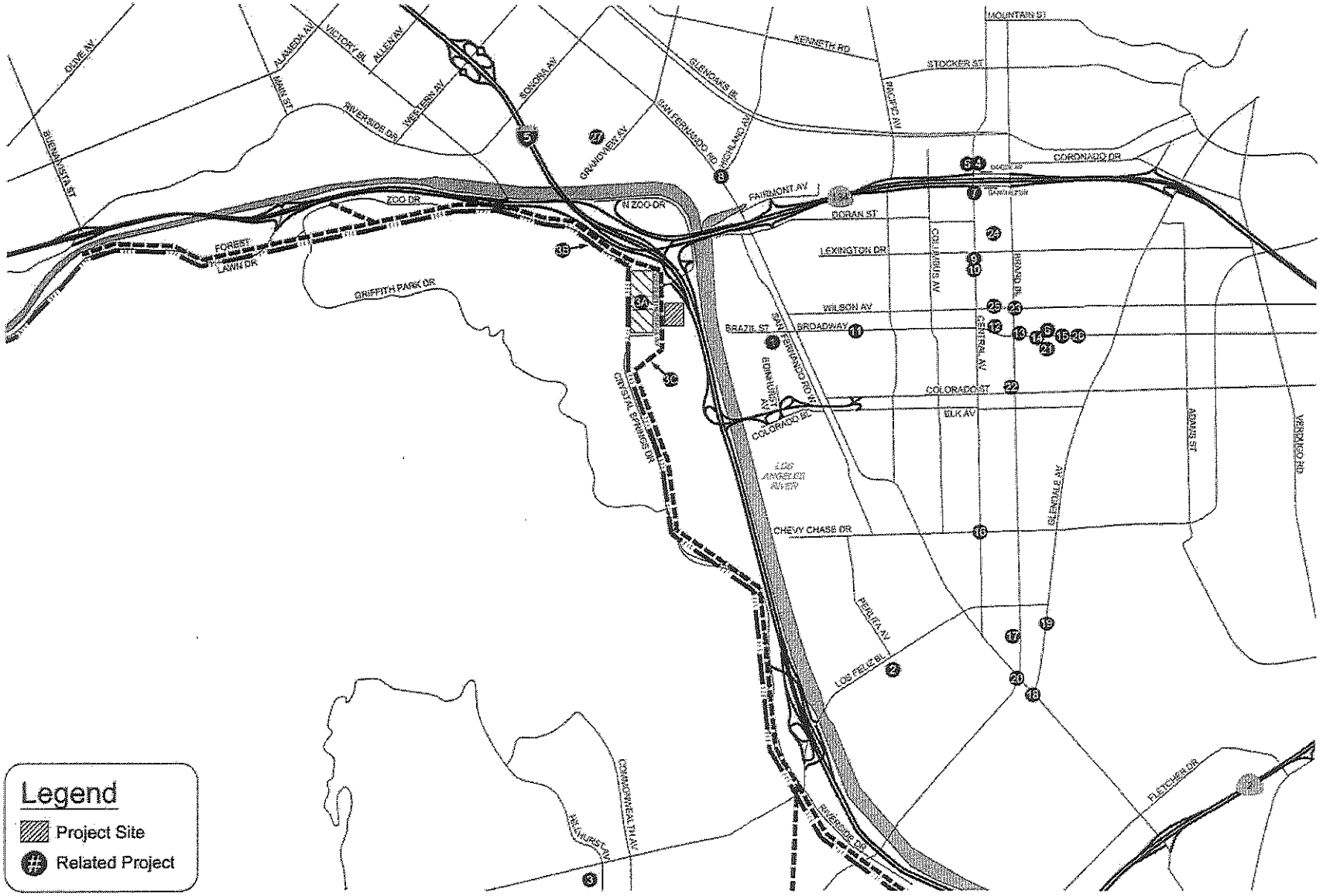


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Figure 6
Location of Related Projects

Source: Fehr & Peers, Kaku Associates, 2007

IV. Environmental Impact Analysis

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. AESTHETICS

1. INTRODUCTION

This section analyzes the potential impacts that could result from the proposed project with regard to aesthetics (visual character), views, light and glare, and shade and shadow. The aesthetics analysis determines the extent to which the design characteristics of the proposed project improvements would be compatible with the existing visual character of the project site and its surroundings.

Visual quality refers to the overall aesthetic qualities of an area or within a given field of view. Visual quality includes aspects such as size, shape, color, texture, and general composition, as well as the relationships between these elements. The analysis of aesthetics, as presented below, addresses the proposed project's visual relationship with existing and future known land uses in the surrounding area, as well as the consistency of the proposed project with the applicable regulatory environment.

The analysis of views focuses on the extent to which the proposed project may interfere with views of aesthetically-valued resources (e.g., mountain ranges, urban skyline, and historic buildings). Existing views may be partially obstructed or entirely blocked by modifications to the environment. Conversely, modifications to the natural or man-made landscape of an area may create or enhance view opportunities.

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources (e.g., a lit sign), as well as from indirect sources (e.g., reflected light).

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare can also be produced during evening and nighttime hours by artificial light sources, such as illuminated signage and vehicle headlights.

Shading from buildings and structures has the potential to block sunlight. Although shading is a common and expected quality in urban areas, and considered a beneficial feature of the environment when it provides cover from excess sunlight and heat, it can have an adverse impact if the blockage interferes with sun-related activities and desired sunlight at shade-sensitive uses.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

The project's general setting and surrounding uses are illustrated in Figure 7 on page 72. The existing visual characteristics of the site and its surrounding areas are shown in photographs presented in Figures 8 through 15 on pages 73 through 80. Figures 8 through 13 illustrate the visual character of the project site. Figures 11 through 12 show the visual character of the surrounding uses. Figures 14 through 15 illustrate the view conditions as experienced by travelers on Western Heritage Way.

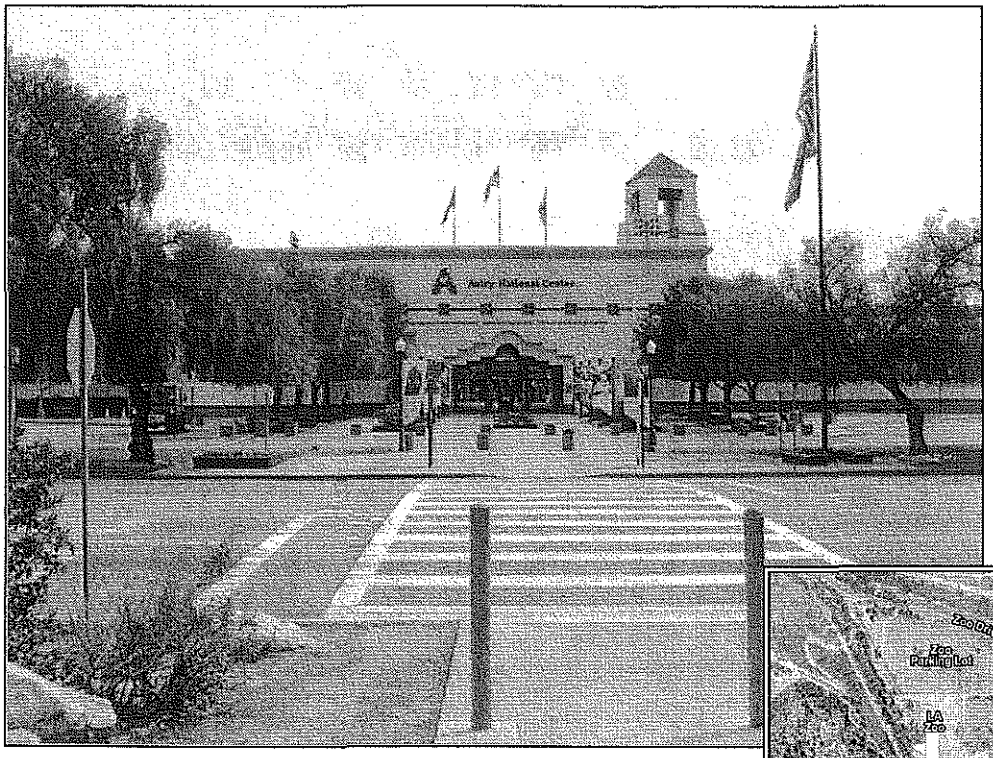
(1) Aesthetics/Visual Character

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park, a 4,107 acre municipal park which surrounds the site on the east and south. The project site is also situated immediately west of the Interstate-5 (I-5) (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (SR-134) (Ventura) Freeway, which creates strong visual boundaries between the site and other surrounding areas. The site lies in one of the more active areas of the park. The Los Angeles Zoo and its associated surface parking facility are located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center and the Department of Water and Power (DWP) Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses, which provide a greener, more landscaped appearance than the more active uses.

Thus, as indicated in Figures 11, 12, and 13, the overall appearance of the project area has a parking expanse appearance when compared with the more natural areas of Griffith Park. At the same time, the landscaping north of the site, the tree plantings along roadways, and the golf courses convey a sense of Griffith Park's natural characteristics. The aesthetic character of the project area is also shaped in part by the Santa Monica Mountains to the south and west and Verdugo Mountains to the north, which provide a mountainous backdrop to the Griffith Park setting.

Source: PCR Services Corporation, 2006

Figure 7
Project Site and
Surrounding Land Use



Photograph 1: Entry way

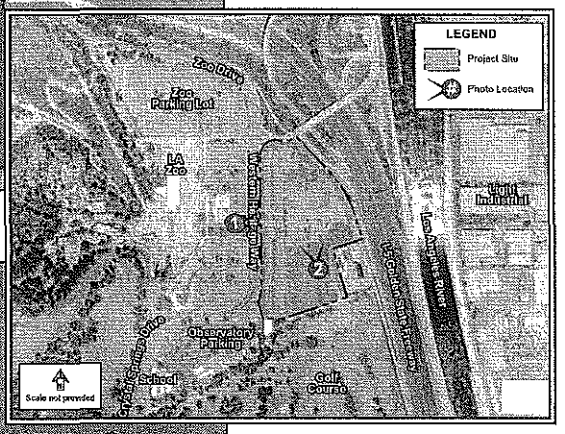
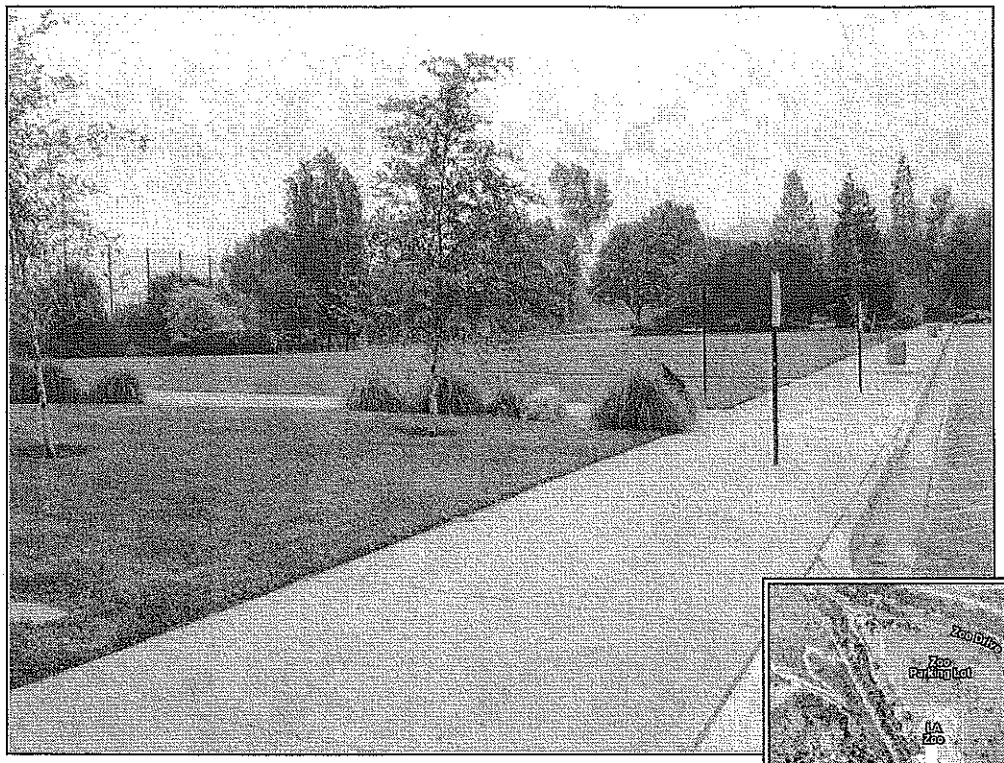


Photo Location map

Photograph 2: South side of Campus

Figure 8
Visual Characteristics of the Project Buildings

Source: PCR Services Corporation, 2007.



Photograph 3: South Lawn - Looking Southeast

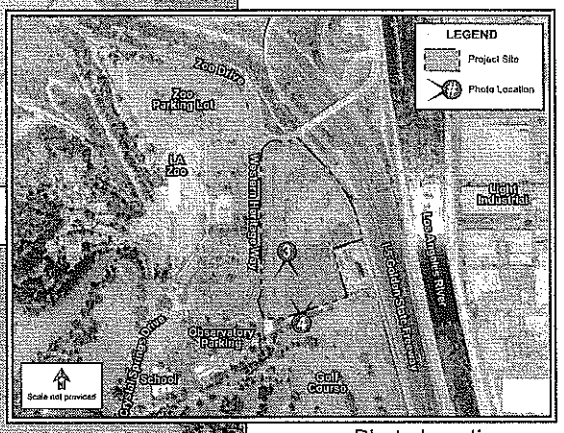
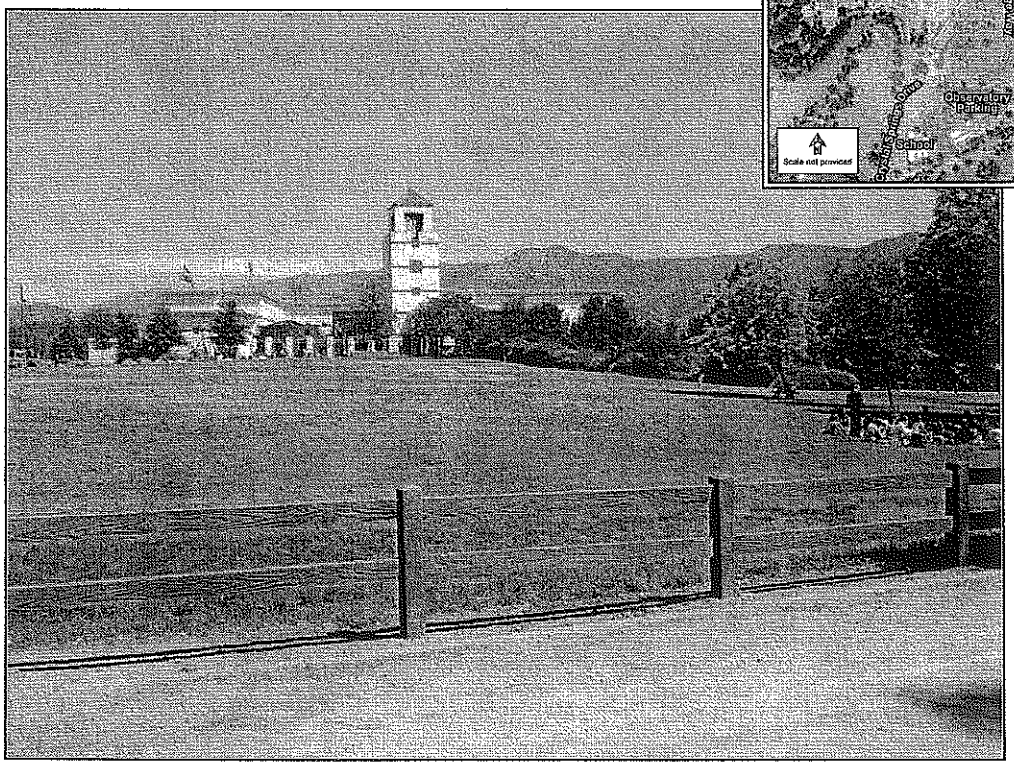


Photo Location map



Photograph 4: South Lawn - Looking North

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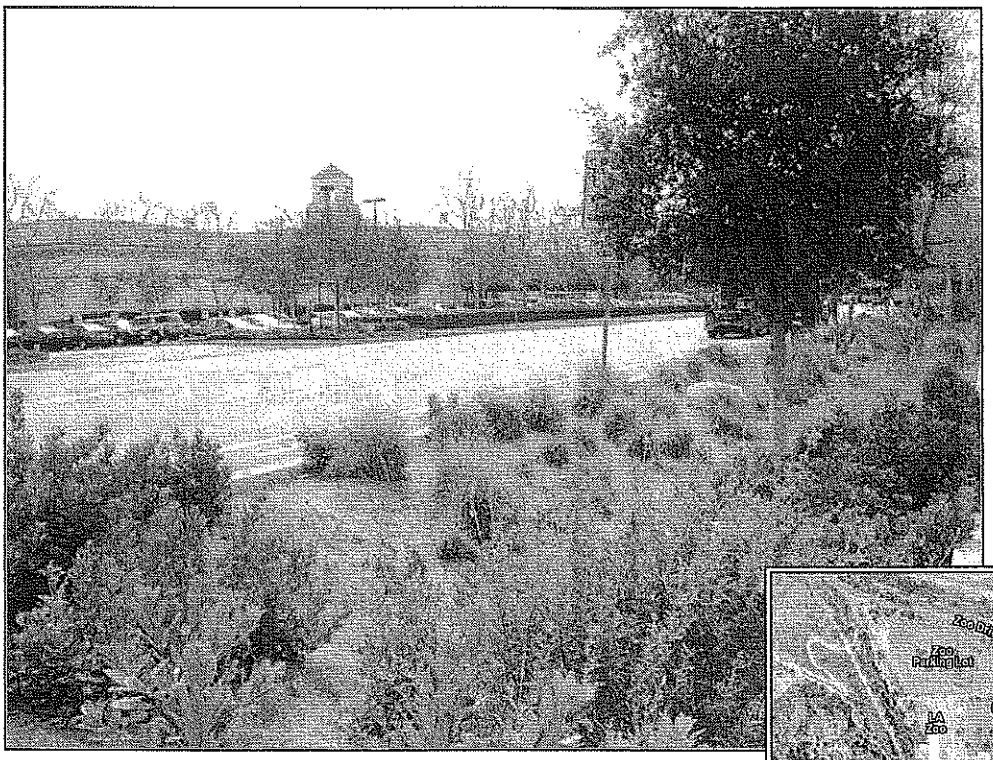
Figure 9
Visual Characteristics of
the Project Site - South Lawn

Source: PCR Services Corporation, 2007.



Photograph 5: Full Building

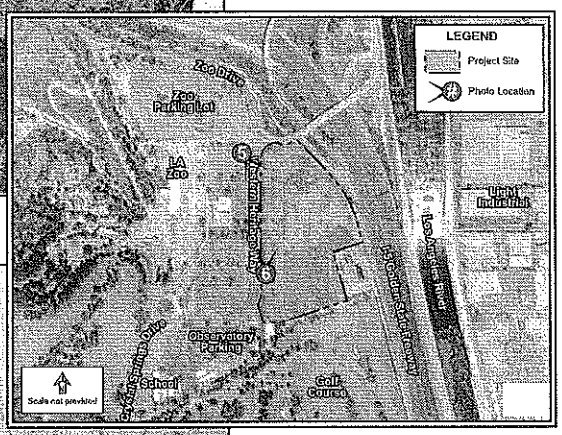
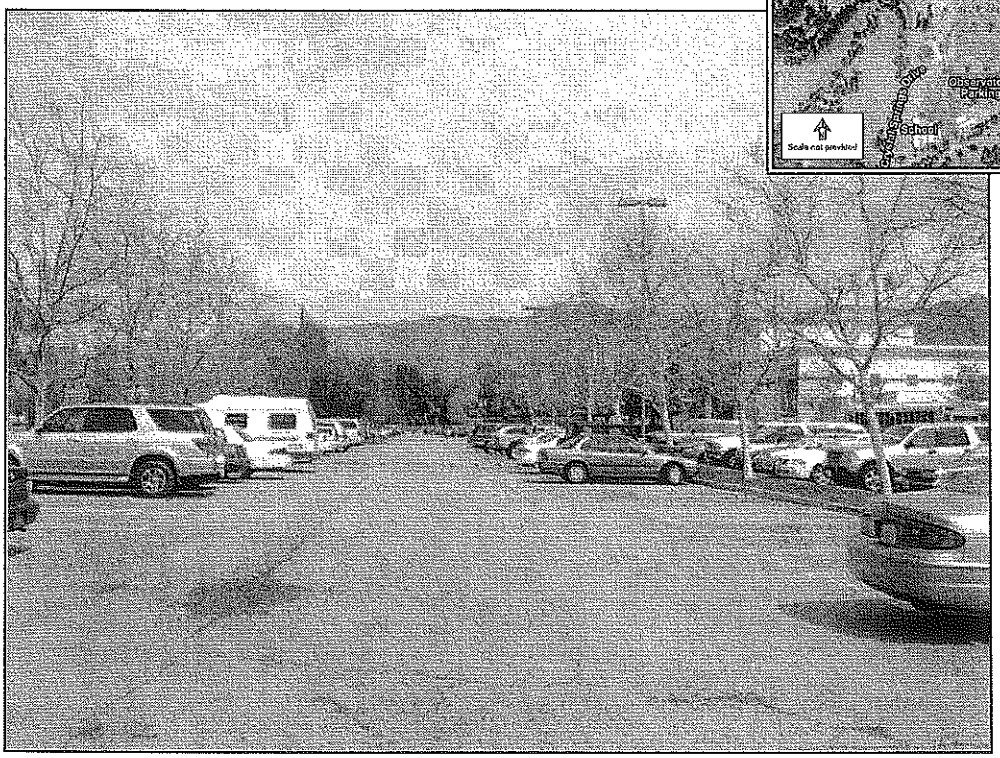


Photo Location map



Photograph 6: Parking lot along Western Heritage Way

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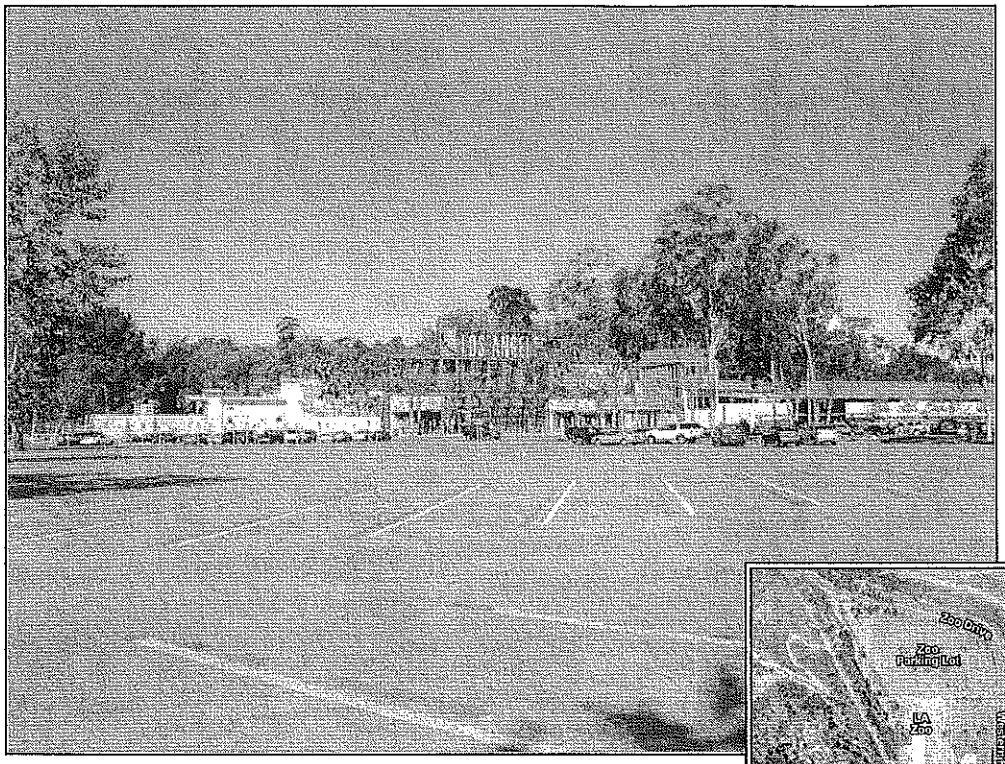
Figure 10
Visual Characteristics of the Project Site - Building and Parking Areas

Source: PCR Services Corporation, 2007.



Photograph 7: Zoo Parking and Building

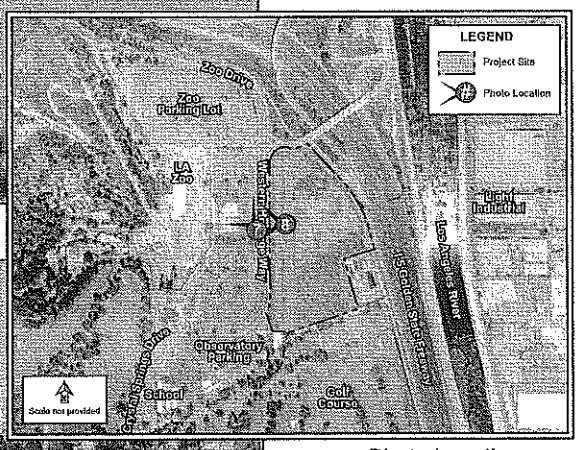
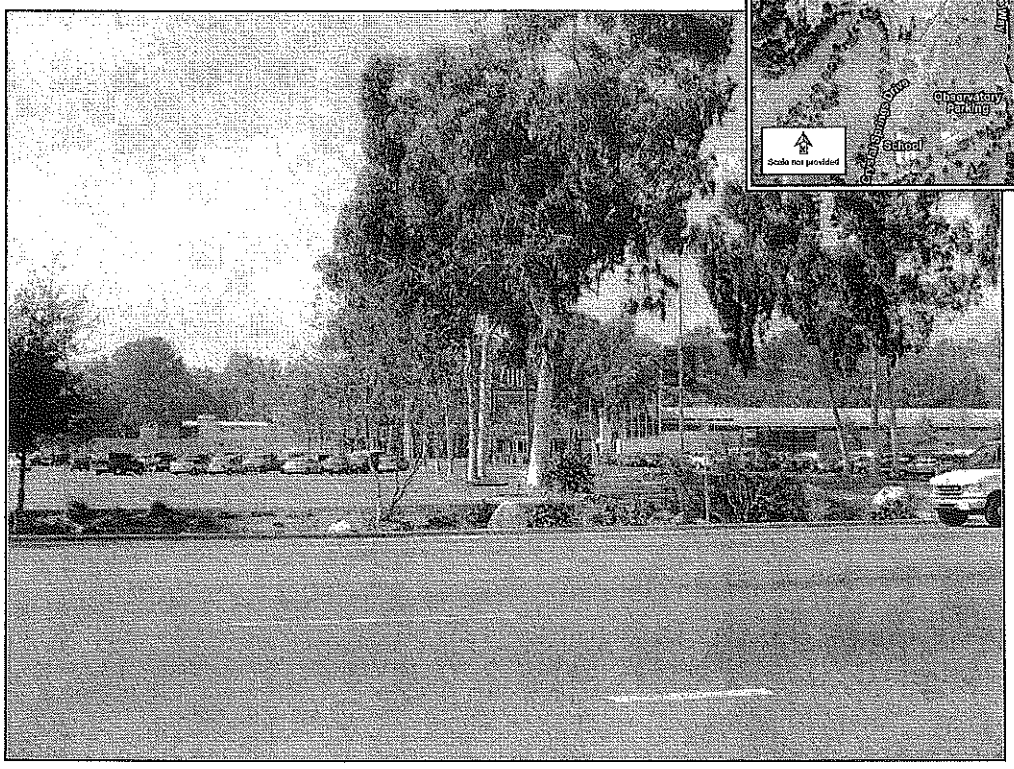


Photo Location map

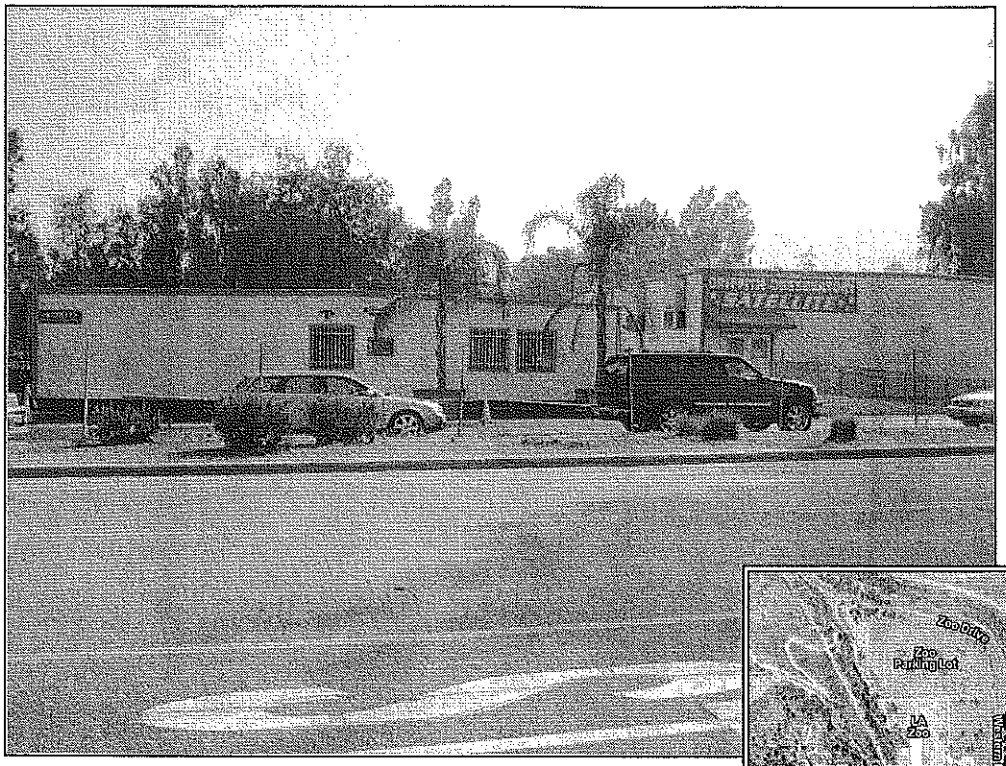


Photograph 8: Zoo Parking and Building

PCR

Figure 11
Visual Characteristics of Surrounding Uses - Zoo Site

Source: PCR Services Corporation, 2007.



Photograph 9: Griffith Park Observatory Shuttle Reservations Center Building

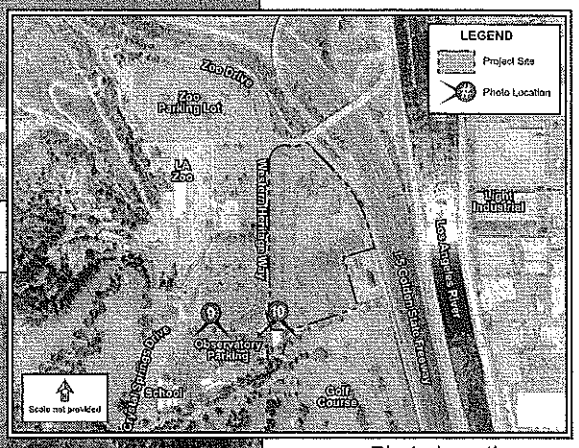
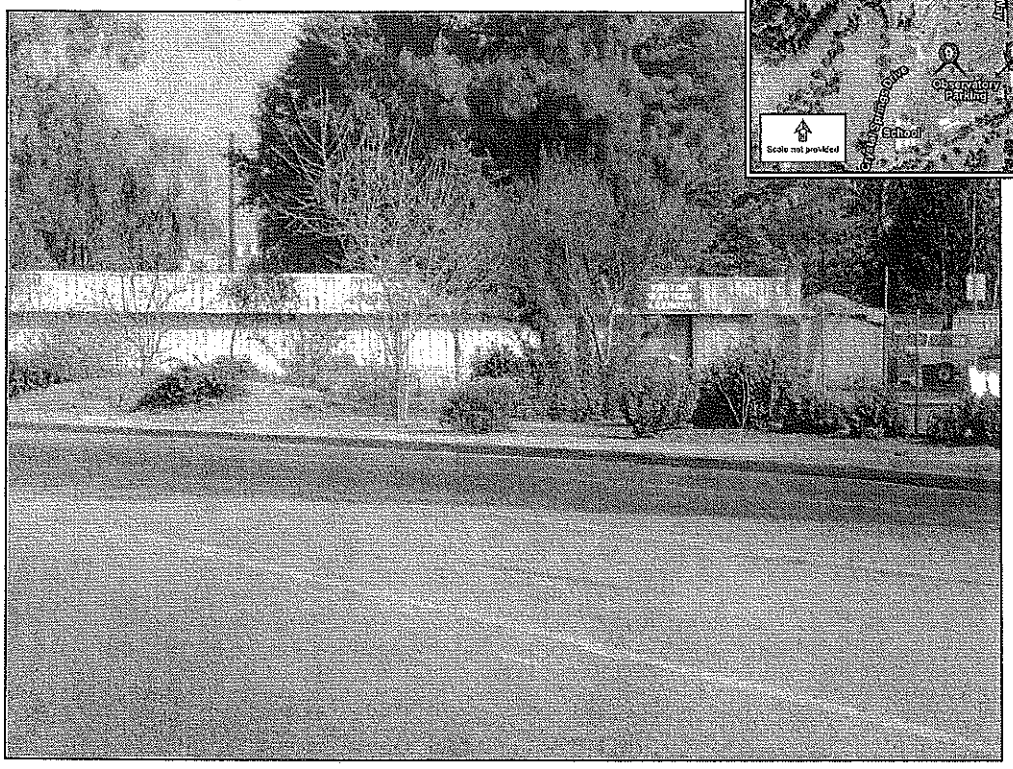


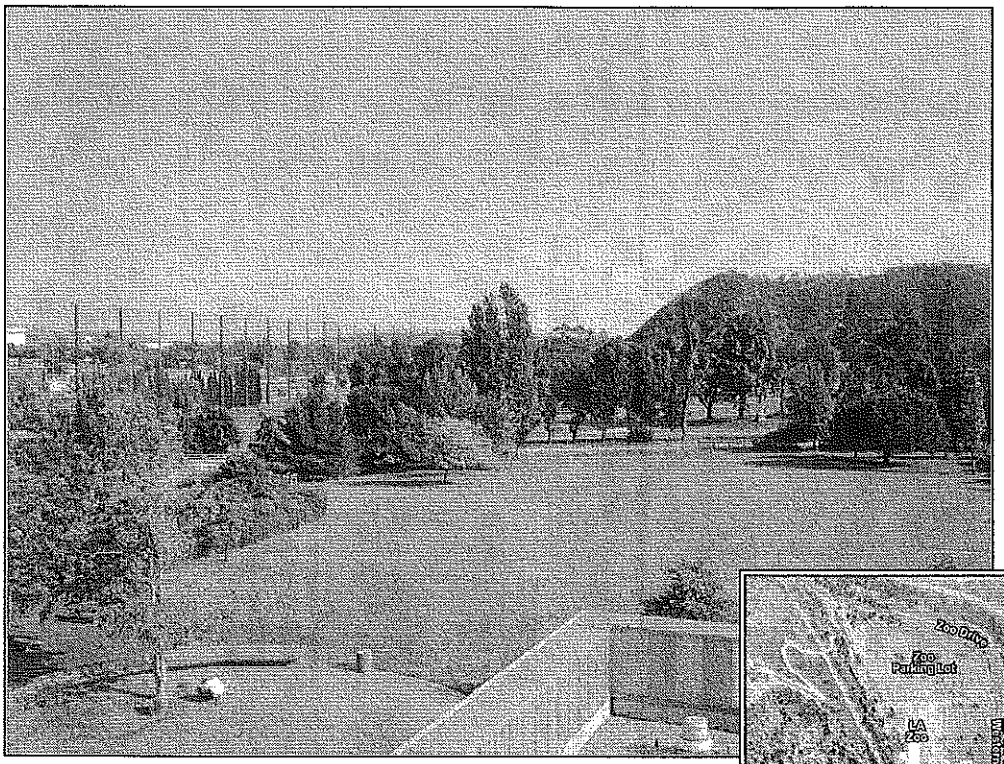
Photo Location map



Photograph 10: Griffith Park Services Building

Figure 12
Visual Characteristics of Surrounding Use - Nearby Service Buildings

Source: PCR Services Corporation, 2007.



Photograph 11: South Lawn and Golf Courses to South: Freeway to East

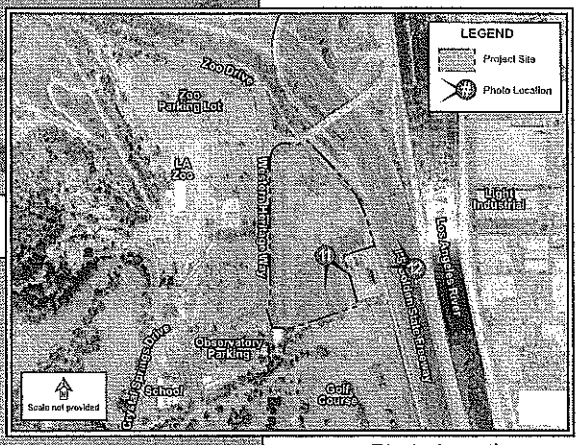
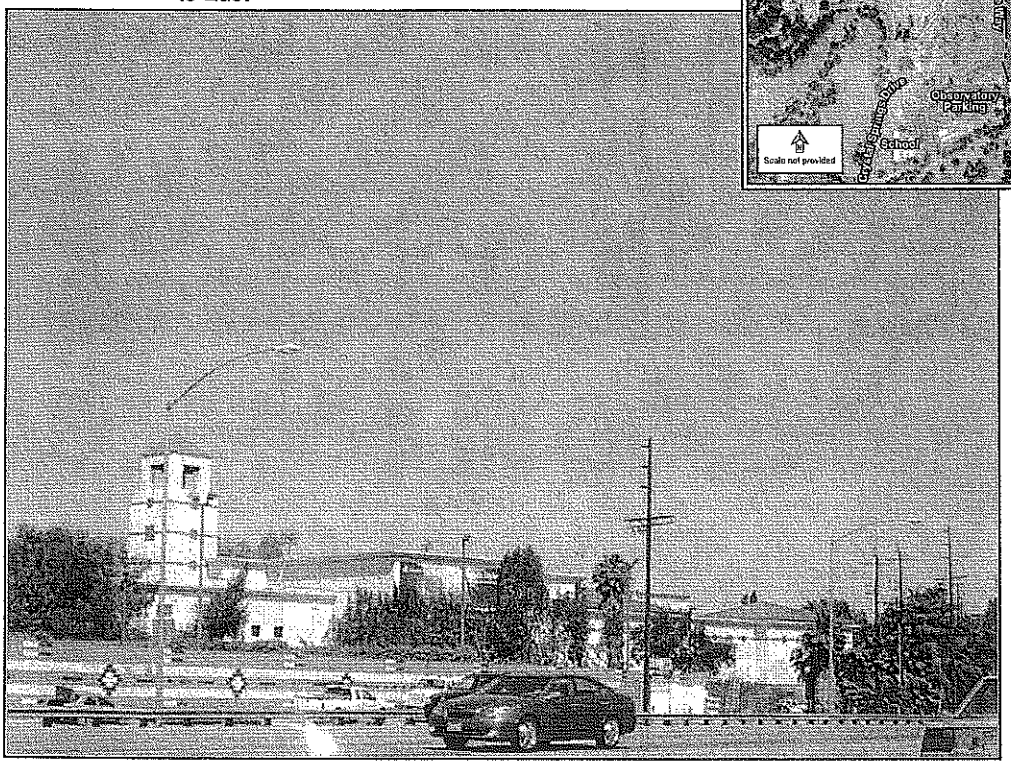


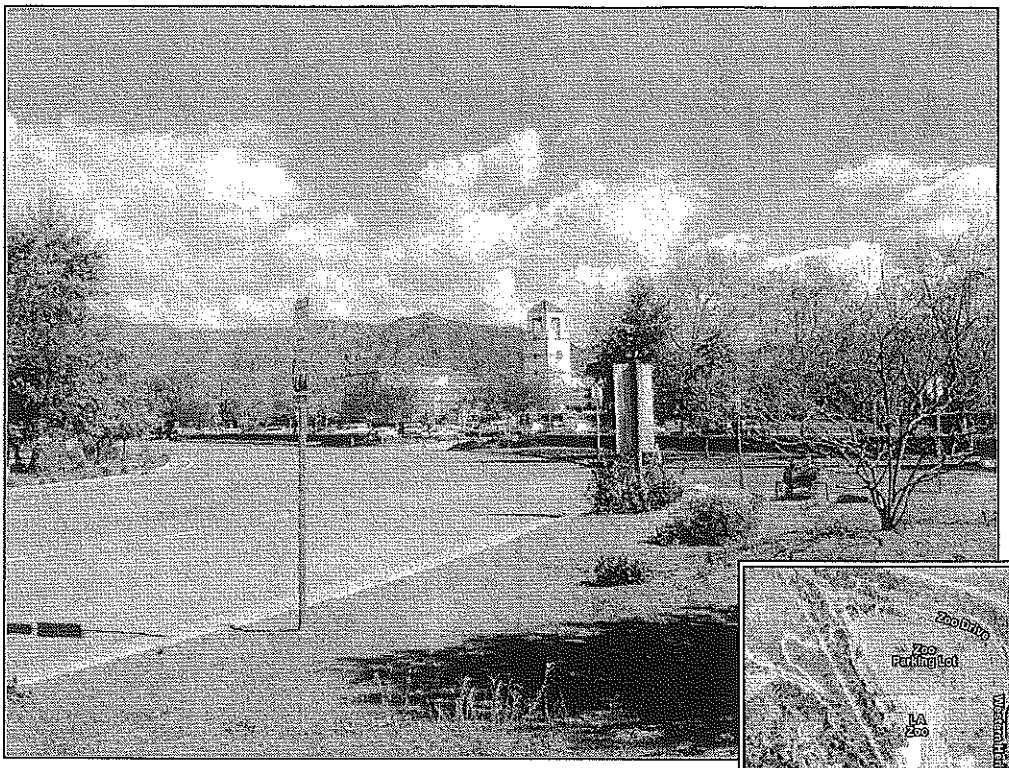
Photo Location map



Photograph 12: View from the I-5 Freeway

Figure 13
Surrounding Use - Golf Courses and Freeway

Source: PCR Services Corporation, 2007.



Photograph 13: Heading North on Crystal Springs Road

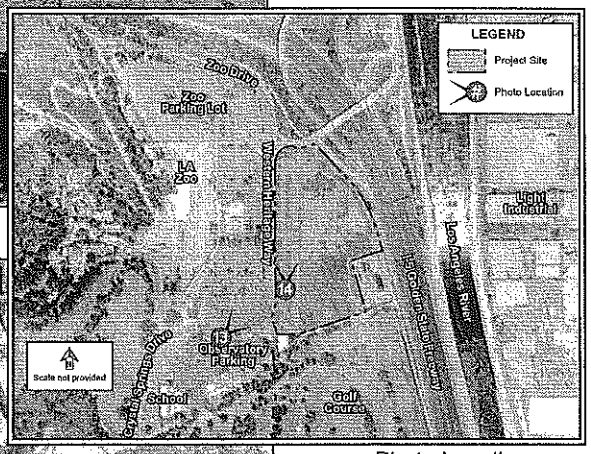
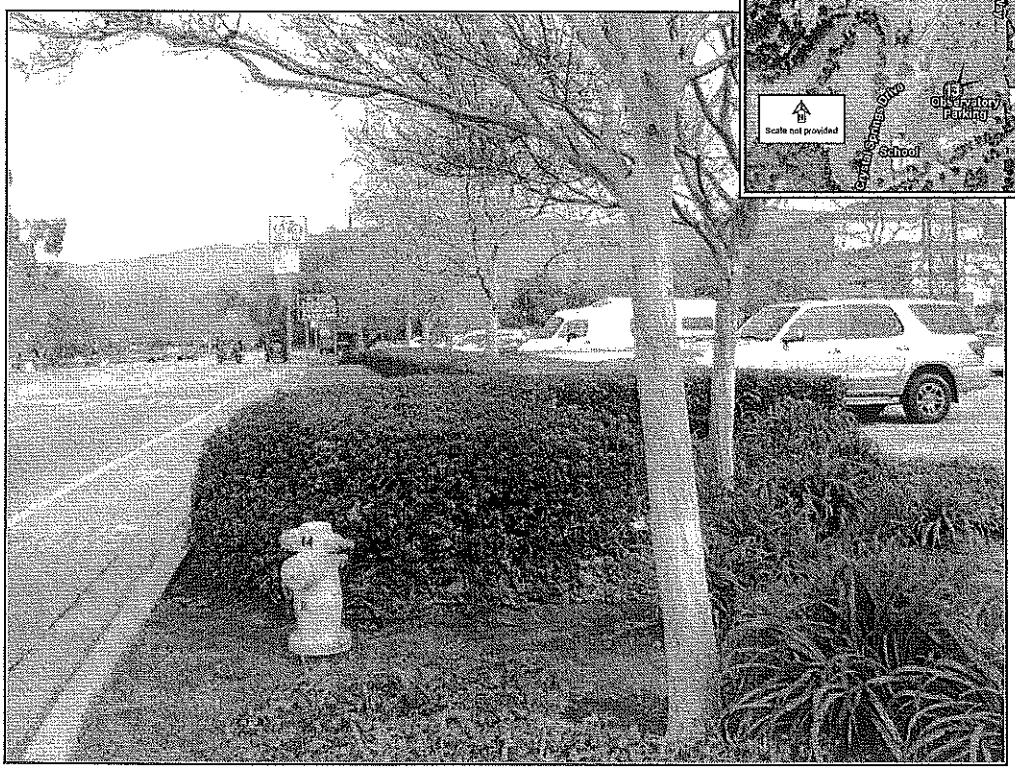


Photo Location map

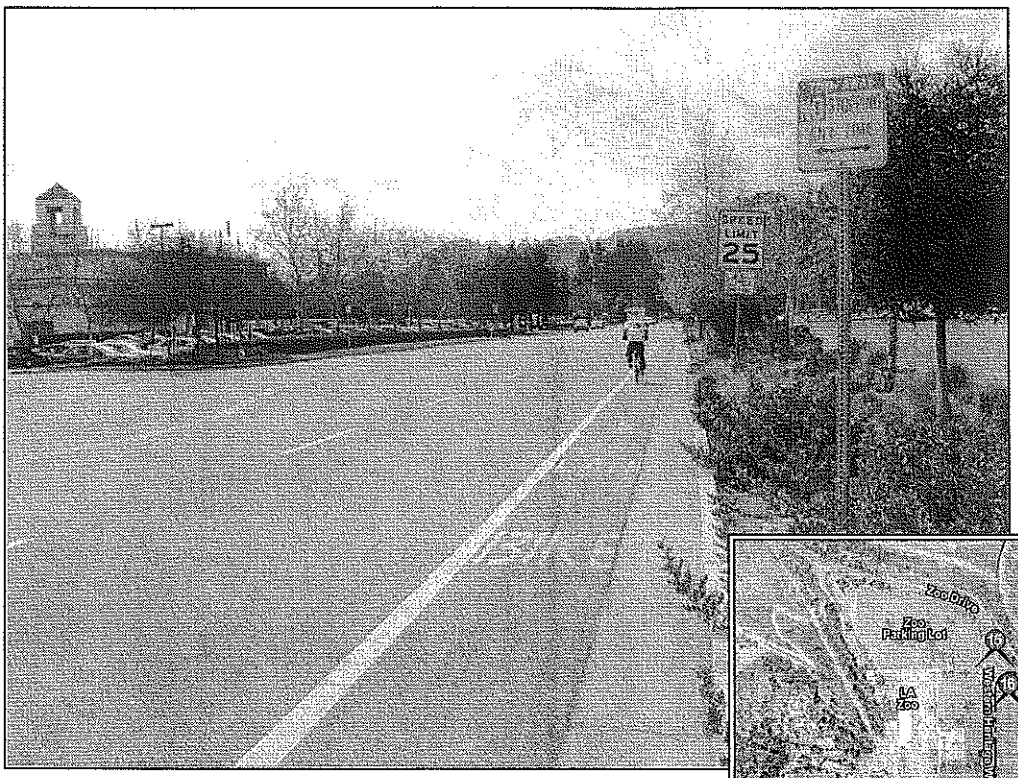


Photograph 14: Heading North

PCR

Figure 14
Views Along Western Heritage Way
Heading North

Source: PCR Services Corporation, 2007.



Photograph 15: Heading South

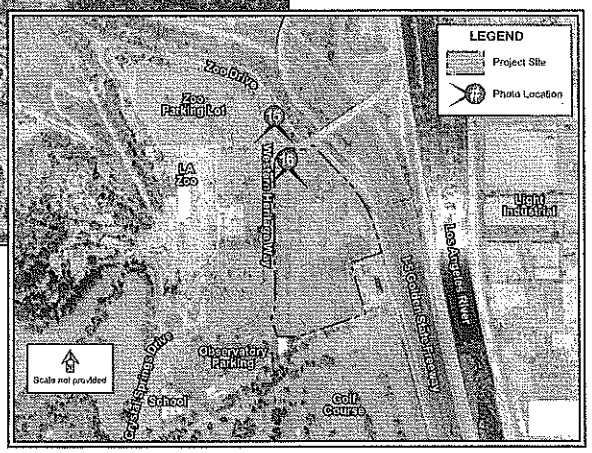
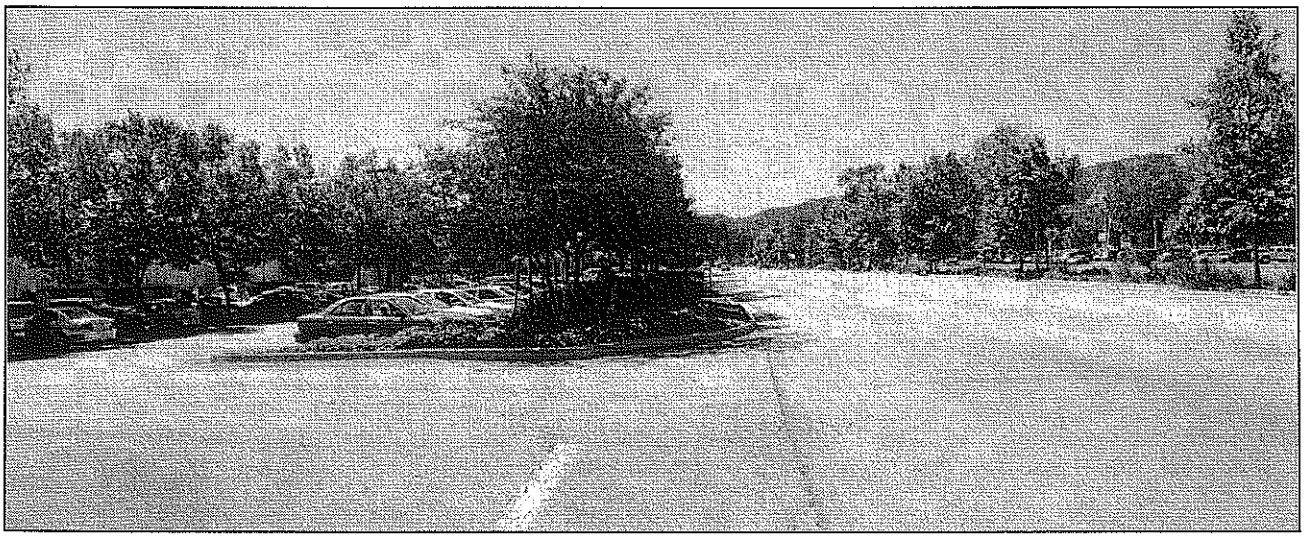


Photo Location map



Photograph 15: Heading South

PCR

Figure 15
Views Along Western Heritage Way
Heading South

Source: PCR Services Corporation, 2007.

As shown in Figures 8, 9, and 10, the project site includes the Campus Building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The Campus Building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. The height of the Campus Building as seen by most park visitors (generally from the west) is approximately 36 feet. The Campus Building appears as a two-story, rectangular building (the lower level is below grade), with some articulation and an architectural tower that adds visual interest to the setting.

The Campus Building is set back into the project site, with a large surface parking area lying between the Campus Building and Western Heritage Way. Other outdoor open spaces include the South Lawn which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Campus Plaza that visitors enter when passing through the main entrance. Several other landscaped areas are located near the western façade of the Campus Building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Campus Building is also an outdoor open space available to visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. As described in detail in the Tree Report provided in Appendix B, landscaping within the site includes a variety tree species including pine, California pepper, Western sycamore, coastal live oak, honey locus, crape myrtle, cedar, Mexican fan palm, and other tree species.

(2) View Resources and Locations

View Resources

View resources are aesthetic resources that can be natural or man-made. Typical view resources include such items as mountain ranges, the urban skyline, historic buildings, geologic outcrops, etc. Griffith Park itself is a view resource as perceived from surrounding areas, due to its large open, natural character. The Santa Monica Mountains and Verdugo Mountains surrounding the project site are also scenic resources as seen from some locations within Griffith Park and other nearby areas.

View Locations

View locations are the areas from which people have the opportunity to view their surroundings, and are often characterized as public or private. Public uses are particularly important as they offer views for large numbers of people. As shown in Figure 13, the most notable public views of the project site are those occurring from Western Heritage Way (including Zoo Drive and Crystal Springs Drive as they transition into Western Heritage Way). Travelers along these roadways have large views over the open parking lots and golf courses in the area and toward distant mountains, with the Campus Building itself as a structural element

off to the side of the road. Intermittent views of the project site and other areas of Griffith Park are also available for both northbound and southbound travelers on the I-5 Freeway. These views are limited by the mature landscaping along the eastern perimeter of the project site.

Views of the project site are also available from nearby uses in the project vicinity such as the Zoo parking lot and the golf courses. Intermittent views of aesthetic resources such as the Santa Monica and Verdugo Mountains are available from these locations. However, due to its location to the east, the project site does not influence views of the Verdugo or Santa Monica Mountains to the north or south of the Zoo parking area. In addition, existing buildings within the project site and mature trees within the golf courses and project site obstruct views of the Verdugo Mountains to the north from various areas of the golf courses. Views of the site are generally less obstructed from higher elevations such as the Verdugo and Santa Monica Mountains.

Scenic Highways

The City of Los Angeles designates public roadways noted for scenic vistas as scenic highways. No designated scenic highways occur in close proximity to the project site. The closest designated scenic highways are Forest Lawn Drive located approximately 1.8 miles west of the project site on the western edge of Griffith Park and Los Feliz Boulevard which is located approximately 2.3 miles south of the project site just beyond the southernmost boundary of Griffith Park. Based on the distance to the project site and intervening topography, the project site is not visible from Forest Lawn Drive or Los Feliz Boulevard.

(3) Light and Glare

Given the project site's natural setting and the separation of the industrial and low density residential development east of the proposed project by the I-5 Freeway, ambient nighttime light levels in the project area are relatively low. Night lighting sources in the project vicinity are limited to security and grounds lighting and building up-lighting on the project site, and adjacent street lighting. Lighting within the site includes pole lighting within the surface parking and entry plaza areas, exterior building lighting, up-lighting on building walls and the tower, event lighting in the plaza, and security lighting. The South Lawn and perimeter site landscape areas are not lit. The on-site lighting is directed inward, towards the building, and downward and is partially shielded by existing landscaping, thereby limiting visibility from any light-sensitive uses. The Campus Building is visible from the freeway and golf courses. There are no other sources of nighttime illumination on-site.

Sources of glare within the project site are generally limited to automobiles in the main surface parking lot located in the western portion of the project site. The Campus Building's

exterior surfaces consist of a stucco finish, which is non-reflective. In general, there are minimal sources of glare.

Glare originating from surrounding off-site uses is limited due to the heavily vegetated and/or landscaped nature of the neighboring golf courses to the south. Other sources of glare are limited to automobiles in the Zoo parking lot located across the street and to the west of the project site. In general, automobiles in both parking lots and on adjacent Western Heritage Way offer the greatest potential for glare generation. The nearby I-5 Freeway to the southeast of the project site along Crystal Springs Drive is somewhat shielded from view by vegetation. The only unobstructed view of the freeway is from the eastern side of the Campus Building.

(4) Shade and Shadow

With the exception of the golf courses and the Zoo Magnet Center to the south and southwest, respectively, there are no shade-sensitive uses (e.g., residential uses, etc.) adjacent to the project area. The site buildings are surrounded by grounds and roadways that are not considered shadow-sensitive uses. Based on the Los Angeles Municipal Code (LAMC) definition of height, the Campus Building measures approximately 60 feet in height on the east, with a tower element that measures approximately 114 feet in height. However, when viewing the front of the Campus Building from the west along Western Heritage Way, the front of the Campus Building measures approximately 36 feet in height.

b. Regulatory Environment

(1) Hollywood Community Plan

The project site falls within the boundaries of the Hollywood Community Plan (the Community Plan). The Community Plan sets forth goals, objectives, policies, and programs to meet the needs of the Hollywood and Griffith Park community through the year 2010. However, the Community Plan does not provide guidelines regarding aesthetics that would be directly applicable to the project development.

(2) Griffith Park Master Plan

The Griffith Park Master Plan, published in 1978 (1978 Plan) for the Department of Recreation and Parks, was created to provide a framework for guidance for the management of Griffith Park with a primary goal of improving the park experience. The 1978 Plan contains recommendations for improvements in facilities, in programs, in using existing park resources, and in management techniques. The Plan includes six main goals, of which three pertain to the aesthetic character of Griffith Park. These goals include: 1) enhance the natural beauty of the

Park; 2) improve the visual and environmental quality of the Park's recreation areas at the perimeter; and 3) focus future Park development in areas that are already developed.

In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in the initial planning stages. At this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan.

(3) Los Angeles Municipal Code (LAMC)

Site aesthetics are also controlled by the Zoning Code (Chapter 1 of the LAMC) which limits the amount of building massing that can occur. The project site is zoned OS-1XL (Open Space, Height District 1, Extra Limited height restriction). The "Extra Limited Height District 1" designation placed on the parcel limits the height of structures to a maximum of two stories and 30 feet in overall height. Additionally, the LAMC requires that any development project which results in an increase of 50,000 square feet or more of non-residential floor area be subject to Site Plan review by the City.

(4) City of Los Angeles Protected Tree Ordinance

The City's Protected Tree Ordinance regulates the relocation or removal of all native oak trees (excluding scrub oak), California black walnut trees, California sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). These tree species are defined as "protected" by the City of Los Angeles. The Ordinance prohibits, without a permit, the removal of any regulated protected tree including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. Replacement trees must be at least 15 gallons or larger, measure one inch or more in diameter at a foot above the base, and measure at least seven feet in height from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Aesthetics/Visual Character

The evaluation of aesthetic impacts is based upon the potential for the project to result in changes to the site's aesthetic character and the relationship of these changes to the surrounding environment. The visual character of the surrounding area was identified through field surveys, photographic interpretation, topographic analysis, and analysis of historic development patterns. In addition, the project was evaluated relative to the standards within existing plans and policies which are applicable to the proposed project site (regulatory analysis).

(2) Views

The evaluation of impacts on views is based upon the project's potential to result in changes to the visual accessibility of unique visual resources within and near the project site, as perceived by the public (e.g., motorists and pedestrians on nearby streets) and private citizens (e.g., residents and property owners in the vicinity). This analysis addresses the degree to which the proposed development may obstruct or detract from existing views from representative vantage points. In general, the views analysis is closely tied to topography and distance from the view resource. The identification of available views within the project site and surrounding area was accomplished through field surveys, photographic documentation, and topographic analysis.

(3) Light and Glare

The assessment of potential illumination impacts is based on an evaluation of changes to on-site land uses and nighttime lighting sources and the resulting effects on identified sensitive receptors. A qualitative analysis of the potential for an increase in ambient light levels and light spillover onto off-site light-sensitive uses was conducted. Nearby sensitive receptors were identified through review of the aerial photograph and during a survey of the area.

The evaluation of existing glare conditions associated with the project site includes visual observations of the site. The potential for substantial changes to existing glare generation from future development of the site was then evaluated. Nearby receptors sensitive to glare exposure were identified through a field survey of the area and review of the aerial photograph.

(4) Shade/Shadow

The shading analysis evaluates the uses surrounding the project site, and the extent to which shadow-sensitive receptors may be present. Shadow-sensitive uses are residential,

recreational, educational, and hotel uses where routinely used outdoor areas as well as solar collectors may occur, and where sunlight may be important to physical comfort or function. The analysis then considers the potential shadow lengths that might occur from the project and whether such shadows could cause shading of sensitive uses for periods longer than identified in the City of Los Angeles CEQA Thresholds Guide (2006).

b. Significance Thresholds

(1) Aesthetics/Visual Quality

According to the *City of Los Angeles' 2006 CEQA Thresholds Guide*, the determination of significance on visual quality/aesthetics shall be made on a case-by case- basis, considering the following factors:

- The amount of relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

Based on these factors, a project would have a significant impact on aesthetics if:

- The proposed project would substantially alter, degrade or eliminate the existing visual character of the area, including visually prominent existing features (i.e., structures, public plazas, or gardens) or other valued resources, or by the conversion of large areas of visible natural open space;
- The proposed project features would substantially contrast with the visual character of the surrounding area and its aesthetic image; or

- The implementation of the proposed project would preclude the attainment of the general aesthetic intent of regulations or applicable plans.

(2) Views

According to the *City of Los Angeles' 2006 CEQA Thresholds Guide*, the determination of significance on views shall be made on a case by-case basis, considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, manmade or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail as opposed to a single, fixed vantage point.

Based on these factors, the proposed project would have a significant impact on views if:

- Project development would substantially obstruct an existing view of a visually prominent resource as viewed from a public street, sidewalk, park, community cultural center, trail or public vantage point.

(3) Light and Glare

According to the *City of Los Angeles' 2006 CEQA Thresholds Guide*, the determination of significance on light and glare shall be made on a case-by case- basis, considering the following factors:

- The change in ambient nighttime levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

Based on these factors, the proposed project would have a significant light and glare impact if:

- The project would substantially alter the character of the off-site areas surrounding the project (i.e., affect nighttime views or substantially illuminate adjacent, off-site, light-sensitive uses); or

- Lighting would substantially interfere with the performance of an off-site activity (i.e., produce intensive glare onto adjacent glare-sensitive uses).

(4) Shade/Shadow

Based on the factors set forth in the *City of Los Angeles' 2006 CEQA Thresholds Guide*, the proposed project would have a significant shade/shadow impact if:

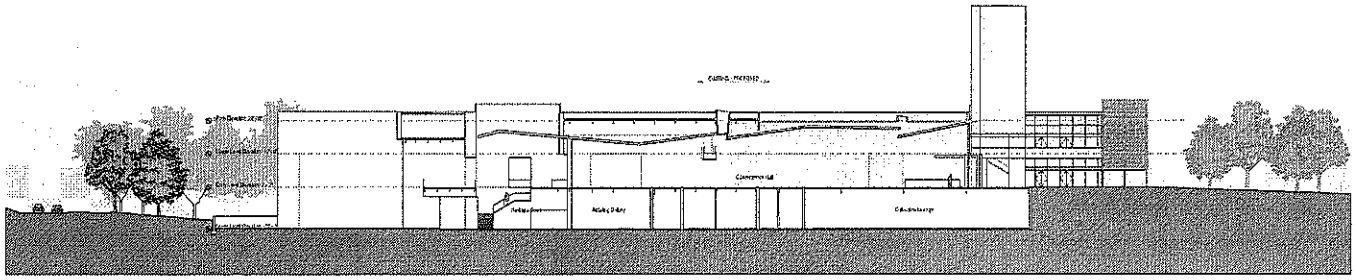
- The project would shade currently unshaded off-site, shadow-sensitive uses more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time, between late October and early April, or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October.

c. Project Features

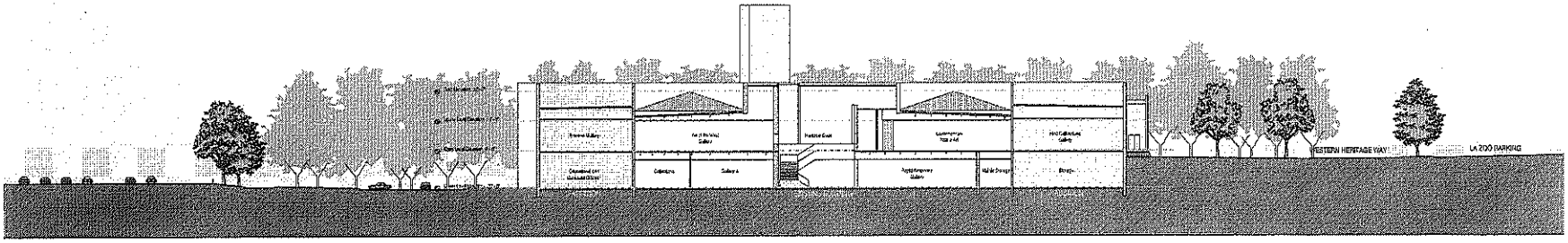
(1) Proposed Building Design and Placement

The proposed project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Campus Building, expand the Campus Building area by approximately 129,000 square-feet in two phases, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities. As shown in Figure 16 on page 89, the new Campus Building areas would be integrated into the overall design of the site. The proposed improvements would be implemented in two development phases. Conceptual Site Plans for the project upon completion of Phase 1 and Phase 2 are shown on Figures 17 and 18 on pages 90 and 91, respectively.

As shown in the conceptual Phase 1 site plan provided in Figure 17, Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east, west, and south. The project would not include additional levels; rather, the project would integrate the Campus Building into the new design for the site. The proposed project expansion is tightly integrated into the Campus Building, with a majority of the expansion areas located in existing paved areas, including the western parking and plaza areas. Expansion of the Campus Building on the lower level, directly below the main level expansion, limits the additional site area allocated to the building footprint. Additional space is created on the upper



NORTH/SOUTH SECTION AT CONVERGENCE HALL LOOKING EAST



EAST/WEST SECTION AT HERITAGE COURT LOOKING SOUTH

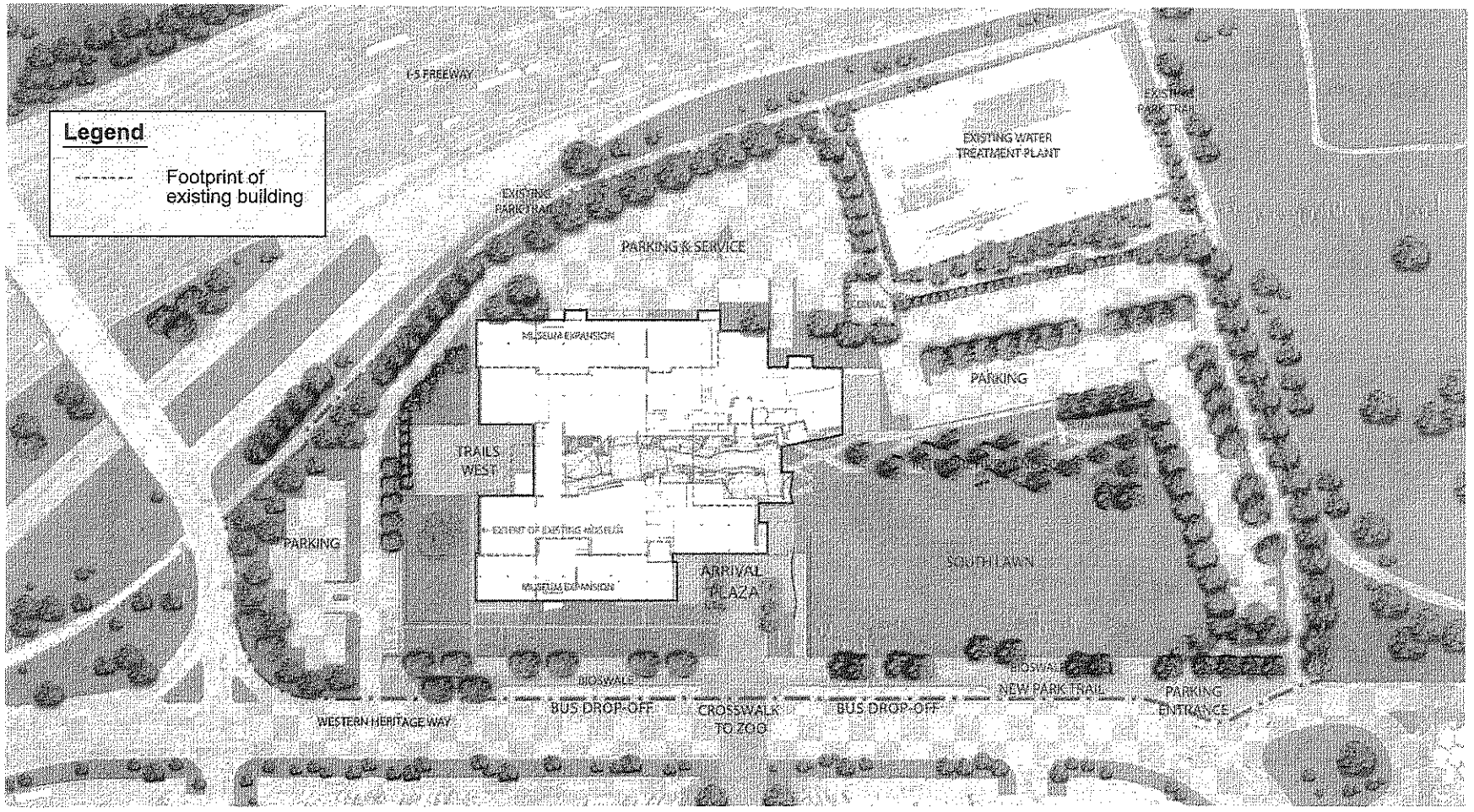
PCR

N

0 40 80 Feet

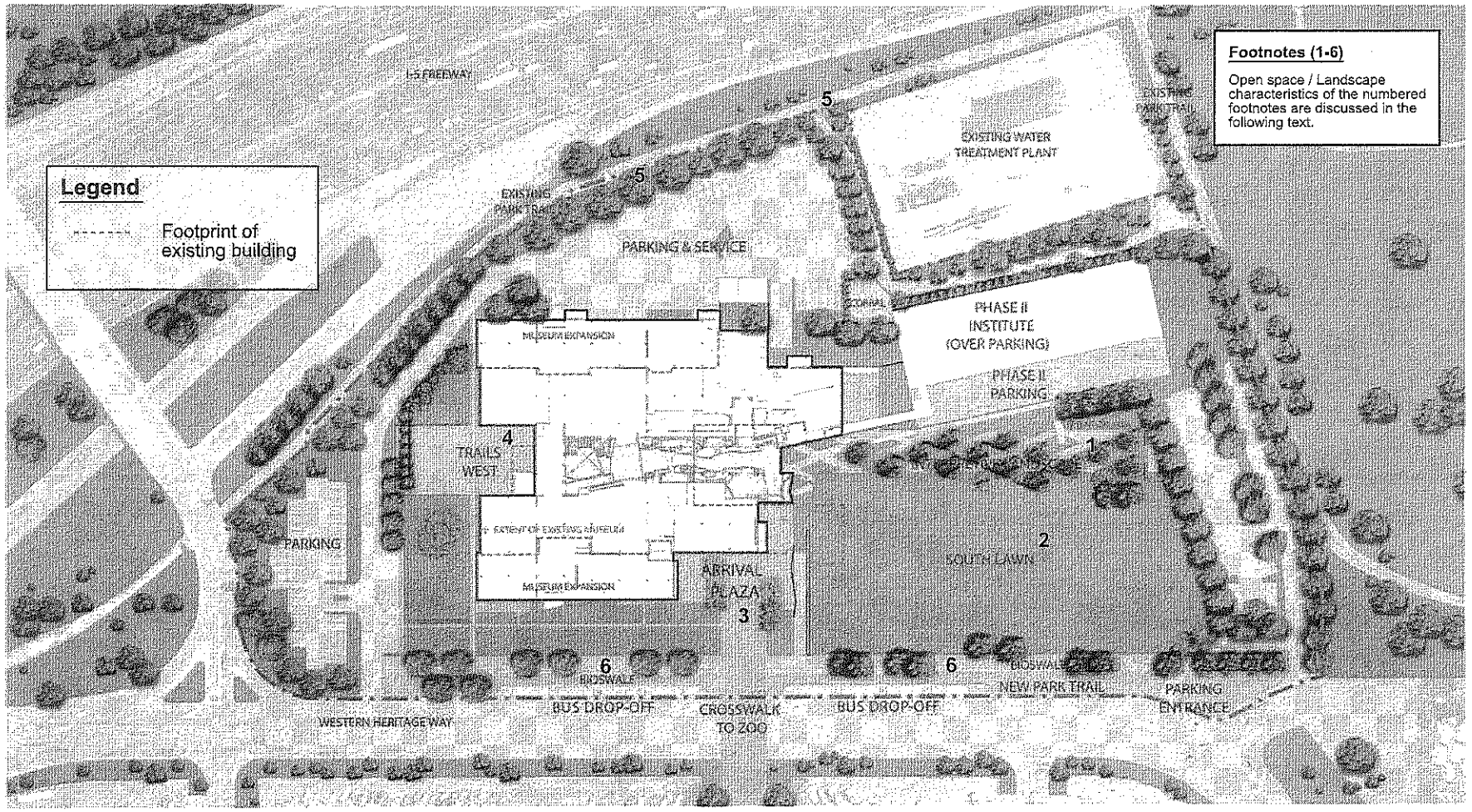
Source: Levin & Associates Architects, August 2007.

Figure 16
Conceptual Building Sections



Source: Levin & Associates Architects, August 2007.

Figure 17
Conceptual Site Plan
Phase 1



PCR

N

0 100 200 Feet

Source: Levin & Associates Architects, August 2007.

Figure 18
Conceptual Site Plan - Buildout

level by the interior design of the central display area. Existing exterior features of the Campus that would be modified would generally be limited to areas within the southern portion of the Campus Building and would include removal of the café kitchen and arcade of columns within the existing plaza area. Based on the LAMC definition of height, the height of the expanded Campus Building would increase slightly to a maximum of 70 feet (including raised roof elements) to shield proposed mechanical equipment from view.[12] However, when viewed from the west, the expanded Campus Building would range from approximately 24 to 34 feet in height, similar to pre-project conditions. The maximum height of the tower would not change.

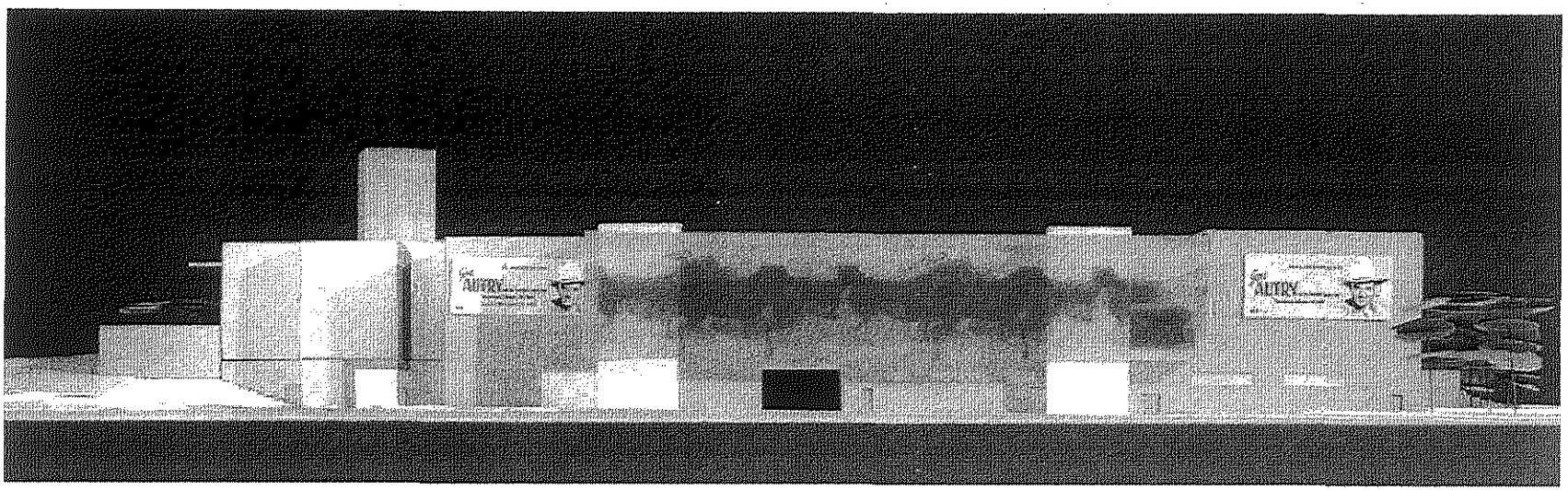
As shown in the conceptual Phase 2 site plan provided in Figure 18, Phase 2 of the project involves the construction of an Institute Building south of the Campus Building that would house a reading room, collection storage rooms, and staff work areas. This approximately 50,000 square foot structure would connect to the southern portion of the Campus Building via the new Phase 2 expansion of the interpretive landscape area. The Institute Building may also be connected to the lower or upper level of the Campus Building. The building height of the Institute Building would be similar to that of the Campus Building.

As part of the proposed improvements, parking would be expanded at its current locations east and north of the Campus Building. In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas within the southeastern and southernmost portions of the site would be developed. With these improvements, there would be a total of 380 parking spaces. In addition, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo. The South Lawn, which is used as an outdoor gathering and events area, would thus be shifted toward Western Heritage Way (See Figure 10 on page 75). During Phase 2, the temporary surface parking area that was constructed on the southeastern portion of the site would be replaced with a new two-level semi-subterranean parking facility beneath the Institute Building.

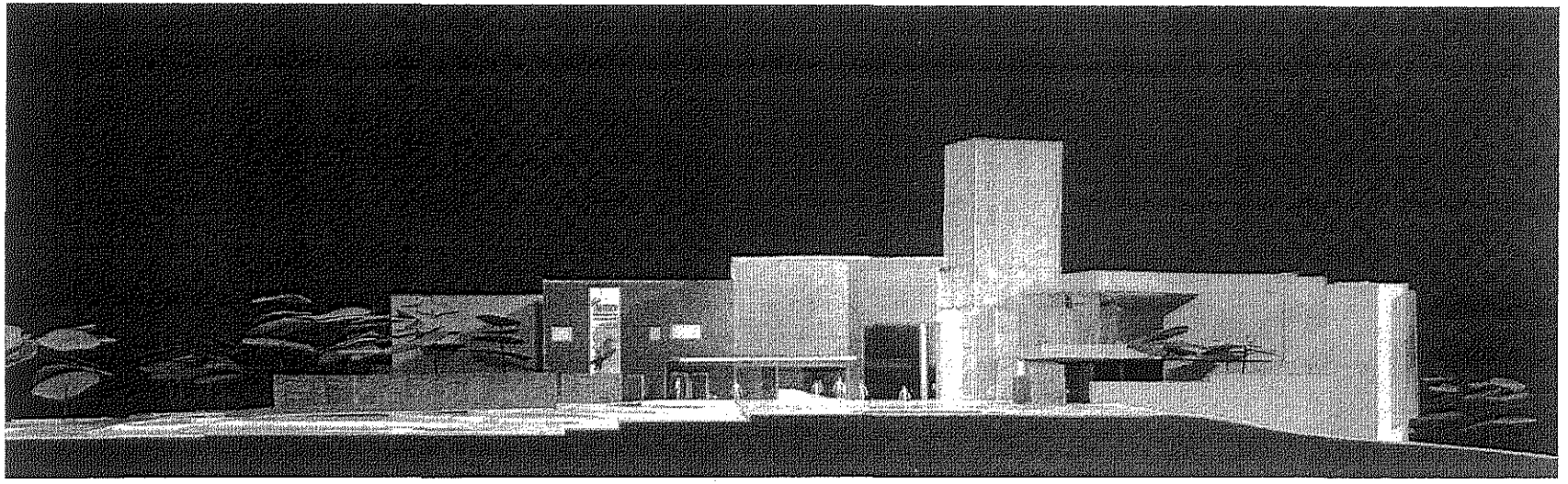
(2) Architectural Design and Materials

Architectural materials to be used on the facades of the buildings would include, but not be limited to, concrete, plaster, metal, and glass. Hardscape materials for use on outdoor areas (courtyards, pathways, and driveways) would include, but not be limited to, concrete, stone, and earth. Conceptual views of the eastern and southern facades of the proposed project are shown in Figure 19 on page 94.

[12] *The LAMC definition of height is conservatively based on the lowest point of existing grade within 5 feet of the perimeter of the building.*



Conceptual Eastern Facade



Conceptual Southern Facade

PCR

Figure 19
Conceptual Views of
Eastern and Southern Facades

Source: Levin & Associates Architects, May 2007.

(3) Open Space & Landscaping Plan

The proposed project includes a design program for the outdoor spaces with a variety of landscaping and earth-scaping features. The landscaping program is intended to create a more natural landscape appearance along Western Heritage Way. It would harmonize and connect the Campus with the surrounding natural and developed areas of Griffith Park as well as the landscaped bioswale that would surround the Zoo parking lot. This plan has been prepared to enhance the character of the project site. In addition, upon completion of the project, the extent of the open space areas within the site visible to the public would be similar in size to existing conditions.

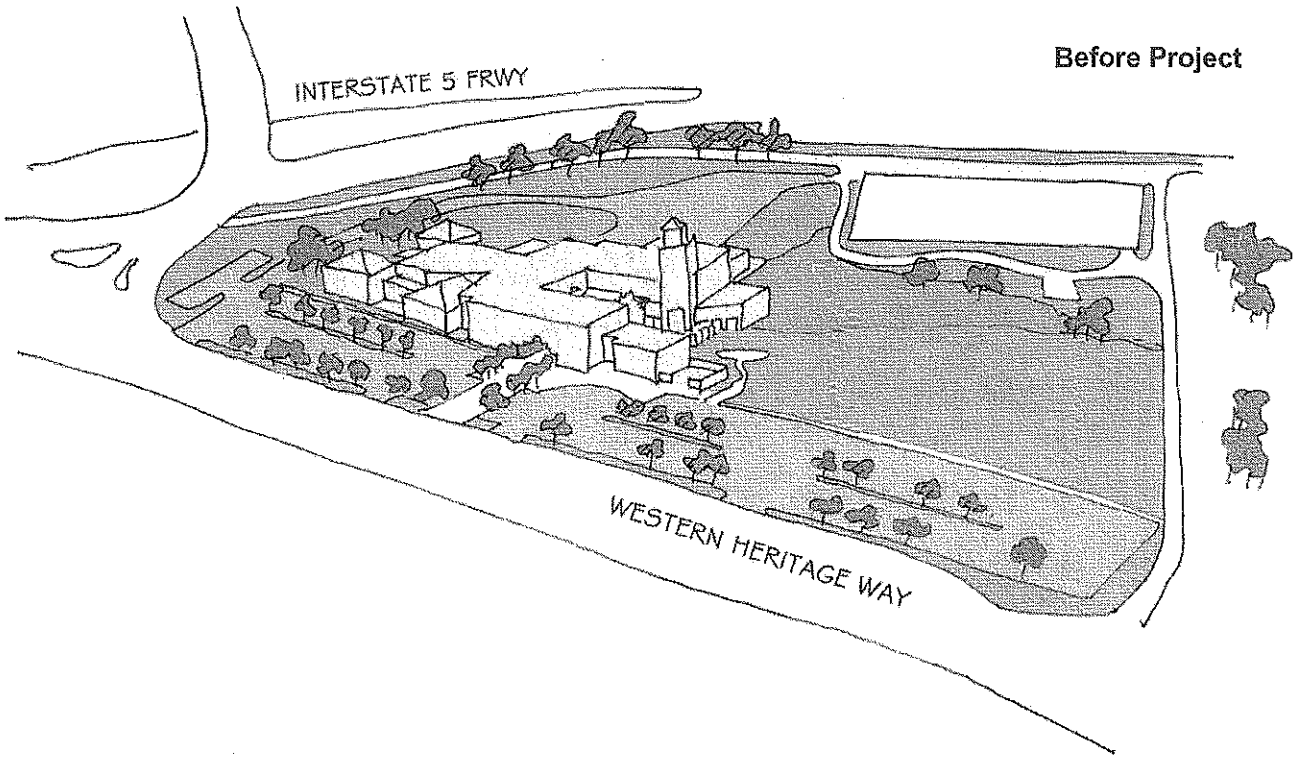
The project site currently contains approximately 204 trees. As described in detail in the Tree Survey Report provided in Appendix B, landscaping within the site includes a variety of tree species including pine, California pepper, Western sycamore, coastal live oak, honey locus, crape myrtle, cedar, Mexican fan palm, and other tree species. As part of the project, any protected trees and street trees that would be removed would be replaced in accordance with City requirements described above.

A preliminary landscape concept has been proposed for the project site that addresses six general locations as shown in Figure 18. A brief description of the conceptual plan for each of the individual locations is as follows:

1. **Interpretative Landscape Area**: Approaching the Campus entry from the south, visitors would ascend a north – south oriented processional path called the 'alluvium.' The 'alluvium' is a ground treatment that alludes to sediment deposits and braided riverine system patterns of California. It would be created through careful grading, patterning of paving, and the placement of natural stones, planting beds, landscape, and site furnishings.

2. **South Lawn:** As shown in Figure 20 on page 95, the existing expanse of the South Lawn would be retained but would be relocated through the shifting of the existing parking lot from the front of the Campus to an area adjacent to the Zoo wastewater treatment facility. In addition, 24 to 37 of the existing Plantanus occidentalis trees would be retained to complement the landscape character of the south side of the Campus.

3. **Entryway / Zoo Connection:** The approach path from the Zoo, or west side of the Campus, would pass a courtyard and proceed up to the "Porch" at the Campus Building entry. Ten of the twelve existing Schinus molle trees would be retained within the entry courtyard for ornamental effect. The courtyard would be a simple paved space.



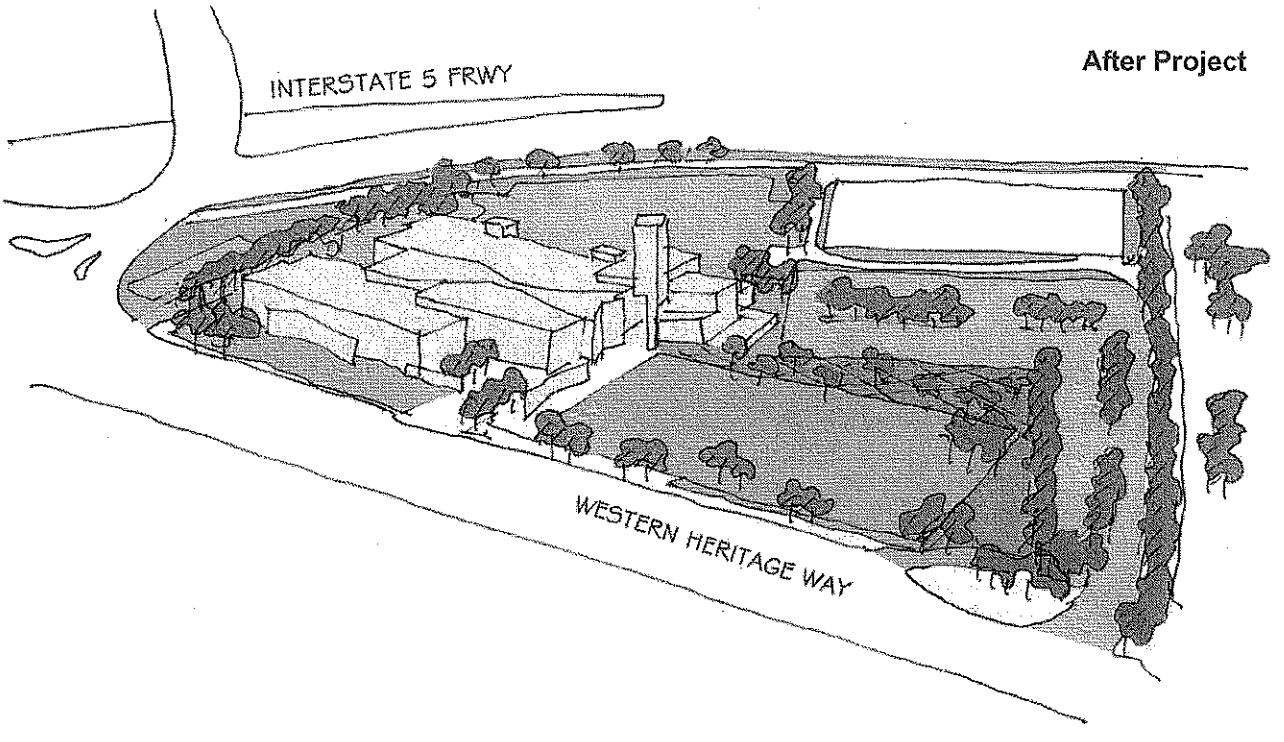


Figure 20
Open Space Area
Before and After Project

Source: Levin & Associates Architects, May 2007.

4. **North Courtyard:** The courtyards on the north side of the Campus would evoke the shady, enclosed character of a California oak woodland. This native landscape would complement and enhance the exhibits related to the landscape of the West and the culture of settlement. In order to achieve this, two large, mature *Quercus agrifoli* that are deemed in good heath would be preserved between the courtyards; five mature oaks in good health located in the southeast corner of the site would be transplanted in the courtyard area to serve as a buffer between the service road and the building; and additional trees and shrub vegetation from the California woodland would be planted in this area. Also, a water feature would be included with a design that emphasizes water as a natural resource and its cultural relevance to the West.

5. **Eastern Edge:** Along the eastern edge of the property, between the staff parking lot and the freeway, all of the existing oaks would be retained to enhance the edge buffer. Additional oak trees would be planted where needed to complete the buffer effect. These newly planted oak trees would replace three oak trees at the existing entry that have been deemed in fair or poor condition.

6. **Western Edge:** Along the western edge of the property, the existing paved area would be removed and landscape added along the entire length of the Campus Building. A jogging and walking path would be added along the entire length of the Campus Building, connecting to the existing park paths on the north and southern edges of the site. Currently the park (equestrian trail) path extends behind the Zoo water treatment facility and the project site, along the freeway right-of-way. The alternative pedestrian path added by the project would provide recreational access to park uses in an area more visible and integral to the park experience.

(4) Lighting

The project would include exterior lighting on buildings (particularly within the parking facility) and along pathways for security and way-finding purposes, similar to existing lighting within the Campus site. In addition, low-level lighting to accent architectural and landscaping elements would be incorporated throughout the site. Additional outdoor lighting would include lighting for events. On-site lighting would be shielded or directed toward areas to be lit to limit spill-over onto adjacent park areas. All lighting would be in compliance with applicable City regulations.

d. Analysis of Project Impacts

(1) Visual Character/Aesthetics

As described above, the analysis of aesthetics impacts addresses thresholds related to: (1) potential detraction from the visual character of a community by conversion of large areas of

visible natural open space and the removal of valued visual elements; (2) inappropriate contrast between project elements and an area's valued aesthetic image; or (3) substantial inconsistencies with the goals and policies of the applicable plans.

Impacts on Open Space and Valued Visual Elements

The proposed project would not alter, degrade, or eliminate the existing visual character of the community by converting a large area of natural open space. As previously described, proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Development would respect and promote the natural existing setting of the site, and the introduction of new landscaping would serve to further enhance the natural setting of the site. In particular, the landscaped areas adjacent to the expanded building, and various other landscaped courtyards, walkways, and gardens throughout the site would improve the visual quality of the developed project. Most of the existing parking lot in the western portion of the site would be converted to landscaped areas, thereby visually improving off-site views from Western Heritage Way while maintaining the openness of this area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the South Lawn and, therefore, would not break up the continuity of the open area fronting Western Heritage Way.

Impacts Regarding Contrast

The project would not create an inappropriate contrast between project elements and the area's valued aesthetic image or the visual character of the surrounding area. Proposed development would be similar in terms of land use and site layout to the existing site. The expanded Campus Building would have similar perceived heights (i.e., relative to finished grade) and similar heights as the Campus Building.

The project is located in an active area of Griffith Park with nearby freeway infrastructure and Zoo wastewater treatment facility and is close to the Los Angeles Zoo; a surface parking area that contains the Griffith Park Observatory shuttle reservations center building, the temporary shuttle station for the Griffith Park Observatory, the Zoo Magnet Center, and the DWP Fuel Cell Demonstration Project; and the Woodrow Wilson and Harding Municipal Golf Courses. There are no buildings adjacent to the project site, and therefore there is no potential to have a conflicting contrast with buildings of differing massing or architectural characteristics.

The design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography and structures. The end result would be a visually unified project that harmonizes structures and landscaping. In addition, project elements such as mechanical equipment and trash receptacles would be screened from view.

Furthermore, as discussed below, none of the proposed improvements would substantially alter or introduce contrasting features within views from the I-5 Freeway or Western Heritage Way.

With regard to construction activities, the short-term changes in existing on-site structures and exterior areas would result in a noticeable change in the site's appearance. Visible construction activities would include the site preparation and grading, enlargement of existing structures, and installation of new utilities, amenities, and landscaping. During these activities, equipment and materials would be stored on-site, and trailers or other temporary structures may be used on-site. A fabric mesh construction fence would be installed around the construction site. Thus, proposed construction activities may result in a temporary aesthetic impact to nearby uses, particularly golfers using the Woodrow Wilson and Harding Municipal Golf Courses bordering the project site on the south, and the visitors to the Zoo to the west of the project site. However, these construction activities would be of short duration and would generally be screened from view by the fencing.

Impacts Regarding Plans and Regulations

The project would be consistent with and supportive of the aesthetic guidelines and general intent of plans and regulations that are applicable to the project site. As described more fully in the Environmental Setting Section above, the Hollywood Community Plan does not include policies that directly control the aesthetics of the project site. However, the Griffith Park Master Plan includes aesthetic provisions that are applicable to the project site.

The 1978 Griffith Park Master Plan includes a goal of having future development focus in areas already developed. Such development allows the Park to provide a greater range of services and facilities without affecting the more natural places in the Park. The project would redevelop an existing facility and avoid interference with the more natural places in the Park, consistent with the Griffith Park Master Plan.

Two additional goals of the Griffith Park Master Plan pertain to improving the natural beauty and visual and environmental qualities of the Park. The project's relocation of surface parking away from Western Heritage Way, with new landscaping in its place, would enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and contribute to the natural beauty and environmental qualities of the park, consistent with the Griffith Park Master Plan.

The project would include a height allowance provision as part of a new Conditional Use Permit (CUP) to allow building heights to exceed the 30-foot height limit. The variation in project heights would not substantially alter the aesthetic characteristics of the project site, nor adversely affect the aesthetic conditions. As indicated in Photographs 1 on Figure 8 and Photograph 5 on Figure 10, much of the Campus Building has the general appearance of a two-

story building, which is consistent with the expected development conforming to the 30 foot height limit. The proposed building heights would therefore be visually consistent with existing building heights and thus would not create a substantial contrast compared with existing conditions. As shown in Photographs 1 and 5 as well as Photograph 2 on Figure 8, the existing architectural tower, which is the tallest element of the Campus Building, provides for an architectural treatment that adds aesthetic articulation and interest to the site.

As described above, the City of Los Angeles has adopted regulations regarding protected trees and street trees. As part of the project, any protected trees and street trees that would be removed would be replaced in accordance with City requirements.

Based on the above, the project would not alter, degrade or eliminate the existing visual character of the area or valued resources through the conversion of large areas of natural open space; it would not substantially contrast with the visual character of the surrounding areas and its aesthetic image; and it would not preclude the attainment of the general aesthetic intent of regulations or applicable plans. Therefore, project impacts with regard to aesthetic character would be less than significant.

(2) Views

(a) Views from Western Heritage Way

As one approaches the project site from the north along Zoo Drive, the street ultimately becomes Western Heritage Way. Views to the south and southwest along Western Heritage Way offer expansive views of the Santa Monica Mountains, as shown in Figure 15. The Campus Building sits to the side of Western Heritage Way and has no effect on the long range view of the hillside. Upon completion of the proposed project, the Campus Building would be set back approximately 104 feet from Western Heritage Way.

As one approaches the project site from the south along Crystal Springs Drive, the street turns into Western Heritage Way. Views from the south along Crystal Springs Drive are of the Verdugo Mountains to the north, as shown in Figure 14. In addition, broad views of the Verdugo Mountains are prominent from many locations. The Campus Building nestles into the foot of the mountain visually, and the expanded Campus Building's effect on the view would be essentially the same. The new Institute Building to be constructed in Phase 2 would be located south and outside of the existing view corridor. As travelers head further north on Western Heritage Way the Campus Building is set back off the road and has no substantial effects on long range views.

Generally, travelers along Western Heritage Way have a view that includes expanses of the park's open space, with intermittent views of facilities such as the Campus Building, the Zoo and Zoo parking lot and landscape with the mountains acting as backdrops. This general view

condition would not be altered by the project's implementation. Further, the project would not change view conditions from those of the Campus Building, nor substantially obstruct or interfere with existing views of a view resource. Therefore, project impacts on views along Western Heritage Way would be less than significant.

(b) Views from the I-5 and SR-134 Freeways

As shown in Photograph 12 in Figure 13, the Campus Building is visible to travelers on the northbound I-5 and the westbound SR-134 Freeways. For travelers on the I-5, the project site is situated off of Western Heritage Way amidst mature landscaping, and does not obstruct the long range views of travelers along the freeway. Therefore, the small amount of additional building volume would not substantially alter view conditions. Travelers on the SR-134 Freeway have clear views of the Campus Building as they head west. The Campus Building is a built structure that sits within landscape along with other infrastructure urban uses amidst the natural backdrop of Griffith Park. The expansion of the Campus Building in Phase 1 would slightly increase the building volume and bring its eastern edge slightly closer to the freeway. This would not cause a notable change in the site appearance. The Institute Building that is proposed to be constructed in Phase 2 would cause the most notable change in building volume within the site. However, this building would be screened from the freeways by the intervening Zoo wastewater treatment facility and mature trees and vegetation. Thus, the project would not substantially block or obstruct views of valued existing view resources from SR-134. Travelers on SR-134 would see a slightly larger building set into the landscape, and an overall panoramic view that would be largely unchanged; therefore, impacts from this location would be less than significant.

(c) Views from Other Off-site Locations

As discussed above, views of the project site are also available from nearby uses in the project vicinity such as the Zoo parking lot and the Woodrow Wilson and Harding Municipal Golf Courses. However, due to its location, the project site does not adversely affect views of the Verdugo or Santa Monica Mountains to the north or south of the Zoo parking area. In addition, the SR-134 Freeway, the Campus Building within the project site, and the mature trees within the golf courses and project site obstruct views of the Verdugo Mountains to the north from certain vantage points on the golf courses. As proposed building areas would be integrated with existing on-site buildings, the project would not substantially alter the intermittent views of the Verdugo Mountains from the golf courses. Views of the site are generally less obstructed from higher elevations such as the Verdugo and Santa Monica Mountains. However, given their distance from the site, any such views would be of a large viewshed and, consequently, the project site would be a small element of the view that would blend in with its surroundings. In addition, the project would not substantially obstruct or alter existing views of Griffith Park itself since the project site is already developed and new building additions and structures would be

consistent with the architectural style and scale of the Campus Building. Overall, the project would not substantially obstruct or alter existing views of visual resources.

(3) Light and Glare

Implementation of the proposed project would not substantially increase ambient light levels on the project site and in the immediately surrounding vicinity. Similar to existing conditions, project-related lighting would consist of point light sources. Nighttime exterior lighting would consist primarily of public safety and security lighting fixtures along pedestrian walkways and in the parking areas as well as accent lighting of the building exterior. Such fixtures would continue to be directed inwards and downward with shielding as appropriate, in order to minimize light spillover. Existing and proposed landscaping on-site would also serve to limit the visibility of Campus lighting from off-site. Thus, the project would not introduce significant new sources of light that would substantially affect nighttime views or substantially illuminate or alter the character of adjacent, off-site, light-sensitive uses; therefore, lighting impacts would be less than significant.

Glare effects also would not be expected to increase under the project. With removal of parking lots from along Western Heritage Way and introduction of enclosed parking in Phase 2, glare reflected from parked vehicles on-site would be reduced. As metal roofing and highly reflective glass materials would not be introduced on-site, sunlight reflected from project building windows would not be expected to generate substantial glare during most of the year, similar to existing conditions. Since the proposed project would not include highly reflective surfaces, lighting would not substantially interfere with off-site activities, and glare impacts would be less than significant.

(4) Shade and Shadow

The Campus Building is comprised of a main floor level, a lower level and an upper floor level and appears as two-stories from most vantage points. Other than the golf courses to the south and Zoo Magnet Center to the southwest, there are no shadow-sensitive uses in the immediate project vicinity. The golf courses are separated from the Campus Building by the South Lawn and a service road. The LAUSD Zoo Magnet Center is located approximately 950 feet southwest of the project site. During the hours of concern specified by the City's significance threshold criteria (three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October) site shadows would generally be cast within the project site itself. In addition, new shadows would generally extend from the northwest and then move towards the northeast throughout the day. Thus, the shadow-sensitive uses to the south of the project site would not be significantly

impacted by the proposed project. Impacts would be less than significant and no mitigation measures would be required.

4. CUMULATIVE IMPACTS

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include Best Management Practices (BMPs) for surface parking lot water run-off, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to detract from the visual character of the area or result in significant impacts to views. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not substantially detract from the visual character of the environment or impact views. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, no cumulative aesthetic impacts would occur. In addition, each related project would be analyzed on a case-by-case basis to determine its impact on aesthetics, views, light and glare, and shading. Should impacts occur from those projects, they would likely be required to mitigate their impacts.

5. MITIGATION MEASURES

As described above, the project includes numerous design features that would reduce potential adverse impacts and that would enhance the aesthetic quality of the project site. With implementation of the Project Design Features, and compliance with regulations, impacts of the project would be less than significant with regard to aesthetic character, views, light and glare, and shading. Mitigation measures would not be required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the project features described above, the proposed project would not result in significant impacts relative to aesthetics, views, light and glare, or shading.

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. AIR QUALITY

1. INTRODUCTION

This section addresses the air emissions generated by the construction and operation of the proposed project. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, and the City of Los Angeles General Plan. The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold.

2. ENVIRONMENTAL SETTING

a. Regulatory Setting

A number of statutes, regulations, plans, and policies have been adopted that address air quality issues. The proposed project site and vicinity are subject to air quality regulations developed and implemented at the Federal, State, and local levels. At the Federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of the Federal Clean Air Act (CAA). Some portions of the CAA (e.g., certain mobile source and other requirements) are implemented directly by the USEPA. Other portions of the CAA (e.g., stationary source requirements) are implemented by State and local agencies.

(1) Federal Clean Air Act

The CAA was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. The CAA establishes Federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The CAA also mandates that the State submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The project site is located within the South Coast Air Basin (Basin), which is an area designated as non-attainment, as the area does not meet NAAQS for certain pollutants regulated under the CAA.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to

meet interim milestones. The sections of the CAA which are most applicable to the proposed project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria pollutants: (1) ozone (O_3); (2) nitrogen dioxide (NO_2); (3) sulfur dioxide (SO_2); (4) particulate patter (PM_{10} and $PM_{2.5}$); (5) carbon monoxide (CO); and (6) lead (Pb). Table 2 on pages 105 and 106 shows the NAAQS currently in effect for each criteria pollutant. The NAAQS were amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. The NAAQSs were amended again in September 2006 to include an established methodology for calculating $PM_{2.5}$, strengthening the 24-hour $PM_{2.5}$ standard, and revoking the annual PM_{10} standard. The Basin fails to meet national standards for CO, O_3, PM_{10}, and $PM_{2.5}$ and therefore is considered a Federal "non-attainment" area for these pollutants. The CAA sets certain deadlines for meeting the NAAQS within the Basin including the following: (1) 1-hour O_3 by the year 2010; (2) 8-hour O_3 by the year 2024; (3) PM_{10} by the year 2006; and (4) $PM_{2.5}$ by the year 2015. It should be noted that the Basin has met the PM_{10} standards at all stations except for western Riverside.[13] Nonattainment designations are categorized into seven levels of severity: (1) basic, (2) marginal, (3) moderate, (4) serious, (5) severe-15, (6) severe-17, and (7) extreme. [14] On June 11, 2007, the USEPA reclassified the Basin as a Federal "attainment" area for CO and approved the Basin's CO maintenance plan[15]. It should be noted that the Basin met the PM_{10} standards in 2006 at all stations except for western Riverside.[16] The Basin fails to meet national standards for O_3, PM_{10}, and $PM_{2.5}$ and therefore is considered a Federal "non-attainment" area for these pollutants. Table 3 on page 107 lists the criteria pollutants and their relative attainment status.

Title II of the CAA pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

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[13] *South Coast Air Quality Management District, Draft 2007 AQMP.*

[14] *The "-15" and "-17" designations reflect the number of years within which attainment must be achieved.*

[15] *"Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: California, Final Rule."* Federal Register *72 (11 May 2007):26718-26721.*

[16] *South Coast Air Quality Management District, Draft 2007 AQMP.*

Table 2

Ambient Air Quality Standards [a]

Pollutant	Averaging Time	California Standards [a]		Federal Standards [b]		
		Concentration [c]	Method [d]	Primary [c,e]	Secondary [c,f]	Method [g]
Ozone (O^3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—[j]	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.08 ppm (157 µg/m^3) [h]		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—[j]		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard		35[j] µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	15 µg/m^3		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	—
Nitrogen Dioxide (NO_2)[k]	Annual Arithmetic Mean	0.030 ppm (56 µg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (338 µg/m^3)		—		
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m^3)	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (365 µg/m^3)	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	1 Hour	0.25 ppm (655 µg/m^3)		—	—	—
Lead (Pb)	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	—
	Calendar Quarter	—		1.5 µg/m^3	Same as Primary Standard	High Volume Sampler and Atomic Absorption

Table 2 (Continued)

Ambient Air Quality Standards [a]

Pollutant	Averaging Time	California Standards [a]		Federal Standards [b]		
		Concentration [c]	Method [d]	Primary [c,e]	Secondary [c,f]	Method [g]
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride [i]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

[a] *California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter (PM_{10}, and $PM_{2.5}$) and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.*

[b] *National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.*

[c] *Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.*

[d] *Any equivalent procedure which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.*

[e] *National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.*

[f] *National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.*

[g] *Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.*

[h] *New federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.*

[i] *The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.*

[j] *This table includes updated PM_{10}, $PM_{2.5}$, and O_3 standards that were adopted in September of 2006.*

[k] *The NO_2 standard was amended on February 22, 2007, to lower the 1-hr standard to 0.18 ppm and establish a new annual standard of 0.030 ppm.*

Source: California Air Resources Board, February 22, 2007.

Table 3

South Coast Air Basin Attainment Status

Pollutant	National Standards	California Standards
Ozone (1-hour standard)	N/A [a]	Non-attainment
Ozone (8-hour standard)	Extreme	N/A
Carbon Monoxide	Attainment [b]	Attainment [c]
Nitrogen Dioxide	Attainment [c]	Attainment [c]
Sulfur Dioxide	Attainment [c]	Attainment [c]
PM_{10} (24-hour standard)	Serious	Non-attainment
PM_{10} (annual standard)	N/A [d]	Non-attainment
$PM_{2.5}$	Serious	Non-attainment
Lead	Attainment [c]	Attainment [c]
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment [c]
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A [e]

N/A = not applicable

[a] *The NAAQS for 1-hour ozone was revoked on June 15, 2005 for all areas except Early Action Compact areas.*

[b] *The Basin was officially reclassified by the USEPA on June 11, 2007. "Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: California, Final Rule." Federal Register 72 (11 May 2007):26718-26721.*

[c] *An air basin is designated as being in attainment for a pollutant if the standard for that pollutant was not violated at any site in that air basin during a three year period.*

[d] *The NAAQS for annual PM10 was revoked on September 21, 2006.*

[e] *In 1990 the CARB identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the CARB does not monitor or make status designations for this pollutant.*

Source: USEPA Region 9 and California Air Resources Board, 2006.

(2) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. Table 2 shows the CAAQS currently in effect for each of the criteria pollutants as well as the other pollutants recognized by the State. As shown in Table 2, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants. In addition, the CAAQS have established standards for other pollutants recognized by the State. In general, the California standards are more health protective than the corresponding NAAQS. California has also set standards for $PM_{2.5}$, sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 3 provides the Basin's attainment status with respect to criteria pollutants which have both Federal and State standards. The Basin complies with the

CAAQS for sulfates, hydrogen sulfide, and vinyl chloride, but does not meet the California standard for visibility-reducing particles.

(3) California Air Resources Board Air Quality and Land Use Handbook

The California Air Resources Board (CARB) published a draft version of the *Air Quality and Land Use Handbook* on February 17, 2005, to serve as a general guide for considering impacts to sensitive receptors from facilities that emit toxic air contaminant (TAC) emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of freeways and high-traffic roads (i.e., roads within urbanized areas carrying more than 100,000 vehicles per day); (2) avoid siting sensitive receptors within 1,000 feet of a distribution center; and (3) avoid siting sensitive receptors within 300 feet of a dry cleaning facility that uses a perchloroethylene.

(4) South Coast Air Quality Management District

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, Los Angeles County except for the Antelope Valley, the nondesert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Basin is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the CAAQS and NAAQS. The 2007 AQMP employs the most up-to-date science, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. Policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin are built upon in the 2007 AQMP Plan. It also incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

The 2007 AQMP Plan builds upon improvements accomplished from previous plans, and aims to incorporate all feasible control measures while balancing costs and socioeconomic impacts for the attainment of air quality standards. However, it highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all Federal criteria pollutant standards within the timeframes allowed under Federal Clean Air Act.

The 2007 AQMP relies on a comprehensive and integrated control approach aimed at achieving the $PM_{2.5}$ standard by 2015 through implementation of short-term and mid-term control measures and achieving the 8-hour ozone standard by 2024 based on implementation of additional long-term measures. These reductions are expected to be achieved through implementation of new and advanced control technologies as well as improvement of existing control technologies. Control techniques requiring substantial levels of committed funding for implementation would also fall under this category of long-term emission reductions. The 2007 AQMP control measures consist of four components: 1) the District's Stationary and Mobile Source Control Measures; 2) CARB's Proposed State Strategy; 3) the District Staff's Proposed Policy Options to Supplement CARB's Control Strategy; and 4) Regional Transportation Strategy and Control Measures provided by SCAG. Overall, the Plan includes 31 stationary and 30 mobile source measures. The District's control strategy for stationary and mobile sources is based on the following approaches: 1) facility modernization; 2) energy efficiency and conservation; 3) good management practices; 4) market incentives/compliance flexibility; 5) area source programs; 6) emission growth management; and 7) mobile source programs.

The SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the project. For example, SCAQMD Rule 403 requires the implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. The full text of SCAQMD Rule 403 is included in Appendix C of this EIR.

The SCAQMD published the CEQA Air Quality Handbook (the Handbook) in November 1993 to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. However, the SCAQMD is currently in the process of replacing the Handbook with the Air Quality Analysis Guidance Handbook. While this process is underway, the SCAQMD recommends that the lead agency avoid using the screening tables in the Handbook's Chapter 6, because the tables were derived using an obsolete version of CARB's mobile source emission factor inventory, and the trip generation characteristic of the land uses identified in these screening tables were based on the fifth edition of the ITE Trip Generation Manual, instead of the most current sixth edition. Additionally, the lead agency should avoid using the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L. The SCAQMD instead recommends using other approved models to calculate emissions from land use projects, such as the URBEMIS 2007 model.[5]

[5] *http://www.aqmd.gov/ceqa/oldhdbk.html.*

In addition, the SCAQMD has published a guidance document called the Localized Significance Threshold Methodology for CEQA Evaluations (June 2003) that is intended to provide guidance in evaluating localized effects from mass emissions during construction. This document was also used in the preparation of this analysis. Recently, the SCAQMD adopted additional guidance regarding $PM_{2.5}$ in a document called Final-methodology to Calculate Particulate Matter $(PM)_{2.5}$ and $PM_{2.5}$ Significance Thresholds (October 2006).

The SCAQMD has also adopted land use planning guidelines in the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 2005), which also considers impacts to sensitive receptors from facilities that emit TAC emissions. SCAQMD's distance recommendations are the same as those provided by CARB (e.g. a 500-foot siting distance for sensitive land uses proposed in proximity of freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

(5) Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG is the Federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. As the designated MPO, SCAG is mandated by the Federal government to develop and implement regional plans that address transportation, growth management, hazardous waste management, and air quality issues. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) for the SCAG region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation components of the AQMP and are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

(6) Global Climate Change

Greenhouse gasses (GHGs) are those compounds in the Earth's atmosphere which play a critical role in determining the Earth's surface temperature. Specifically, these gasses allow high-frequency solar radiation to enter the Earth's atmosphere, but retain the low frequency energy which is radiated back from the Earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. It is increasingly becoming accepted that increased concentrations of GHGs in the Earth's atmosphere are linked to global climate change, such as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increasing frequency and magnitude of severe weather conditions.

GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Carbon dioxide is the most abundant GHG. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in the United States.[6]

Our understanding of the fundamental processes responsible for global climate change has improved over the past decade, and our predictive capabilities are advancing. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system, the uncertainty surrounding climate change may never be completely eliminated. Because of these uncertainties, there continues to be significant debate as to the extent to which increased concentrations of GHGs have caused or will cause climate change, and with respect to the appropriate actions to limit and/or respond to climate change. In addition, it is impossible to link a single development project with future specific climate change impacts.

In response to growing scientific and political concern regarding global climate change, California has recently adopted a series of laws to reduce both the level of GHGs in the atmosphere and to reduce emissions of GHGs from commercial and private activities within the State. In September 2002, Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB32 commits the State to achieving the following goals:

- 2000 GHG emission levels by 2010 (a reduction of 11 percent below business as usual)
- 1990 levels by 2020 (25 percent below business as usual)
- 80 percent below 1990 levels by 2050

[6] *http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF.*

To achieve these goals, AB32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. CARB's list of discrete early action measures that can be adopted and implemented before January 1, 2010 was approved on June 21, 2007. These discrete early action measures focused on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills. Senate Bill (SB) 1368, a companion bill to AB32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

There has also been activity at the Federal level with respect to the regulation of GHGs. In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but that the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other greenhouse gases as pollutants under the Clean Air Act. To date, the EPA has not developed a regulatory program for greenhouse gas emissions.

(7) Potential Health Impacts

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

The following pollutants are regulated by the EPA and therefore are subject to emission reduction measures adopted by Federal, State and other regulatory agencies.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds and nitrogen oxides (NOx) under favorable meteorological conditions such as high temperature and stagnation episodes. An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

Carbon Monoxide (CO): Carbon monoxide is primarily emitted from combustion processes and motor vehicles because of incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

Particulate Matter (PM_{10} and $PM_{2.5}$): The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than ten microns (PM_{10}) and even smaller particles with a aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Nitrogen Oxides (NOx): Major sources of NOx include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides are emitted from combustion processes and irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NOx is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2): Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead (Pb): Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

b. Existing Conditions

(1) Regional Context

The proposed project is located within the South Coast Air Basin, an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine the distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential.

The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California.

The SCAQMD has published a Basin-wide air toxics study (MATES II, Multiple Air Toxics Exposure Study, March 2000). The MATES II Study represents one of the most comprehensive air toxics studies ever conducted in an urban environment. The Study was aimed at determining the cancer risk from toxic air emissions throughout the Basin by conducting a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to fully characterize health risks for those living in the Basin. The Study concluded that the average carcinogenic risk in the Basin is approximately 1,400 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. Approximately 70 percent of all of the risk is attributed to diesel particulate emissions, approximately 20 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent of all carcinogenic risk is attributed

to stationary sources (which include industries and other certain businesses, such as dry cleaners and chrome plating operations). The SCAQMD is in the process of updating the MATES II Study with a MATES III Study. The MATES III Study was slated to end in April 2005. Due to the unusually high levels of rainfall during the Study period, air toxics monitoring data collected to-date indicate a much cleaner year than normal. As such, the SCAQMD has extended the MATES III air toxics monitoring element to April 2006, and is currently concluding their review of the data with a target release date in summer of 2007.

The CARB prepares a series of maps that show regional trends in estimated outdoor inhalable cancer risk from air toxic emissions in an ongoing effort to provide insight as to the relative risk. These estimates represent the number of potential cancers per million people based on a lifetime of breathing air toxics (i.e., 24 hours per day outdoors for 70 years). The Year 2001 Central Los Angeles County map, which is the most recently available map to represent existing conditions, is provided in Figure 21 on page 116. As shown in Figure 21, the cancer risk ranges from 100 to 1,500 cancers per million, while the vast majority of the area is between 750 and 1,500 cancers per million.[7] Generally, the risk from air toxics is lower near the coastline and increases inland, with higher risks concentrated near large diesel sources (e.g., freeways, airports, and ports).

The data from the SCAQMD and CARB provide a slightly different range of risk. This difference is primarily related to the fact that the SCAQMD risk is based on monitored pollutant concentrations and the CARB risk is based on dispersion modeling and emission inventories. Regardless, the SCAQMD and CARB data shows that there is an inherent health risk associated with living in urbanized areas of the Basin, where mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors to the overall risk.

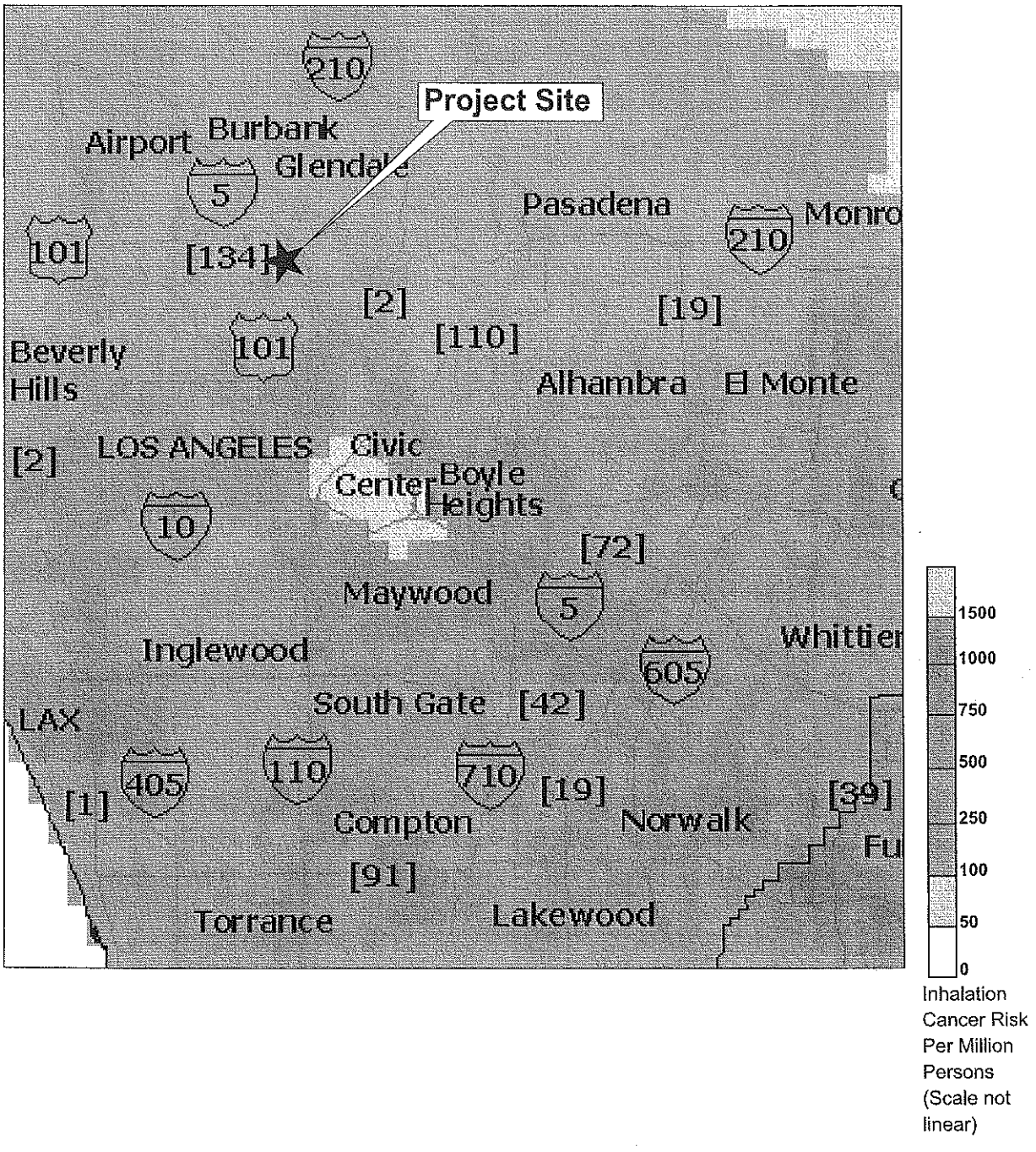
(2) Local Area Conditions

(a) Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Basin and has divided the Basin into air monitoring areas or source receptor areas. The project site is located in the East San Fernando Valley Monitoring Area. The monitoring station for this area is the Burbank Monitoring Station, which is located at 228 West Palm Avenue, approximately 2.7 miles west of the project site. Criteria pollutants, including O_3, CO, $PM_{2.5}$, PM_{10}, SO_2 and NO_2, are monitored at this station. The most recent data available from these monitoring stations includes the years 2001 to 2005. The data, shown in Table 4 on page 117, shows the following pollutant trends:

[7] *http://www.arb.ca.gov/toxics/cti/hlthrisk/cncrinhl/riskmapviewfull.htm.*

Total Risk (diesel + nondiesel)
Central Los Angeles: 2001 Cancer Risk Per Million
All Sources



Source: Air Resource Board, 2006

Figure 21
Total Cancer Risk for
Central Los Angeles County

Table 4

Pollutant Standards and Ambient Air Quality Data
From Representative Monitoring Stations

Pollutant/Standard	2001	2002	2003	2004	2005
Ozone					
O_3 (1-hour)					
Maximum Concentration (ppm)	0.129	0.128	0.134	0.137	0.142
Days > CAAQS (0.09 ppm)	15	17	37	27	13
Days > NAAQS (0.12 ppm)	2	1	4	2	2
O_3 (8-hour)					
Maximum Concentration (ppm)	0.104	0.097	0.108	0.109	0.108
Days > NAAQS (0.08 ppm)	5	6	20	7	2
Particulate Matter (PM_{10})					
PM_{10} (24-hour)					
Maximum Concentration ($\mu g/m^3$)	86	71	81	74	92
Days > CAAQS (50 $\mu g/m^3$)	14(23)	7(12.1)	7(14.0)	7(11.7)	5(8.2)
Days > NAAQS (150 $\mu g/m^3$)	0	0	0	0	0
PM_{10} (Annual Average)					
Annual Arithmetic Mean (50 $\mu g/m^3$)	40.9	37.7	38.1	37.5	34.3
Annual Geometric Mean (20 $\mu g/m^3$)	36.9	35.2	--	--	--
Particulate Matter ($PM_{2.5}$)					
$PM_{2.5}$ (24-hour)					
Maximum Concentration ($\mu g/m^3$)	94.7	63	120.6	60.1	63.2
Days > NAAQS (65 $\mu g/m^3$)[a]	4(3.4)	0	1(1.1)	0	0
$PM_{2.5}$ (Annual)					
Annual Arithmetic Mean (15 $\mu g/m^3$)	24.9	24	20.9	19.2	17.9
Carbon Monoxide					
CO (1-hour)					
Maximum Concentration (ppm)	6	6	5	5	4
Days > CAAQS (20 ppm)	0	0	0	0	0
Days > NAAQS (35 ppm)	0	0	0	0	0
CO (8-hour)					
Maximum Concentration (ppm)	4.9	4.6	4.7	3.7	3.4
Days > CAAQS (9.0 ppm)	0	0	0	0	0
Days > NAAQS (9 ppm)	0	0	0	0	0

Table 4 (Continued)

Pollutant Standards and Ambient Air Quality Data
From Representative Monitoring Stations

Pollutant/Standard	2001	2002	2003	2004	2005
Nitrogen Dioxide					
NO_2 (1-hour)					
Maximum Concentration (ppm)	0.25	0.26	0.14	0.12	0.09
Days > CAAQS (0.25 ppm)	0	1	0	0	0
NO_2 (Annual)					
Annual Arithmetic Mean (0.053 ppm)	0.0419	0.0402	0.0356	0.0332	0.0294
Sulfur Dioxide					
SO_2 (1-hour)					
Maximum Concentration (ppm)	0.01	0.01	0.01	0.02	0.01
Days > CAAQS (0.25 ppm)	0	0	0	0	0
SO_2 (24-hour)					
Maximum Concentration (ppm)	0.004	0.007	0.005	0.01	0.006
Days > CAAQS (0.04 ppm)	0	0	0	0	0
Days > NAAQS (0.14 ppm)	0	0	0	0	0
SO_2 (Annual)					
Annual Arithmetic Mean (0.03 ppm)	--	--	--	--	--

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; AAM Annual Arithmetic Mean; n/a = not applicable; -- = Data not available

[a] *In September 2006, the 24-hr $PM_{2.5}$ standard was changed from 65 $\mu g/m^3$ to 35 $\mu g/m^3$. The data representing days above standard applies to the old standard.*

Note: Ambient data for airborne lead is not included in this table since the Basin is currently in compliance with State and National standards for lead.

Source: California Air Resource Board, Ambient Air Data Summaries, 2001-2005.

Ozone (O_3) - The maximum 1-hour O_3 concentration recorded during the 2001 to 2005 monitoring period was 0.142 ppm, recorded in 2005. During this period, the California standard was exceeded between 13 and 37 times annually and the National standard was exceeded between one and four times. The maximum 8-hour O_3 concentration was 0.109 ppm, recorded during the year 2004. The National standard was exceeded between two and 20 times annually.

Particulate Matter (PM_{10}) - The highest recorded 24-hour PM_{10} concentration was 92 $\mu g/m^3$, recorded in the year 2005. During the period between 2001 to 2005, the CAAQS for 24-hour PM_{10} was exceeded between 5 and 14 times; the NAAQS was not violated. The

maximum annual arithmetic mean and annual geometric mean recorded were 40.9 $\mu g/m^3$ and 36.9 $\mu g/m^3$, respectively.

Fine Particulates ($PM_{2.5}$) - The maximum 24-hour $PM_{2.5}$ concentration recorded was 120.6 $\mu g/m^3$ in 2003. The 24-hour NAAQS was exceeded between 1 and 4 times between 2001 and 2005. The highest annual arithmetic mean of 24.9 $\mu g/m^3$ was recorded during the year 2001.

Carbon Monoxide (CO) - The highest 1-hour CO concentration recorded was 6 ppm, recorded in both 2001 and 2002. The maximum 8-hour CO concentration was 4.9 ppm, recorded during the year 2001. During this period, there were no exceedances of the California or National 1-hour or 8-hour CO standards.

Nitrogen Dioxide (NO_2)- The highest 1-hour NO_2 concentration recorded was 0.26 ppm in 2002. The highest recorded NO_2 annual arithmetic mean was 0.0419 ppm, recorded during the year 2001. There were no exceedances for the National standards during this period. The California standard was exceeded once in 2002.

Sulfur Dioxide (SO_2)- The highest 1-hour concentration of SO_2 was 0.02 ppm, recorded in 2004. The maximum 24-hour concentration was 0.007 ppm, recorded in 2002. No violations of the SO_2 California or National standards were recorded during 2001 to 2005.

Lead (Pb) - The Basin is currently in compliance with California and National standards for lead and monitoring is only conducted periodically since the primary sources of atmospheric lead, leaded gasoline and lead-based paint, are no longer available in the Basin.

(b) Existing Health Risk in the Surrounding Area

As shown above in Figure 21, the project site is located within a cancer risk zone of 750 to 1,000 in one million. However, the visual resolution available in the map is 1 kilometer by 1 kilometer and, thus, impacts from individual facilities for individual neighborhoods are not discernable on this map. In general, the risk of the project site is comparable with other areas in downtown Los Angeles.

(c) Sensitive Receptors and Locations

Some population groups including children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to air pollution than others. Sensitive land uses in the project vicinity are shown in Figure 22 on page 120 and include the following:

- Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center; located approximately 950 feet southwest of the project site.

PCR

N

Scale not provided

Source: Google Earth, 2007; PCR Services Corporation, 2007

Figure 22
Closest Sensitive Receptor Locations

- Los Angeles Zoo; located approximately 600 feet west of the project site (approximate distance between the construction site and zoo entrance).[8]
- The nearest residences are located to the east of the project site, just east of San Fernando Road. They are located approximately 0.5 miles (2,500 feet) east of the project site.

3. ENVIRONMENTAL IMPACTS

a. Methodology

The evaluation of potential impacts to local and regional air quality that may result from the construction and long-term operations of the proposed project were conducted as follows:

(1) Construction Impacts

Daily regional emissions during construction were forecasted by assuming a conservative estimate of construction (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile-source and fugitive dust emissions factors derived from URBEMIS 2007.[9] Details are presented in Appendix C of this EIR.

The SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from construction-period emissions. The look-up tables were used to initially screen and determine if further dispersion modeling is warranted. The thresholds are based on several factors including the size of the project construction site, distance from construction site to sensitive receptor locations, and local meteorological conditions. The thresholds for Source Receptor Area (SRA) Number 7 (East San Fernando Valley), which represents conditions for the general project vicinity, are shown in the analysis below.

Emissions for the localized construction air quality analysis were compiled using the regional construction emissions less off-site emissions (e.g., construction worker, delivery, haul truck trips). Localized emissions were then compared to the localized screening tables promulgated by the SCAQMD.[10] Thresholds for CO and NO_2 were derived by adding the

[8] *While a zoo is not identified in the SCAQMD Handbook as a sensitive receptor, this air quality analysis includes the zoo as a sensitive receptor because large numbers of children attend the Los Angeles Zoo on a daily basis.*

[9] *URBEMIS 2007 is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies.*

[10] *SCAQMD developed thresholds based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor.*

incremental emissions from the project to the peak background NO_2 and CO concentrations and by comparing the total concentration to the most stringent air quality standards. Construction PM_{10} thresholds were derived using a dispersion model to back-calculate the level of emissions necessary to exceed SCAQMD's Rule 403 concentration level (50 $\mu g/m^3$ over five hours) for requiring implementation of best management practices for control of fugitive dust.[11]

Where construction emissions exceeded the screening-level look-up table values, the localized effects from the on-site construction emissions were evaluated to determine potential pollutant concentrations at sensitive receptors. The analysis was conducted using the Industrial Source Complex (ISCST3) dispersion model, a methodology that is consistent with the procedures outlined in the USEPA *1998 Guideline on Air Quality Models* and the SCAQMD *Localized Significance Threshold Methodology for CEQA Evaluations* guidance documents. A complete listing of the construction equipment by phase, duration, emissions estimation model and dispersion model input assumptions used in this analysis are included in the emissions calculation worksheets provided as Appendix C of this Draft EIR.

The conservative estimate of maximum on-site daily emissions for CO, NO_X, PM_{10} and $PM_{2.5}$, was compiled for each of the individual construction activities within the site and compared to the applicable screening threshold based on construction site acreage and distance to closest sensitive receptor. Individual construction activities within the site that are expected to occur simultaneously and are adjacent to one another were considered collectively as well as individually.

(2) Operational Impacts

The URBEMIS 2007 software was used to forecast the daily regional emissions from mobile- and area-sources that would occur during long-term project operations. In calculating mobile-source emissions, the URBEMIS 2007 default trip length assumptions were applied to the average daily trip (ADT) estimates provided by the project's traffic consultant to arrive at vehicle miles traveled (VMT). Stationary-source emissions were compiled using procedures outlined in the SCAQMD's CEQA Handbook.

Localized CO concentrations were evaluated by using the CALINE4 microscale dispersion model, developed by Caltrans, in combination with EMFAC2007 emission factors. Localized PM_{10} concentrations related to operation of proposed project stationary-source combustion equipment are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) as necessary. The screening-level analysis consists of reviewing the proposed project's site plan and related project description to identify

[11] *The equivalent concentration for developing PM_{10} or $PM_{2.5}$ LSTs is 10.4 $\mu g/m^3$, which is a 24-hour average.*

any new or modified stationary-source combustion equipment sources. If it is determined that the proposed project would introduce a new stationary-source combustion equipment source, or modify an existing stationary-source combustion equipment source, then downwind sensitive receptor locations are identified and site-specific dispersion modeling is conducted to determine proposed project impacts. All emissions calculation worksheets and air quality modeling output files are provided in Appendix C of this EIR.

(3) Toxic Air Contaminants (TAC) Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The screening-level analysis consists of reviewing the proposed project's site plan and project description to identify any new or modified TAC emissions sources. If it is determined that the proposed project would introduce a new source, or modify an existing TAC emissions source, then downwind sensitive receptor locations are identified and site-specific dispersion modeling is conducted to determine proposed project impacts.

(4) Greenhouse Gas Emissions

Even though no numerical thresholds of significance have been developed, the California Climate Action Registry (CCAR) has prepared a protocol for calculating and reporting GHG emissions from a number of general and industry-specific activities. However, it is important to note that there is no clear guidance defining the extent to which direct and indirect emissions resulting from a proposed project should be addressed and analyzed as part of the CEQA assessment process. It is, however, reasonable to consider only the GHG emissions resulting from the incremental increase in usage of on-road mobile vehicles, electricity, and natural gas upon implementation of the project as project-related. This approach is the same as that used for criteria pollutant assessments.

Mobile source emission calculations utilize a vehicle miles traveled (VMT) rate calculated by the traffic consultants in order to calculate annual VMT. These values account for variations in trip frequency and length associated with traveling to and from the proposed project location that would require a commute. It should be noted that weekday and weekend VMT were calculated separately due to differences in trip generation contained in the traffic study (Appendix F). Mobile source calculations also utilize EMFAC2007 to generate emission factors for CO_2 and CH_4. These emission factors are then applied to the annual VMT calculated in the traffic study. It should be noted that greenhouse gas reduction factors from *Alternative Compliance Strategies*, contained in AB1493, were not applied in the EMFAC2007 software. Therefore, emission factors for fleet mixes containing post 2009 vehicles would not emulate reductions that would otherwise go into effect as a result of AB1493.

The consumption of fossil fuels to generate electricity and to provide heating and hot water creates GHG emissions. Future fuel consumption rates are estimated based on land use specific square footage of the proposed project. Natural gas and electricity usage factors derived from the SCAQMD *CEQA Air Quality Handbook* are used to project fuel consumption rates. GHG emission factors from the CCAR protocol are then applied to the respective usage rates, to calculate annual greenhouse gas emissions in metric tons. It is difficult to identify the specific generating source of electricity. The Los Angeles DWP produces power at City-operated plants and also imports power during peak demand periods. The emission factors used in this analysis represent a State-wide average of known power producing facilities, utilizing various technologies and emission control strategies, and do not take into account the DWP's unique emissions profile. Nor do they reflect targeted future reductions in GHG emissions under SB1368 or the LA Green Plan. At this time, these emission factors are considered conservative and representative.

Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the equivalent mass of CO_2, denoted as CO_2e. Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value[12]. These GWP ratios are available from the USEPA and published in the California Climate Action Registry General Reporting Protocol. By applying the GWP ratios, project-related CO_2e emission can be tabulated in metric tons per year. The CO_2e values are calculated for both existing and project buildout conditions in order to generate a net change in GHG emissions (Appendix C).

(5) Odor Impacts (Construction and Operations)

Potential odor impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) as necessary. The screening-level analysis consists of reviewing the proposed project's site plan and project description to identify any new or modified odor sources. If it is determined that the proposed project would introduce a new odor source, or modify an existing odor source, then downwind sensitive receptor locations are identified and site-specific dispersion modeling is conducted to determine proposed project impacts.

[12] *CO_2e was developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) 1996.*

b. Significance Thresholds

Construction Emissions

The following factors are set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, (see page B.1-3) for consideration on a case-by-case basis for evaluation of significance:

Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

Fugitive Dust

Grading, Excavation and Hauling:

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

Heavy-Duty Equipment Travel on Unpaved Roads

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

Other Mobile Source Emissions

- Number and average length of construction worker trips to the project site, per day; and
- Duration of construction activities.

While these factors are important inputs in determining the amounts and nature of air pollution emissions generated by a project during construction, they do not constitute a threshold to which the resultant emissions may be compared for purposes of determining significance. As stated in the City of Los Angeles CEQA Thresholds Guide, the City has not adopted specific citywide significance thresholds for air quality impacts. However, because of the SCAQMD's regulatory role in the air basin, the City references the criteria, thresholds, and analysis methodologies in the SCAQMD's Handbook. Based on criteria set forth in the SCAQMD Handbook, the project would have a significant impact with regard to construction emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X, (2) 75 pounds a day for VOC, (3) 150 pounds per day for PM_{10}, (4) 55 pounds per day $PM_{2.5}$ (5) 150 pounds per day for SO_X, and (6) 550 pounds per day for CO.[13]

In addition, the SCAQMD has developed methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions are greater than the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO and NO_2.[14]

- Maximum localized PM_{10} or $PM_{2.5}$ emissions during construction are greater than the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the site to exceed 50 $\mu g/m^3$ over five hours (SCAQMD Rule 403 control requirement).

Operational Emissions

Thresholds of significance regarding operational emissions are set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, which states that a project would normally have a significant impact on air quality from project operations if any of the following would occur:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC,

[13] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993: http://www.aqmd.gov/ceqa/handbook/signthres.doc*

[14] *South Coast Air Quality Management LST Methodology: http://www.aqmd.gov/ceqa/handbook/lst/Method_fina.pdf*

(2) 55 pounds per day for NO_X, (3) 150 pounds per day for PM_{10}, (4) 55 pounds per day for $PM_{2.5}$, (4) 150 pounds per day for SO_X, or (5) 550 pounds per day for CO.[15]

- Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
  - The project causes or contributes to an exceedance of the California 1-hour CO standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm; or
  - The incremental increase due to the project is equal to or greater than 1.0 ppm 1-hour average, or 0.45 ppm 8-hour average.[16]
- The project creates an objectionable odor at the nearest sensitive receptor.

In addition to the above thresholds established by the City, the SCAQMD has established the following thresholds by which to determine whether a project would have a significant operational air quality impact:

- The project would not be compatible with SCAQMD and SCAG air quality polices if it:
  - causes an increase in the frequency or severity of existing air quality violations;
  - causes or contributes to new air quality violations;
  - delays timely attainment of air quality standards or the interim emission reductions specified in the AQMP; or
  - exceeds the assumptions utilized in the SCAQMD's AQMP.

Additionally, for the purposes of this analysis, a project would have a significant impact if it would conflict with adopted air quality management plans.

Toxic Air Contaminants

The following factors are set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, for consideration on a case-by-case basis in making a determination of significance:

- The regulatory framework for the toxic material(s) and process(es) involved;
- The proximity of the toxic air contaminants to sensitive receptors;

[15] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993. http://www.aqmd.gov/ceqa/handbook/signthres.doc*

- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which project design will reduce the risk of exposure.

Based on these factors and criteria set forth in the SCAQMD Handbook, the project would have a significant toxic air contaminant impact, if:

- On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million or an acute or chronic hazard index of 1.0.[17]
- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.
- The project would be occupied primarily by sensitive individuals within a quarter mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.[18]

Greenhouse Gas Emissions

No air agency, including the SCAQMD, or municipality, including the City of Los Angeles, has yet established project-level significance thresholds for GHG emissions. Furthermore, the regulations required to meet the goals under AB32 are still under development, expected to be finalized by January 1, 2008, and implemented no later than January 1, 2010. At this time, there are no available standards by which the implementation of a project can be judged to support or hinder attainment of the State's goals relating to GHG abatement.

The City of Los Angeles recently published *"Green LA, An Action Plan to Lead the Nation in Fighting Global Warming" (LA Green Plan)*, outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;

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[16] *Los Angeles CEQA Thresholds Guide: http://www.cityofla.org/EAD/EADWeb-AQD/Thresholds/3-Introduction.pdf.*

[17] *SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.*

[18] *SCAQMD, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), April 1993.*

- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

The extent to which the proposed project supports these City's goals will be discussed qualitatively.

c. Project Design Features

The following design features result in a reduction in air quality emissions and are proposed as part of the project.

- The proposed project will be designed and built to include Leadership in Energy and Environmental Design (LEED) aspects, such as maximizing operational efficiency through the reduction of energy consumption and reducing vehicle miles traveled, so as to achieve certification under the LEED Green Building Rating System, established by the US Green Building Council (USGBC) to promote sustainability.
- The proposed project will promote ride-sharing programs and implement other improvements to promote alternative transportation methods (such as shower facilities for those who choose to bicycle to work) aimed at reducing vehicle miles traveled associated with employees commuting to the Autry National Center.
- The proposed project will pursue "energy tune-ups" for equipment connected with expansion of the Autry National Center. Onsite equipment including chillers and boilers would be replaced with new energy efficient equipment to reduce electricity and natural gas demands associated with the proposed project.
- Energy performance shall be optimized to maximize energy efficiency through the use of compact fluorescent light bulbs (CFL), energy saving lighting schemes, energy efficient equipment as well as Energy Star appliances, use of Low-E windows, and enhanced building insulation and heating and cooling systems.
- Installation of low-flow toilets and fixtures.
- The proposed project would minimize exterior glazing and provide shading devices to minimize a heat island effect. Convenient access to nearby public transportation lines, passenger bus shelters, and enhanced bus lanes shall be provided to reduce VMT.
- Landscaping with plants which are "drought tolerant" to lower water demand.
- Planting of trees to capture ambient CO_2.

d. Project Impacts

(1) Construction

(a) Regional Construction Impacts

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily PM and NO_x, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

In order to provide a conservative analysis, it is assumed that all construction activities would be complete within the two construction phases outlined below. This assumption is conservative as it represents the minimum timeframe anticipated for the construction of any particular building and concentrates the construction duration such that it is occurring concurrently and at the earliest feasible date within the project's overall development period. This is of particular importance as construction emissions are directly related to the duration and intensity of construction activities (i.e., emissions increase as the amount of construction increases). Emission rates representative of certain stages of construction (i.e., construction worker trips and delivery vehicle trips) can also decrease over time in response to the use of vehicles or equipment that emit lower levels of pollutant emissions. The three groups of construction activities (i.e., demolition, site preparation/excavation, and building construction/ finishing) and the equipment that would be used during project construction are provided in Appendix C of this EIR.

Construction of the project would occur in 2 phases over a six-year period, beginning in 2008 and ending in late 2014. Phase 1 would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east, west and south. This would not include additional levels; rather, the project would integrate the existing building into the new design for the site. Construction of Phase 2 would begin in 2013 and last for approximately 22 months. Phase 2 would include an Institute Building south of the Campus Building that would house a reading room, collection storage rooms, and staff offices. This approximately 50,000 square foot structure would be sited adjacent to the South Lawn. In addition to construction of the Institute Building, a 2-level semi-subterranean parking garage would be constructed during Phase 2. Site

grading would involve a total of 15,680 cubic yards of soil exported during Phase 1 and 55,200 cubic yards of soil exported during Phase 2.

As presented in Tables 5 and 6 on pages 132 and 133, respectively, construction-related daily maximum regional construction emissions would not exceed the SCAQMD daily significance thresholds for VOC, PM_{10}, $PM_{2.5}$, CO, or SOx. While construction NOx emissions would not exceed the SCAQMD daily significance threshold for Phase 1 construction, NOx emissions would exceed the SCAQMD daily significance threshold for Phase 2 construction. Thus, regional construction emissions would result in a significant short-term air quality impact.

These emission forecasts reflect a specific set of conservative assumptions in which the entire project would be built out over 6 years in two phases. Because of this conservative assumption, the emissions levels on Tables 5 and 6 represent the highest daily emissions projected to occur on any one day, and actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix, and/or (2) a less intensive buildout schedule (i.e., lower daily emissions occurring over a longer time interval).

(b) Localized Construction Impacts

The conservative estimate of maximum on-site daily emissions for NO_X, PM_{10}, $PM_{2.5}$, and CO was compiled for each phase of construction and compared to the applicable screening threshold based on construction site acreage and distance to closest sensitive receptor. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided in the LST document were used to determine localized construction emissions thresholds for the project. The unmitigated maximum daily localized emissions and localized significance thresholds are also presented in Table 5 for Phase 1 (2010) and Table 6 for Phase 2 (2014). As shown therein, maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for NOx, PM_{10}, $PM_{2.5}$, or CO. Therefore, with respect to localized emissions from construction activities, impacts would be less than significant.

As previously discussed, certain population groups, including children, are considered more sensitive to air pollution than others. Children visiting the Griffith Park Campus may also be exposed to increased pollutant concentrations if they are outside in close proximity to the construction area for long durations. However, since children are typically outside for short durations and primarily during arrival and departure from the center, potential localized impacts would be less than significant.

Table 5

Phase 1 (2010) Construction Emissions [a]

Stage	NO_X	VOC	PM_{10} [b]	$PM_{2.5}$	CO	SO_X
Demolition (6 months)	13	2	5	2	8	<1
Site Preparation (1 month)	79	8	25	8	38	<1
Building Erection/Finishing (25 months)	23	29	2	2	21	<1
Maximum Regional Emissions	**79**	**29**	**25**	**8**	**38**	**<1**
Regional Construction Daily Significance Threshold	100	75	150	150	550	150
Over/(Under)	(21)	(46)	(125)	(142)	(512)	(150)
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Demolition (6 months)	9	1	5	1	5	<1
Site Preparation (1 month)	51	6	24	7	24	<1
Building Erection/Finishing (25 months)	21	29	2	1	12	<1
Maximum Localized Emissions	**51**	**29**	**24**	7	**24**	**<1**
Localized Significance Thresholds[c]	262	-	42	42	1282	-
Over/(Under) Threshold	(211)	-	(18)	(35)	(1258)	-
Exceed Threshold?	**No**	-	**No**	**No**	**No**	-

[a] *Compiled using the URBEMIS2007 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix C of this EIR.*

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

[c] *The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a two acre site with sensitive receptors located further than or equal to 100 meters from the construction activity.*

Source: PCR Services Corporation, 2007.

(c) Toxic Air Contaminants

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. While it is anticipated that much of the site grading and excavation would be accomplished within a 7-month time period, unforeseen delays could extend these activities. Nevertheless, the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would be less than significant.

Table 6

Phase 2 (2014) Construction Emissions [a]

Stage	NO_X	VOC	PM_{10} [b]	$PM_{2.5}$	CO	SO_X
Demolition (.5 months)	13	2	5	2	8	<1
Site Preparation (1.5 months)	107	11	18	7	52	<1
Building Erection/Finishing (19 months)	36	23	3	2	40	<1
Maximum Regional Emissions	**107**	**23**	**18**	7	**52**	**<1**
Regional Construction Daily Significance Threshold	100	75	150	150	550	150
Over/(Under)	7	(52)	(132)	(143)	(498)	(150)
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Demolition (.5 months)	9	1	5	1	5	<1
Site Preparation (1.5 months)	65	8	16	5	32	<1
Building Erection/Finishing (19 months)	29	22	2	2	18	<1
Maximum Localized Emissions	**65**	**22**	**16**	**5**	**32**	**<1**
Localized Significance Thresholds[c]	190	-	85	85	1313	-
Over/(Under) Threshold	(125)	-	(69)	(80)	(1281)	-
Exceed Threshold?	**No**	**-**	**No**	**No**	**No**	**-**

[a] *Compiled using the URBEMIS2007 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix C of this EIR.*

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

[c] *The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a two acre site with sensitive receptors located further than or equal to 100 meters from the construction activity.*

Source: PCR Services Corporation, 2007.

(d) Odors

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create objectionable odors. Therefore, no impact would occur and no mitigation measures would be required.

(2) Operational Impacts

(a) Regional Operations Impacts

Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road

vehicles. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, as well as outside of, the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9).

Operational emissions are primarily a function of vehicle trips. The increase in visitors and the resultant increases in trip generation were analyzed for both weekend and weekday conditions. According to the traffic report generated by Fehr & Peers/Kaku and Associates, the weekend scenario would result in the greatest increase in ADT compared to existing conditions and, therefore, was used in this air quality analysis. The weekend traffic would result in an increase of 696 daily trips over existing conditions, while the weekday would increase by 461 daily trips.

Mobile-source emissions were calculated using the URBEMIS 2007 emissions inventory model, which multiplies an estimate of the increase in daily VMT by applicable EMFAC2007 emissions factors. The URBEMIS 2007 model output and worksheets for calculating regional operational daily emissions are provided in Appendix C of this Draft EIR. As shown in Tables 7 and 8 on pages 135 and 136, the increase in regional emissions resulting from operation of the project are expected to be below the SCAQMD thresholds for all criteria pollutants.

(b) Local Impacts

The SCAQMD recommends an evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse. As indicated in Section IV.H, Transportation and Circulation, traffic congestion would incrementally increase under future traffic scenarios, when compared to existing traffic levels, and would meet these criteria at three intersection locations. All three intersections were analyzed for 2010 build-out, while only one of the three intersections required evaluation for the completion of the project in 2014 (i.e., Western Heritage Way and North Zoo Drive). These intersections include:

- Riverside Drive and 134 Southbound Off-Ramps
- Riverside Drive and Zoo Drive
- Western Heritage Way and North Zoo Drive

Table 7

Maximum Phase 1 (2010) Project-Related Operational Emissions[a]

Emission Source	CO	NO_X	PM_{10}	VOC	SO_X	$PM_{2.5}$
Existing Use Emissions						
Mobile[b]	47	7	7	5	0	1
Area	3	1	0	1	0	0
Stationary	1	5	0	0	0	0
Total Existing	**51**	**13**	**0**	**6**	**0**	**2**
Proposed Use Emissions						
Mobile[b]	74	11	12	7	0	2
Area	3	2	0	2	0	0
Stationary	1	7	0	0	1	0
Total With Project	**78**	**20**	**12**	**9**	**1**	**3**
Net Project Emissions						
Net Mobile	26	4	5	3	0	1
Net Area	0	1	0	1	0	0
Net Stationary	0	3	0	0	0	0
Total Net [c]	27	8	5	3	0	1
SCAQMD Significance Threshold	550	55	150	55	150	55
Difference	**(523)**	**(47)**	**(145)**	**(52)**	**(150)**	**(54)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Mobile and area emissions are calculated using the URBEMIS2007 emissions model. Area sources include natural gas consumption, landscape fuel consumption, and miscellaneous sources (e.g., among other things, commercial solvent usage, architectural coatings). Emissions due to project-related electricity generation are calculated based on guidance provided in the SCAQMD CEQA Air Quality Handbook. Worksheets and modeling output files are provided in Appendix C.*

[b] *Operational emissions are based on weekend trip generation conditions, not weekday. The incremental increase as compared to existing conditions for weekends was greater than weekdays.*

[c] *Totals may not add up exactly due to rounding.*

Source: PCR Services Corporation, 2007.

CO concentration levels were forecasted at the above-mentioned intersections using the CALINE4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions. Conservative meteorological conditions include low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. CO concentrations were modeled under the future (2010 and 2014) No Project and with project conditions. As shown in Tables 9 and 10 on pages 137 and 138 respectively, project-generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections studied. Since a significant impact would not occur at the intersections operating at the highest V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of project-generated traffic volumes. Thus, the proposed project would

Table 8

Maximum Phase 2 (2014) Project-Related Operational Emissions[a]

Emission Source	CO	NO_X	PM_{10}	VOC	SO_X	$PM_{2.5}$
Existing Use Emissions						
Mobile[b]	47	7	7	5	0	1
Area	3	1	0	1	0	0
Stationary	1	5	0	0	0	0
Total Existing	**51**	**13**	**0**	**6**	**0**	**2**
Proposed Use Emissions						
Mobile[b]	67	9	13	7	0	2
Area	4	3	0	2	0	0
Stationary	2	9	0	0	1	0
Total With Project	**73**	**21**	**13**	**9**	**1**	**3**
Net Project Emissions						
Net Mobile	20	2	6	2	0	1
Net Area	1	2	0	1	0	0
Net Stationary	1	4	0	0	0	0
Total Net [c]	21	8	6	3	0	1
SCAQMD Significance Threshold	550	55	150	55	150	55
Difference	**(529)**	**(47)**	**(144)**	**(52)**	**(150)**	**(54)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Mobile and area emissions are calculated using the URBEMIS2007 emissions model. Area sources include natural gas consumption, landscape fuel consumption, and miscellaneous sources (e.g., among other things, commercial solvent usage, architectural coatings). Emissions due to project-related electricity generation are calculated based on guidance provided in the SCAQMD CEQA Air Quality Handbook. Worksheets and modeling output files are provided in Appendix C.*

[b] *Operational emissions are based on weekend trip generation conditions, not weekday. The incremental increase as compared to existing conditions for weekends was greater than weekdays.*

[c] *Totals may not add up exactly due to rounding.*

Source: PCR Services Corporation, 2007.

not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

(c) Toxic Air Contaminants

This section evaluates potential impacts to neighboring properties that may result from TAC emissions associated with long-term operation of the project. The primary source of potential air toxics associated with proposed project operations include diesel PM_{10} from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and emergency backup generators. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel PM_{10} (e.g., truck stops and warehouse distribution facilities) and has

Table 9

Local Area Carbon Monoxide Dispersion Analysis 2010

Intersection	Peak Period[a]	Maximum 1-Hour 2010 Base Concentration[b] (ppm)	Maximum 1-Hour 2010 w/ Project Concentration[c] (ppm)	Significant 1-Hour Impact[d]	Maximum 8-Hour 2010 Base Concentration[e] (ppm)	Maximum 8-Hour 2010 w/ Project Concentration[f] (ppm)	Significant 8-Hour Impact[d]
Riverside Drive and 134 Southbound Off-Ramp	SAT	5.9	6.1	NO	5.0	5.2	NO
	PM	5.9	6.1	NO	5.0	5.2	NO
Riverside Drive and Zoo Drive	SAT	6.4	6.5	NO	5.2	5.3	NO
	PM	6.5	6.6	NO	5.3	5.3	NO
Western Heritage Way and North Zoo Drive	SAT	6.3	6.4	NO	5.2	5.2	NO
	PM	6.4	6.4	NO	5.2	5.2	NO

ppm = parts per million.

[a] *Peak hour traffic volumes are based on the Traffic Impact Study prepared by Fehr & Peers/Kaku and Associates.*
[b] *SCAQMD 2010 1-hour ambient background concentration (5.1 ppm) + 2010 Base traffic CO 1-hour contribution.*
[c] *SCAQMD 2010 1-hour ambient background concentration (5.1 ppm) + 2010 w/ Project traffic CO 1-hour contribution.*
[d] *The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.*
[e] *SCAQMD 2010 8-hour ambient background concentration (4.6 ppm) + 2010 Base traffic CO 8-hour contribution.*
[f] *SCAQMD 2010 8-hour ambient background concentration (4.6 ppm) + 2010 w/ Project traffic CO 8-hour contribution.*

Source: PCR Services Corporation, 2007; emission factor and dispersion modeling output sheets are provided in Appendix C.

provided guidance for analyzing mobile source diesel emissions.[19] The proposed project operations would not substantially change the locations or intensity in use of loading docks on the project site. As such, the proposed project would not be considered a substantial source of diesel PM and a significant regional air quality impact would not occur.

Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer building products for maintenance purposes (e.g. painting). As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic

[19] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

Table 10

Local Area Carbon Monoxide Dispersion Analysis 2014

Intersection	Peak Period [a]	Maximum 1-Hour 2014 Base Concentration [b] (ppm)	Maximum 1-Hour 2014 w/ Project Concentration [c] (ppm)	Significant 1-Hour Impact [d]	Maximum 8-Hour 2014 Base Concentration [e] (ppm)	Maximum 8-Hour 2014 w/ Project Concentration [f] (ppm)	Significant 8-Hour Impact [d]
Western Heritage Way and North Zoo Drive	SAT	6.6	6.7	NO	5.4	5.4	NO
	PM	6.6	6.7	NO	5.4	5.4	NO

ppm = parts per million.

[a] *Peak hour traffic volumes are based on the Traffic Impact Study prepared by Fehr & Peers/Kaku and Associates.*
[b] *SCAQMD 2014 1-hour ambient background concentration (5.26 ppm) + 2014 Base traffic CO 1-hour contribution.*
[c] *SCAQMD 2014 1-hour ambient background concentration (5.26 ppm) + 2014 w/ Project traffic CO 1-hour contribution.*
[d] *The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.*
[e] *SCAQMD 2014 8-hour ambient background concentration (4.74 ppm) + 2014 Base traffic CO 8-hour contribution.*
[f] *SCAQMD 2014 8-hour ambient background concentration (4.74 ppm) + 2014 w/ Project traffic CO 8-hour contribution.*

Source: PCR Services Corporation, 2007; emission factor and dispersion modeling output sheets are provided in Appendix C.

air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant.

The proposed project would likely include the installation and operation of diesel-fired generators for emergency power generation. Unless a blackout occurs, these generators would be operated for only a few hours per month for routine testing and maintenance purposes. The project Applicant would be required to obtain a permit to construct and a permit to operate any standby generators under SCAQMD Rules 201, 202, and 203. Under SCAQMD Regulation XIII, all generators must meet BACT requirements to minimize emissions of PM_{10} (as well as CO, VOC, and NO_X emissions). Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure that contributions to localized PM_{10} concentrations remain below the 2.5 $\mu g/m^3$ significance threshold. As such, any potential impacts would be less than significant.

(d) Global Climate Change

Emissions of GHGs were calculated for the existing and projected future uses with implementation of the proposed project. Results are presented on Table 11 on page 139. Also included is the California Energy Commission's estimated 2004 State-wide inventory, the latest

Table 11

Operational Greenhouse Gas Emissions (2014)

Emission Source	CO_2e[e] (Metric Tons)
Existing	
On Road Mobile Sources[a]	2,847
Electricity[b]	548
Natural gas[c]	122
Total	**3,518**
Project	
On Road Mobile Sources[a]	5,511
Electricity[b]	1,043
Natural gas[c]	232
Total	**6,786**
Total Net Increase	3,269
2004 Statewide Total[d]	391,000,000
Net Increase as Percentage of 2004 Statewide Inventory	**0.00084%**

[a] *Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007.*
[b] *Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.*
[c] *Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.*
[d] *Statewide totals were derived from the California Energy Commission: http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF.*
[e] *All CO2E factors were derived using the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007.*

Sources: PCR Services Corporation, 2007.

year for which data are available. As shown, the net increase in GHG emissions from vehicle, electrical, and natural gas usage associated with the proposed project is approximately 0.0009 percent of the 2004 emission inventory of 391 million metric tons CO_2e. CARB has not yet released an official inventory for 1990.

There are many uncertainties involved in the quantification of GHGs from any individual project. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago, but the net effect is difficult to quantify. Thus, the estimated net increase in emissions resulting from implementation of the proposed project presented above may be an over- or under-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for performing criteria air pollutant assessments. This GHG analysis was performed in accordance with existing non-GHG specific SCAQMD and CARB guidance.

As discussed above, the calculation of GHG emissions does not take into account implementation of planned lower GHG emission standards from passenger vehicles and power plants within the State of California, as these rules are yet to be finalized and promulgated. The following planned City actions, as presented in the LA Green Plan, when implemented, may further decrease emissions of GHGs from the proposed project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
- Expanding the regional rail network to reduce VMT.

In addition, the project is designed with a number of features which are consistent with the following City of Los Angeles goals:

- Increasing the use of energy efficient appliances and equipment;
- Reducing water consumption;
- Promoting ridesharing, walking and biking to large events and venues;
- Planting trees; and
- Collaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction.

In addition, the calculations do not take into account the effect of the specified project features. The effectiveness in reducing GHG emissions of each of the project features varies. For example, Energy Star CFLs can reduce lighting energy demands by 75 percent, and Energy Star appliances use up to 50 percent less energy than their non Energy Star counterparts. Trees are able to sequester more carbon dioxide as they age and the average tree can sequester 330 pounds of carbon dioxide from the atmosphere every year. Reducing water consumption results in a reduction of GHG emissions from energy generation to operate water pumps and wastewater treatment facilities, which have been identified as major sources of GHGs statewide. Overall, the project's green building and sustainability features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions from those shown in Table 11.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate

change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions.

(e) Odors

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. The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Thus, potential odor impacts would be less than significant.

(f) SCAQMD Handbook Policy Analysis

In accordance with the procedures established in the SCAQMD CEQA Air Quality Handbook, the following criteria are required to be addressed in order to determine the proposed project's consistency with SCAQMD and SCAG policies:

1. Will the project result in any of the following:
   - An increase in the frequency or severity of existing air quality violations; or
   - Cause or contribute to new air quality violations; or
   - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Will the project exceed the assumptions utilized in preparing the AQMP?

With respect to the first criterion, the SCAQMD requires that an air quality analysis for a project would include forecasts of project emissions in a regional context during construction and project occupancy. These forecasts are provided earlier in this section. Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions on localized pollutant concentrations is used as the basis for evaluating project consistency.[20] As discussed in the preceding sections, localized concentrations for PM_{10}, $PM_{2.5}$, CO, and NO_2 have been analyzed for the project. SO_2 emissions would be negligible during construction and long-term operations, and therefore would not have potential to cause or affect a violation of the SO_2

[20] *South Coast Air Quality Management District, CEQA Air Quality Handbook, p. 12-3, 1993.*

ambient air quality standard. Because VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOC. Due to the role VOC plays in ozone formation, it is classified as a precursor pollutant and a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and therefore, the project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed (1) to ascertain potential effects on localized concentrations and (2) to determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. Results of the analyses indicate that the increases in PM_{10} and $PM_{2.5}$ emissions are below applicable LSTs. Thus, the project would have a less than significant impact on localized PM_{10} and $PM_{2.5}$ concentrations.

The project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. The analysis concluded that CO and NO_2 concentrations would not exceed California or National AAQS, and potential impacts would therefore be less than significant.[21]

Because this project does not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. Based on methodologies set forth by the SCAQMD, one measure of local area air quality impacts that can indicate whether the project would cause or affect a violation of an air quality standard would be based on the estimated CO concentrations at selected receptor locations located in close proximity to the project site. As indicated earlier, CO emissions were analyzed using the CALINE-4 model. No violations of the State and Federal carbon monoxide standards are projected to occur.

Overall, the project would result in less than significant impacts with regard to PM_{10}, $PM_{2.5}$, CO, NO_2 and SO_2 concentrations during project construction and operations. As such, the project would meet the first AQMP consistency criterion.

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in

[21] *Please note that NO_x is used when describing emissions of nitrogen oxides, but that the AAQS is in terms of NO_2 (pollutant concentration). The same applies for SO_x (emissions) versus SO_2 (AAQS concentration).*

preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with the population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis of each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2003 AQMP, two sources of employment data form the basis for the projections of air pollutant emissions, including the City of Los Angeles General Plan and SCAG's Growth Management Chapter of the *Regional Comprehensive Plan and Guide* (*RCPG*). The project is consistent with the types, intensity and patterns of land use envisioned for the site vicinity in the RCPG. Please refer to Section IV.E, Land Use, of this EIR for additional information regarding land use consistency.

The RTP estimates that employment in the subregion will grow by about 73,381 jobs between 2008 and 2014. The project is projected to result in a net increase of approximately 50 full-time equivalent jobs at the project site, or approximately 0.001 percent of the total job growth projected for the subregion. Such levels of population and employment growth are consistent with the population and employment forecasts for the subregion as adopted by SCAG. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the proposed project would be consistent with the projections in the AQMP.

- Does the project implement all feasible air quality mitigation measures?

Implementation of all feasible mitigation measures is recommended to reduce air quality impacts to the extent feasible. The proposed project would incorporate a number of key control measures identified by the SCAQMD, as summarized below. As such, the proposed project meets this AQMP consistency criterion since all feasible mitigation measures would be implemented.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, such as the proposed project, air quality policies focus on the reduction of vehicle trips and vehicles miles traveled. The proposed project, by virtue of its location and design, exhibits many attributes that have a positive direct and indirect

benefit with regard to the reduction of vehicle trips and vehicles miles traveled. Specifically, the proposed project is immediately accessible to the Interstate-5 (I-5) Freeway. In addition, public transit service near the project site is available on one bus line provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro Line 96 runs northwest to southeast from Van Nuys Boulevard in Sherman Oaks to downtown Los Angeles along Zoo Drive, Western Heritage Way and Crystal Springs Drive/Griffith Park Drive through the study area. Service is provided every 20 minutes from 7:00 A.M. to 7:00 P.M. on weekdays and weekends. With easy accessibility to a number of local and regional transit facilities, the project would also implement important air quality policies that contribute to reducing vehicle trips and vehicle miles traveled.

Additional means by which project development reduces vehicle trips and vehicle miles traveled is by encouraging pedestrian activity. The main public entrance to the Campus is from the west and is on axis with the Los Angeles Zoo entrance. A bridal trail that extends throughout Griffith Park is also located at the edge of the southern and eastern portions of the site. As the project implements the SCAQMD's objective of reducing vehicle miles traveled and their related vehicular air emissions, the proposed project would be consistent with AQMP land use policies.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the project on air quality in the Basin. While development of the project would result in short-term regional impacts, project development would not have a long-term impact on the region's ability to meet State and Federal air quality standards. The project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM_{10} and $PM_{2.5}$. Also, the project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

City of Los Angeles Policies

The City of Los Angeles General Plan was prepared in response to California State law requiring that each city and county adopt a long-term comprehensive general plan. This plan must be integrated, internally consistent, and present goals, objectives, policies, and implementation guidelines for decision makers to use. The City has included an Air Quality Element as part of its General Plan. The planning area for the City's Air Quality Element covers the entire City of Los Angeles, which encompasses an area of about 465 square miles.

The 1992 revision of the City's General Plan Air Quality Element serves to aid the greater Los Angeles region in attaining the State and Federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element and the accompanying Clean Air Program acknowledges the inter-relationships between transportation and land use planning in meeting the City's mobility and clean air goals. With the City's adoption of the Air Quality Element and the accompanying

Clean Air Program, the City is seeking to achieve consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans.

To achieve these goals, performance based standards have been adopted to provide flexibility in implementation of the policies and objectives, of the City's Air Quality Element. The following City Air Quality Element goals, objectives and policies are relevant to the proposed project:

Goal 2—Less reliance on single occupant vehicles with fewer commute and non-work trips.

Objective 2.1—It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Goal 4—Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Objective 4.1—It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.

Policy 4.1.1—Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation, and air quality policies.

As part of the City of Los Angeles Master Plan, various community and specific plans have relevance to the City's Air Quality Element. Within this framework, the proposed project would comply with several of the goals and policies contained in these plans. The preservation of open space, enhancement of park transportation, and parking improvements as part of the proposed project would be consistent with these plans. By moving the site parking to the rear of the project, away from view, the project would enhance the open space character of the site as a component of Griffith Park. Further, the project is an enhancement of an exiting regional facility that is centrally located in the metropolitan area, easily accessible by numerous freeways, and also accessible via a bus line that links to the regional public transit system.

Based upon this evaluation, it is concluded that the proposed project would be consistent with City of Los Angeles air quality policies as it implements the air quality goals and policies set forth in the City's General Plan.

Overall, no significant impacts would occur as a result of project development with respect to compatibility with applicable air quality policies as set forth in the City's General Plan Air Quality Element.

4. MITIGATION MEASURES

The following mitigation measures are (1) intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust) and (2) set forth a program of air pollution control strategies designed to reduce the proposed project's air quality impacts to the extent feasible during construction.

a. Construction

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[22]

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

b. Operation

The project would not result in any significant impacts during project operations. As such, no mitigation measures are necessary.

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[22] *SCAQMD Rule 403 requirements are detailed in Appendix C.*

5. CUMULATIVE IMPACTS

a. Construction

Of the 30 related projects that have been identified within the proposed project study area, there are a number of related projects that have not yet been built or are currently under construction. Since the Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be entirely speculative for the majority of the related projects. For this reason, the SCAQMD's methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed elsewhere in this EIR.

With respect to the project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. In addition, the proposed project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects Basin-wide, which would include each of the related projects mentioned above.

Notwithstanding, three related projects would be located within close proximity of the project site that have the potential to result in a cumulative localized impact to sensitive receptors. The first of which, the Los Angeles Zoo Parking Lot Project is scheduled to be constructed in 2009, which could be concurrent with the project's Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, which would overlap with the proposed project's Phase 2 construction (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would extend to 2020. Construction-related impacts for the IRP Facilities Plan would primarily be localized, confined to the areas of the shaft sites (the Los Angeles Zoo Shaft Site and the Griffith Park Observatory shuttle reservations center building Shaft Site), as the pipeline would be constructed using an underground tunneling method.

Currently, there are no thresholds or methodology available for determining cumulative impacts on a localized level. However, since the proposed project and the three related projects are in close proximity to one another, project level thresholds were used as a reference level. As presented in Table 5 on page 132, project-level construction emissions are approximately 50 percent below the localized PM_{10} threshold. Given the close proximity of the related projects

and that the related project would disturb a large area or involve substantial earth moving activities, it can be ascertained that the combined impacts would likely exceed the localized significance threshold for PM_{10}. In addition, construction-period NO_X regional emissions associated with the proposed project are already projected to result in a significant impact to air quality. As such, cumulative impacts to air quality during the proposed project construction would also be significant and unavoidable for regional and localized air quality impacts.

Similar to the proposed project, the greatest potential for TAC emissions at each related project would involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given that the proposed project contribution to cancer risk from construction activities would be less than significant and is a localized impact, related projects that have not already been built would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. Thus, TAC emissions from the related projects are anticipated to be less than significant individually and cumulatively.

Also similar to the proposed project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively.

b. Operation

The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's approach for assessing cumulative impacts is based on the SCAQMD's AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the proposed project is consistent with forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur.

Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), a project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population VMT to daily countywide vehicle miles traveled exceeds the ratio of daily project-related employee or population growth to daily countywide employee growth. This project does not contain any residential elements, and therefore a population related VMT increment was not calculated. However, the project does result in an increase in employees and needs to be analyzed against countywide employment projections. As shown in Table 12 on page 150, the project's VMT ratio does not exceed the employee ratio. Based on these criteria, development of the proposed project would have a less than significant air quality impact. In addition, as previously shown, localized CO impact analyses were conducted for cumulative traffic (i.e., related projects and ambient growth for both 2010 and 2014) in which no local CO violations would occur at any of the studied intersections. As such, the mass regional emissions that would occur as a result of the proposed project would not be cumulatively considerable.

With respect to TAC emissions, neither the proposed project nor any of the related projects would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. Based on recommended screening level siting distances for TAC sources, as set forth in the California Air Resources Board's Land Use Guidelines, the proposed project and related projects would not result in a cumulative impact requiring further evaluation. However, the proposed project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products, landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, which directs the CARB to identify substances as TAC and adopt airborne toxic control measures (ATCMs) to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the proposed project would not result in any sources of TACs that have been identified by Land Use Guidelines, and thus, would not contribute to a cumulative impact

With respect to potential odor impacts, neither the proposed project nor any of the related projects have a high potential to generate odor impacts.[23] Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement Best Available Control Technology to limit potential objectionable

[23] *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.*

Table 12

Project Cumulative Air Quality Impacts

Daily Vehicle Miles Traveled for Project Employment [a]	1,030
Daily Vehicle Miles Traveled Countywide [b]	227,306,000
Daily Vehicle Miles Traveled Ratio	0.000005
project-related Employment Increase [a]	50
Countywide Employment Increase [c]	98,612
Employment Ratio	0.001
Significance Test—Daily Vehicle Miles Traveled Ratio Greater Than Population Ratio	**No**

[a] *Increase of vehicle miles traveled as a result of the project Traffic Analysis, Appendix F. Data obtained from URBEMIS 2007.*
[b] *Data obtained from EMFAC2007.*
[c] *Data obtained from SCAG's Regional Transportation Plan, Socioeconomic Projections, April 2004.*

Source: PCR Services Corporation, 2007.

odor impacts to a less than significant level. Thus, potential odor impacts from related projects are anticipated to be less than significant individually and cumulatively.

c. Global Climate Change

As stated above, an increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. However, currently there are no significance thresholds, no official baseline inventory or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Assembly Bill 1493 approved in 2002 mandates the CARB to create GHG emission reduction rules for cars and light trucks. The new rules are proposed to go into effect in 2009 and will be fully implemented by 2016. According to the CEC, the reductions in emissions will be equivalent to reducing gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020. The proposed project is slated for occupancy after these regulations go into effect and therefore a percentage of the cars used by residents of the proposed project will emit lower levels of GHG from VMT than cars currently on the road. New power plant emission standards are proposed and anticipated to go into effect as a result of both the LA City Green Plan and AB32. The anticipated emission reductions are

not taken into account for this project, and future CO2e emission factors would be reduced when these measures go into effect. It should be noted that setting emission standards on automobiles is solely the responsibility of the federal EPA. The CAA allows States to set state-specific emission standards on automobiles if they first obtain a waiver from the USEPA. The USEPA has not yet ruled on California's request for a waiver, thereby possibly delaying CARB's proposed implementation schedule. When the rules are fully implemented and older cars are replaced with AB 1493 compliant vehicles there will be further reduction in GHGs from trips to and from the proposed project.

While it is not possible at this time to quantify the reductions in greenhouse gas emissions anticipated from the above-listed project features, the inclusion of these project features demonstrates that the proposed project would be consistent with the goals of California's AB 32 and, therefore, would have no significant impacts. By incorporating energy and VMT reducing project features such as replacing existing mechanical and plumbing systems with equipment that uses less energy and water, installing light fixtures and motion control light switches that use less energy, installing water use reduction devices limiting water usage, including plants that are "drought tolerant" within landscaped areas in order to lower water demand, and promoting ride sharing, the proposed project will result in lower GHG emission rates compared to business as usual under current standards and practices. As such, no significant impacts are identified. Therefore, no mitigation is required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. With implementation of mitigation measures, maximum daily NOx emissions during Phase 2 construction would be reduced to approximately 103 pounds per day. However, construction NOx emissions would continue to exceed the SCAQMD regional significance thresholds for NOx during the Phase 2 construction period. As such, project construction would continue to result in a significant regional impact even with incorporation of all feasible mitigation measures.

No notable impacts related to TAC emissions during construction are anticipated to occur for the proposed project. As such, potential impacts would be less than significant.

The proposed project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed that would create objectionable odors. As such, potential impacts would be less than significant.

b. Operation

As shown in Tables 7 and 8, during the operational phase, the proposed project would not result in regional or localized emissions that exceed the SCAQMD significance thresholds. Thus, impacts are concluded to be less than significant for these pollutants.

No significant impacts related to local CO concentrations would occur for the proposed project, as documented in Tables 9 and 10. Project development would be consistent with the air quality polices set forth in the SCAQMD's AQMP and the Los Angeles General Plan Air Quality Element, resulting in an impact that is less than significant.

The proposed project is not anticipated to include any notable TAC emission sources. As such, potential impacts from proposed project TAC emissions would be less than significant.

Via compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines, potential impacts that could result from any potential odor source would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. CULTURAL RESOURCES

1. INTRODUCTION

As indicated by the Initial Study provided in Appendix A of this EIR, the project would not result in significant impacts regarding cultural resources. Nonetheless, in response to Notice of Preparation comments, the following analysis of impacts associated with cultural resources is provided.

2. ENVIRONMENTAL SETTING

a. Existing Physical Setting

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park. The Griffith Park Campus includes the Campus Building, which opened to the public in 1988, surface parking areas, and an expansive lawn area referred to as the South Lawn.

The project site is located within a more developed area of Griffith Park. Specifically, the Los Angeles Zoo and associated surface parking facility are located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center and the Department of Water and Power (DWP) Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses. Interstate-5 is located to the east of the project site, with the Los Angeles River located just east of Interstate-5 and north of SR-134.

Based on the Geotechnical Report prepared for the project site, the project site is underlain by artificial fill, stream channel deposits of the Holocene age, and older alluvial deposits of the Pleistocene age. The fill material consists of silty sand and clay with brick, asphalt, and other debris and was encountered to a maximum depth of 26 feet in the south-central portion of the site. The Holocene and Pleistocene age materials beneath the site consist of interbedded silty sand, sand, and clay. Bedrock was encountered at a depth of 93 feet near the

northeast boundary of the project site and is approximately 100 feet below the southeaster portion of the site.

(1) Historical Resources

A historic records search was conducted through the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project site and within a quarter-mile radius of the project site. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), the Los Angeles Historic-Cultural Monument (LAHCM) register, as well as historic versions of U.S. Geological Survey (USGS) topographic maps were also reviewed for historical resources. The results of the cultural resources record search through the CHRIS-SCCIC indicates that there are no recorded historic resources within the project site. In addition, while there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site.

(2) Archaeological Resources

Archaeology involves the physical, structural, and documentary evidence of past human endeavors. Such cultural resources may or may not be visible on the surface, and may be of either prehistoric or historic origin.

The results of the cultural resources records search through the CHRIS-SCCIC indicated that 12 cultural resources investigations have been conducted within a one-mile radius of the project site. None of the surveys conducted identified any archaeological resources. In addition, much of the area of the project site to be developed has previously been disturbed by the development of buildings and surface parking areas and the planting of ornamental landscaping. Thus, the archaeological sensitivity of the project site is considered low.

(3) Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the review of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-

cellular animals and multi-cellular plants, including their imprints, from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the fossil remains, but also the collecting localities and the geologic formations containing those localities.

The paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park.

b. Regulatory Framework

(1) Historical Resources

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification and, in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended; the California Environmental Quality Act (CEQA); the California Register of Historical Resources; Public Resources Code (PRC) 5024; and the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.130) are the primary federal, state and local laws governing and affecting preservation of historic resources of national, state, regional, and local significance.

(a) National Register of Historic Places Criteria

The National Register of Historic Places (the National Register) was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[36] The National Register recognizes properties that are significant at the national, state and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings,

[36] *36 Code of Federal Regulations (CFR) Section 60.2.*

structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Four criteria have been established to determine the significance of a resource:[37]

1. It is associated with events that have made a significant contribution to the broad patterns of our history;

2. It is associated with the lives of persons significant in our past;

3. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

4. It yields, or may be likely to yield, information important in prehistory or history.

A property eligible for the National Register must meet one or more of the above criteria. In addition, unless the property possesses exceptional significance, it must be at least fifty years old to be eligible for National Register listing.

In addition to meeting the criteria of significance, a property must have integrity. "Integrity is the ability of a property to convey its significance."[38] According to *National Register Bulletin 15*, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.[39] The seven factors that define integrity are location, design, setting, materials, workmanship, feeling and association. In assessing a property's integrity, the National Register criteria recognize that properties change over time; therefore, it is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.[40] For properties which are considered significant under National Register Criteria A and B, *National Register Bulletin 15* states that a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical

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[37] *Guidelines for Completing National Register Forms, National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986 ("National Register Bulletin 16"). This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the National Register of Historic Places.*

[38] *National Register Bulletin 15*, p. 44.

[39] *Ibid.*

[40] *Ibid, 15, p. 46.*

pattern, or person(s).[41] In assessing the integrity of properties which are considered significant under National Register Criterion C, *National Register Bulletin 15* provides that a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.[42]

(b) State Level

The Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a state-wide level. The OHP also carries out the duties set forth in the Public Resources Code (PRC) and maintains the California Historic Resources Inventory.

The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdictions. Also implemented at the state level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

(i) California Register of Historical Resources (California Register)

The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[43] The criteria for eligibility for the California Register are based upon National Register criteria.[44] Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.[45]

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

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[41] *Ibid.*

[42] *"A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style." Ibid.*

[43] *California Public Resources Code Section 5024.1(a).*

[44] *California Public Resources Code § 5024.1(b).*

[45] *California Public Resources Code § 5024.1(d).*

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.[46]

As indicated above, integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must also be judged with reference to the particular criteria under which it is proposed for eligibility. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.[47]

(ii) California Environmental Quality Act

Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment."[48] This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historic resource. If so, then the second part involves determining whether the project may involve a "substantial adverse change in the significance" of the resource. To address these issues, guidelines that implement the 1992 statutory amendments relating to historical resources were adopted in final form on October 26, 1998 with the addition of State CEQA Guideline Section 15064.5.

Section 15064.5 of the CEQA Guidelines provides that "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical

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[46] *California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).*

[47] *Ibid.*

[48] *California Public Resources Code, Section 21084.1.*

resource would be materially impaired."[49] Material impairment occurs when a project alters or demolishes in an adverse manner "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a state or local historic registry.[50]

(c) Local Level – City of Los Angeles

The City of Los Angeles enacted a Cultural Heritage Ordinance in April 1962, which defines Los Angeles Historic-Cultural Monuments (LAHCMs) for the City. According to the ordinance, LAHCMs are sites, buildings, or structures of particular historic or cultural significance to the City of Los Angeles in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These LAHCMs are regulated by the City's Cultural Heritage Commission.

(i) Los Angeles Historic – Cultural Monuments Criteria

The Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.130) establishes criteria for designating local historic resources and/or historic districts (historic preservation overlay zones) as LAHCMs. These properties must reflect one of the following elements:

- The proposed site, building, or structure reflects or exemplifies the broad cultural, political, economic, or social history of the nation, state, or City (community); or
- The proposed site, building, or structure is identified with historic personages or with important events in the main currents of national, state, or local history; or
- The proposed site, building, or structure embodies certain distinguishing architectural characteristics of an architectural-type specimen, inherently valuable for a study of a period style or method of construction; or
- The proposed site, building, or structure is a notable work of a master builder, designer, or architect whose individual genius influenced his age.

[49] *California Code of Regulations, tit. 14, Section 15064.5(b)(1).*

[50] *California Code of Regulations, tit. 14, Section 15064.5(b)(2)(A)-(C).*

(2) Archaeological Resources

Archaeological resources require impact analysis under CEQA (Public Resources Code Sections 21000 et seq.). As defined in Section 21083.2 of the Public Resources Code a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition, CEQA Section 15064.5 broadens the approach to CEQA by using the term "historical resource" instead of "unique archaeological resource." The CEQA Guidelines recognize that certain archaeological resources may also have significance. If a lead agency determines that an archaeological site is a historical resource, the provisions of §21084.1 of the Public Resources Code and §15064.5 of the Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the Guidelines, then the site is to be treated in accordance with the provisions of Public Resources Code §21083.2, which refer to a unique archaeological resource. The Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. (Guidelines §15064.5(c)(4)).

(3) Paleontological Resources

Appendix G (Part V) of the CEQA Guidelines provides guidance relative to significant impacts on paleontological resources, stating that a project will normally result in a significant impact on the environment if it will "...directly or indirectly destroy a unique paleontological resource..." Section 5097.5 of the Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

In addition, the City of Los Angeles Conservation Element, Chapter II, Section 3 states that the City has a primary responsibility to protect paleontological sites pursuant to CEQA. As such, the City's policy is to identify and protect significant paleontological sites and/or resources

known to exist or identified during land development, demolition, or property modification activities. If land development occurs within a potentially significant paleontological area, "the developer is required to contact a bona fide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site." If significant resources are discovered, authorities must be notified and the designated paleontologist may cease construction activity in that portion of the project site. This cessation allows time for the assessment, removal, or protection of the paleontological resources.[51]

3. ENVIRONMENTAL IMPACTS

a. Methodology

In order to addresses the potential for the project to adversely impact cultural resources, an on-site field survey was conducted. In addition, historical, archaeological, and paleontological record searches were conducted. Specifically, a historic records search was conducted through the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), the Los Angeles Historic-Cultural Monument (LAHCM) register, as well as historic versions of U.S. Geological Survey (USGS) topographic maps, were also reviewed for historical resources.

An archaeological records search for the project site and surrounding vicinity was conducted through the CHRIS-SCCIC. A paleontological records search for the project site and surrounding area was conducted by the Natural History Museum of Los Angeles County (Natural History Museum). The results of these record searches are included as Appendix G of this EIR. This analysis is also based in part on the Geotechnical Report prepared for the proposed project.

b. Significance Thresholds

(1) Historical Resources

The following thresholds of significance are applied to the proposed project as set forth in the City of Los Angeles 2006 CEQA Thresholds Guide, which states that a project would normally have a significant impact on historic resources if it would result in a substantial adverse

[51] *City of Los Angeles Conservation Element, Section 3, adopted September 2001.*

change in the significance of a historic resource. A substantial adverse change in significance occurs if the project involves:

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

Based on these factors, a project would have a significant impact on historic resources if:

- The project would demolish, destruct, relocate, or alter a historical resource such that the significance of the historical resource would be materially impaired; or
- The project would reduce the integrity or significance of important resources on the site or in the vicinity.

(2) Archaeological Resources

Based on the factors set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the proposed project would have a significant impact on archaeological resources if it directly or indirectly disturbs, damages, or degrades an archaeological resource or its setting that is found to be important under the criteria of CEQA because it:

- Is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory;
- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions;
- Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind;
- Is at least 100-years old and possesses substantial stratigraphic integrity; or

- Involves important research questions that historical research has shown can be answered only with archaeological methods.

(3) Paleontological Resources

Based on the factors set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of the significance of paleontological impacts shall be made on a case-by-case basis, considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a paleontological resource; and
- Whether the paleontological resource is of regional or statewide significance.

c. Project Features

The proposed project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Griffith Park Campus and expand the Campus by approximately 129,000 square-feet in two phases. In addition, the project would provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities. Implementation of the proposed project would occur in a location in which the project site and much of the surrounding area has been previously disturbed through grading and development.

d. Analysis of Project Impacts

(1) Historical Resources

(a) Griffith Park Campus

As previously mentioned, the results of the cultural resources record search through the CHRIS-SCCIC indicated that there are no recorded historic resources within the project site. The Campus Building was constructed in the mid 1980s and is approximately 20 years old. Thus, due to the lack of sufficient age as well as any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly.

Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

(b) Arroyo Campus

The Arroyo Campus is located on a 38-acre site in the Mount Washington community. Since 1914, the Arroyo Campus has been located in its current location midway between downtown Los Angeles and Pasadena, near the intersection of Highway 110 and Avenue 43. The site includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site is listed as a landmark of significant historic value on the National Registry of Historic Places. It has been designated City of Los Angeles Historic-Cultural Monument # 283 and is listed in the California Register of Historic Resources.

The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus.

As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resource Code and the CEQA Guidelines, these resources would not be impacted by the project.

In accordance with Section 21084.1 of the California Public Resources Code, Section 15064.5 of the State CEQA Guidelines, and the City of Los Angeles CEQA Thresholds Guide (2006), a project has a significant impact on a historical resource if it would result in a substantial adverse change in the significance of an historical resource. "Substantial adverse change in the significance of an historical resource means physical demolition" or other adverse effects, such that the significance of the historic resource "would be materially impaired." Material impairment occurs when a project alters or destroys "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a State or local historic registry. Since there is nothing to demonstrate that the proposed project would in any way "materially impair" the known historic resources at the Arroyo Campus, no potential impacts would occur.

On the contrary, the Autry National Center has taken steps towards restoring the Southwest Museum Building, which was in disrepair due to deferred maintenance, age, and general building deterioration. Among its first actions, the Autry National Center completed the National Register application process in 2004, which resulted in the formal listing of the Southwest Museum Building as a landmark of significant historic value on the National Registry of Historic Places. In December 2005, the Autry National Center secured nearly $1 million in state funding from the California Culture and Historical Endowment to undertake building rehabilitation projects including waterproofing, electrical upgrades, and mechanical upgrades. The Autry National Center also secured a FEMA grant to enable long-overdue repair and stabilization of the Caracol Tower due to damage sustained in the Northridge Earthquake. As a nationally registered historic structure, the Southwest Museum Building is being rehabilitated in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. In accordance with CEQA, compliance with these standards ensures that no significant impacts will occur.

With regard to the Southwest Collection within the Arroyo Campus site, the movement of the Collection is not a "project" under CEQA. Furthermore, even if the Southwest Collection could be considered part of a project's environment, the proposed project would not significantly impact the Southwest Collection. Specifically, the proposed project would not in any way "materially impair" the Southwest Collection.

If anything, the proposed project demonstrates the Autry's commitment to preservation of the Southwest Collection by providing a state-of-the-art facility in which the Collection can be properly cared for while providing greater public access to the Collection – most of which has been hidden from public view for decades due to a lack of space in which to properly display and care for these artifacts. Currently, the inadequate exhibit space in the Southwest Museum Building requires 98 percent of the 250,000 items in the Collection to remain in storage at any given time. The Collection is largely stored in the seven-story Caracol Tower, which is inappropriate in size and condition for the conservation, documentation, and scholarly requirements of the Collection. These deficiencies put the stored collections at risk. By placing the Southwest Collection in a state-of-the-art facility, these historic resources will receive the best care available while achieving a higher public display value than if they were to remain at the Arroyo Campus.

(2) Archaeological Resources

As previously mentioned, based on the fact that the project site and much of the area surrounding the project site has been previously disturbed through grading and development, and given that there are no recorded archaeological resources within a one-mile radius of the project site, the archaeological sensitivity of the project site is considered low. However, if a unique

archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore, impacts to archaeological resources would be less than significant and no mitigation measures would be required.

(3) Paleontological Resources

As previously mentioned, a paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant vertebrate fossil remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, implementation of the proposed mitigation measure below would ensure that potential impacts associated with undiscovered paleontological resources would be less than significant.

4. CUMULATIVE IMPACTS

As described in Section III, Environmental Setting, of this EIR, 30 related projects have been identified within the greater project area. From a cumulative impact perspective, grading, excavation, and other construction activities associated with the project in combination with other related projects in the project vicinity could have a cumulatively adverse impact on archaeological and paleontological resources. However, compliance with regulatory requirements would ensure that potential cumulative impacts associated with archaeological resources would be less than significant. In addition, as described below, implementation of the proposed mitigation measure would ensure that potential cumulative impacts associated with paleontological resources would be less than significant. It would also be expected that other related projects would implement mitigation measures on a case-by-case basis if deemed appropriate as part of their environmental review. The project would not result in any impacts to historic resources, and thus no cumulatively considerable impacts would occur. Thus, cumulative impacts associated with cultural resources would be less than significant.

5. MITIGATION MEASURES

The following mitigation measure is recommended to assure that should any paleontological resources be discovered during construction, they would not be significantly affected by the implementation of the proposed project:

Mitigation Measure C-1: In the event that deeper excavations into older Quaternary deposits may be required for the project, a qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

As indicated above, significant impacts associated with historic or archaeological resources would not occur as a result of the project. In addition, implementation of the above mitigation measure would ensure that potential impacts associated with paleontological resources would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
D. HYDROLOGY/SURFACE WATER QUALITY

The following analysis of hydrology is based upon the Hydrology Study & Water Quality Report prepared by PSOMAS, dated March 2007. This study is provided as Appendix D of this EIR.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park. The topography of the site is relatively flat with an approximately 24-foot topographical slope from east to west. Impervious surfaces constitute approximately 52 percent of the site and pervious surfaces constitute approximately 48 percent of the site. Existing impervious surfaces include the Campus Building and surface parking areas which were constructed and opened to the public in 1988. Pervious surfaces include landscaped areas such as the South Lawn.

As discussed in the Initial Study, which is included as Appendix A of this EIR, the project site is located over the San Fernando Groundwater Basin, which annually provides the City with 87,000 acre-feet of water.[52] Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. The larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with approximately 14 percent of its water supply.[53] The groundwater table beneath the site is approximately 17.5 feet to 36 feet below ground surface (bgs).

The project site can be divided into four distinct drainage areas. Drainage Area A, which is comprised of approximately 6.7 acres, serves the roof runoff from the Campus Building along with surface runoff from the northern side of the project site. Runoff from Area A discharges into a reinforced concrete channel that runs along the Interstate-5 (I-5) Freeway. This reinforced

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[52] *City of Los Angeles Department of Water and Power, Urban Water Management Plan Fiscal Year 2002-2003, available at http://www.ladwp.com/ladwp/cms/ladwp005428.pdf, accessed December 12, 2005.*

[53] *Ibid, accessed December 12, 2005.*

concrete channel was constructed in 1956 and is in good condition. Drainage Areas B and C, which are comprised of 0.71 and 3.17 acres, respectively, include the majority of the surface parking areas. Area C also includes the South Lawn. These two areas drain via surface and gutter flow into an existing 54-inch reinforced concrete pipe (RCP) storm drain along the southern boundary of the project area. Drainage Area D, which is comprised of approximately 2.17 acres, consists primarily of parking areas and also drains via surface runoff into the 54-inch RCP on the southern boundary of the site.

Based on the Hydrology Study, during a 10-, 25-, and 50-year, storm event, Area A has a peak runoff flow of approximately 8.29, 11.02, and 13.51 cubic feet per second (cfs), respectively. During a 10-, 25-, and 50-year storm event, Area B experiences a peak runoff flow of approximately 0.63, 0.91, and 1.17 cfs, respectively. During a 10-, 25-, and 50-year storm event, Area C has a peak runoff flow of approximately 1.45, 2.89, and 3.82 cfs, respectively. During a 10-, 25-, and 50-yearstorm event, Area D has a peak flow of approximately 3.08, 4.08, and 4.92 cfs, respectively. Currently, the project site has a pre-project storm water runoff flow of 23.42 cfs during a 50-year storm event. The existing utility infrastructure adequately accommodates flows from the 50-year flood. Based on the City of Los Angles Flood Map, the project site is not located within the 100-year flood boundary of the Los Angeles River, which flows on the eastern side of I-5.

b. Regulatory Framework

Regulatory and permitting processes have been established to control the quality of water runoff from urban construction sites. In 1972, the Federal Water Pollution Control Act, also referred to as the Clean Water Act, was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful, unless a National Pollutant Discharge Elimination System (NPDES) permit authorizes the discharge. The Clean Water Act was amended in 1987 requiring the United States Environmental Protection Agency (USEPA) to create specific requirements for storm water discharges. In response to the 1987 amendments to the Clean Water Act, Phase I of the USEPA NPDES Program required NPDES permits for: (1) municipal separate storm sewer systems generally serving, or located in, incorporated cities with 100,000 or more people (referred to as Municipal permits); (2) eleven specific categories of industrial activity (including landfills); and (3) construction activity that disturbs more than five acres or greater of land. As of March 2003, Phase II of the NPDES Program extends the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from storm water permitting.

Section 402 (p) of the Clean Water Act mandates that the Municipal permits must: (1) effectively prohibit the discharges of non-storm water to the storm water system except under

certain provisions; and (2) require controls to reduce pollutants in discharges from the storm water system to the maximum extent practicable, including Best Management Practices (BMPs), control techniques, and system, design, and engineering methods.

A Municipal permit was issued to the County of Los Angeles and 84 incorporated cities (with the exception of the City of Long Beach) in December 2001.[54] To meet the Los Angeles County Municipal Permit requirements, municipalities are required to implement the Storm Water Quality Management Program that was prepared as part of the Report of Waste Discharge filed as part of the NPDES approval process. Pursuant to this program, municipalities, including the City of Los Angeles, are required to conduct a variety of activities including, but not limited to, the following:

- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within its jurisdiction; and
- Implement a public agency activities program.

In accordance with the Los Angeles County Municipal Permit requirements, the City of Los Angeles has developed and completed several programs and activities, including the adoption of ordinances relating to storm water regulation and completion of a Development Best Management Practices Handbook regarding both construction (Part A) and planning (Part B) activities.

(1) Construction

The California General Construction Activity Storm Water Permit, adopted by the State Water Resources Control Board (SWRCB), regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area.[55] This General Permit authorizes the discharge of storm water to surface waters from construction activities. It prohibits the discharge of materials other than storm water and authorized non-storm water discharges and all discharges that contain a hazardous substance in excess of

[54] *County of Los Angeles Municipal Storm Water Permit (NPDES No. CAS004001, Order No 01-182).*

[55] *State Water Resources Control Board NPDES General Permit for Storm Water Discharges Associated with Construction Activity (NPDES No. CAS000002).*

reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4 unless a separate NPDES Permit has been issued to regulate those discharges.

The NPDES General Construction Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation;
- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; and
- Perform inspections and maintenance of all BMPs.

In order to obtain coverage under the NPDES General Construction Permit, a project applicant must submit a Notice of Intent (NOI) to the SWRCB and prepare a SWPPP. BMPs within the SWPPP typically regard minimization of erosion during construction, stabilization of construction areas, sediment control, control of pollutants from construction materials, as well as post-construction storm water management (e.g., the minimization of impermeable surfaces, treatment of storm water runoff, etc). The SWPPP also must include a discussion of the program to inspect and maintain all BMPs.

The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities, Third Edition, adopted by the City of Los Angeles Board of Public Works on May 31, 2002, and associated ordinances, also have specific minimum BMP requirements for all construction activities and require that construction projects with one acre and greater of disturbed soil require the preparation of an SWPPP and filing of a NOI to comply with the State NPDES General Construction Permit with the SWRCB.

(2) Operation

The Los Angeles County NPDES permit requires implementation of a program addressing stormwater pollution for construction and a permanent Standard Urban Stormwater Mitigation Plan (SUSMP). Under new regulations adopted by the RWQCB, project applicants for certain types of projects will be required to implement SUSMP requirements for the operational life of the project to ensure that stormwater pollution is addressed by incorporating BMPs in the design phase of development. The City of Los Angeles has incorporated these requirements into its Development Best Management Practices Handbook, Part B Planning Activities, Third Edition, adopted by the City of Los Angeles Board of Public Works in

June 2004. Compliance with the requirements of this Manual is required by City of Los Angeles Ordinance No. 173,494.

Based on the Development Best Management Practices Handbook, the proposed project falls into the following categories that are subject to the SUSMP requirements:

- Housing developments (including single-family homes, multi-family homes, condominiums, and apartments) of ten or more units;[56] and
- Parking lots with 5,000 square feet or more of surface area, including accessory driveways, or with 25 or more parking spaces and potentially exposed to stormwater runoff.

The SUSMP provisions that are applicable to these and other land use categories include: (1) reducing peak stormwater runoff discharge rates; (2) conserving natural areas; (3) minimizing stormwater pollutants of concern; (4) protecting slopes and channels; (5) providing storm drain stenciling and signage; (6) properly designing outdoor material storage areas; (7) providing proof of ongoing BMP maintenance; and (8) designing standards for structural or treatment control BMPs. In addition, project applicants for these projects will be required to select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB and included in the SUSMP. In combination, these treatment control BMPs must be sufficiently designed and constructed to treat, infiltrate, or filter stormwater runoff from either:

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998)*, or
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in *California Stormwater Best Management Practices Handbook—Industrial/ Commercial, (1993)*, or
- The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system, or

[56] *In accordance with the Handbook this category includes, but is not limited to: hospitals, laboratories and other medical facilities, educational institutions, recreational facilities, plant nurseries, car wash facilities, mini-malls and other business complexes, shopping malls, hotels, office buildings, public warehouses and other light industrial complexes.*

- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

In addition, the BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.

In addition, the Los Angeles County Department of Public Works (LACDPW) requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of the storm drain and street flow be able to convey a 50-year storm event. In areas with a sump condition, the storm drain conveyance system shall be designed for a 50-year storm event. All drainage improvements in the project vicinity are subject to review and approval by LACDPW and the Public Works Department of the City of Los Angeles. [57]

2. ENVIRONMENTAL IMPACTS

a. Methodology

As indicated above, this analysis of hydrology impacts is based on the Hydrology Study prepared by PSOMAS dated March 2007. The Hydrology Study was prepared based on a review of documents from and calculation methodologies specified by the LACDPW. Potential impacts to the storm drain system were analyzed by comparing the calculated runoff resulting from existing site conditions with proposed conditions due to project implementation. A 25-year storm interval was selected for the analysis as directed in the LACDPW Hydrology and Sedimentation Manual (1990). In addition, a 50-year storm event is also analyzed according to the City of Los Angeles CEQA Thresholds Guide (2006). Further information pertaining to the analysis methodology, including assumptions made in order to perform hydraulic calculations, is provided in Appendix D.

b. Threshold of Significance

Based on the 2006 City of Los Angeles CEQA Thresholds Guide, the project would have a significant impact on surface water flow and quality if the project would result in the following:

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[57] *Los Angeles County Department of Public Works Hydrology Manual, January 2006, http://ladpw.org/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed April 9, 2007.*

(1) Hydrology

- Cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water in a water body; or
- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

(2) Surface Water Quality

- Result in discharges associated with the project that would create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

c. Project Features

The proposed project would involve a net increase in impermeable surfaces. The Campus Building expansion would be located within the previously developed areas of the site, including expansion of the Campus Building with the existing paved patio and parking lot. The majority of grading would occur in developed or paved areas. Following project implementation, developed surfaces would comprise approximately 57 percent of the project site, and permeable landscaped areas would comprise approximately 43 percent of the site. This would represent an approximate 5 percent increase in impervious areas over existing conditions.

As described below, in compliance with NPDES and City requirements, BMPs would be implemented to address water quality. In addition, to address the increase in peak flows, detention basins would be provided to reduce peak flows to existing flow rates. A possible location for the detention basin is shown in Figures 4 and 5 on pages 52 and 56, respectively.

d. Analysis of Project Impacts

(1) Construction

During construction, portions of existing buildings would be expanded and landscaping would be removed. As a result, underlying soils would be exposed, making the site temporarily more permeable. However, this increase in permeability would not have a substantial impact on

existing drainage patterns and flows, particularly since grading and erosion control plans would be implemented along with appropriate BMPs. Specifically, construction activities associated with the proposed project would result in approximately 83,930 cubic yards of grading for the building additions and the semi-subterranean parking garage (21,330 cubic yards in Phase 1 and 62,600 cubic yards in Phase 2), of which 70,880 cubic yards is anticipated to be exported (15,680 cubic yards in Phase 1, and 55,200 cubic yards in Phase 2). As such, exposed soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site water activities to reduce airborne dust could contribute to pollutant loading in storm water runoff. However, as the construction site would be greater than one acre, the project would be required to obtain a NPDES general construction permit. In accordance with the requirements of the permit, the project would implement a SWPPP, which would specify BMPs and erosion control measures to be used during construction to prevent storm water pollution. BMPs to be utilized on the project site would include, but would not be limited to, placement of detention basins, proper scheduling to avoid the rainy season, and establishing sediment traps. These and other BMPs would eliminate or reduce pollutant levels in storm water runoff during construction. Thus, with compliance of SWPPP guidelines including implementation of BMPs, the project would not violate water quality standards. Construction-related impacts to hydrology and surface water quality would be less than significant.

As discussed in the Initial Study, which is included as Appendix A of this EIR, the groundwater table beneath the site is approximately 17.5 feet to 36 feet below ground surface (bgs). Further, based on the Geotechnical Report, the stormwater table slopes downward to the southwest. Excavation during the construction phase of the project would extend approximately 15 feet bgs on the western side of the Campus Building for the gallery expansion and level with the eastern grade, for the proposed semi-subterranean parking facility. If water is found during excavation, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, construction impacts on groundwater would be less than significant.

(2) Operation

As shown in the Hydrology Study, with the proposed improvements, drainage would follow patterns that would be similar to existing drainage patterns, with the exception of relocated impervious areas resulting from the expanded Campus Building and relocated surface parking areas. To calculate peak flows with the proposed improvements, Drainage Area C was separated into two areas (Drainages D and E) representing the remaining lawn area and the new parking area.

As shown in the Hydrology Study, during a 10-, 25-, and 50-year, storm event, peak flows with the project for Drainage Area A would be approximately 9.69, 12.93, and 15.65 cfs, respectively. Peak flows for Area B with the project would be approximately 0.5, 0.77, and

0.96 cfs during 10-, 25-, and 50-year, storm events, respectively. Drainage Area C would have peak flows of approximately 1.78, 3.05, and 4.06 cfs during 10-, 25-, and 50-year storm events, respectively. Area D would have peak flows of approximately 0.55, 1.11, and 1.68 cfs during 10-, 25-, and 50-year storm events, respectively, with the project. Finally, Area E would have peak flows of approximately 2.76, 3.92, and 4.96 cfs during 10-, 25-, and 50-year storm events, respectively.

Based on the Hydrology Study, the proposed project's increase in impervious area would result in a post-development storm water runoff flow of 27.31 cfs, which represents a 16 percent increase in flow when compared to existing conditions of 23.42 cfs. The proposed flow rates can be attenuated to existing flow rates by the usage of detention areas in Areas A and E. Specifically, as shown in the Hydrology Study, as a result of the detention storage areas, storm water discharge rates from the development would be maintained at or below existing conditions. Therefore, no increase in flows during a 50-year storm condition would occur and SUSMP requirements regarding peak flows would be met. Thus, impacts associated with drainage would be less than significant.

The project would not generate any new sources of polluted runoff. In addition, in accordance with the SUSMP requirements, the project would be required to implement BMPs during the operational phase of the project to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include, but are not limited to, swales and stilling basins in landscaped area, catch basin filtration inserts for collection of suspended pollutants and oils from paved areas, screened or enclosed trash container areas, stenciling of on-site storm drain inlets, and structural treatment control devices for increasing filtration and targeted pollution control. The final selection of BMPs would be completed through coordination with the City of Los Angeles. With compliance with NPDES requirements, impacts associated with water quality would be less than significant.

As discussed in the Initial Study, which is included as Appendix A of this EIR, operation of the project would not interfere with groundwater recharge. The majority of the site is developed with buildings and paved surfaces, with only limited ornamental landscaping around the site perimeter. The project would replace existing impervious areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, the amount of impervious surface area on-site would not measurably change, and groundwater recharge in the area would not be affected. Furthermore, the project would be designed to comply with the recommendations of the Geotechnical Report to ensure that project operations would not interfere with groundwater supplies. As such, operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant.

3. MITIGATION MEASURES

The proposed project would be subject to the NPDES requirements described above, including preparation of a SWPPP and compliance with SUSMP requirements. Compliance with these requirements would ensure that impacts to hydrology and surface water quality are reduced to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required.

4. CUMULATIVE IMPACTS

Other related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, all of the related projects would also be subject to State NPDES permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Furthermore, the Los Angeles Zoo Parking Lot Sustainability project would improve drainage and water quality. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to hydrology and surface water quality would be less than significant; therefore, no mitigation measures would be required.

IV. ENVIRONMENTAL IMPACT ANALYSIS
E. LAND USE

1. INTRODUCTION

This section describes the proposed project's consistency with applicable land use regulations, as well as the effects, if any, of project implementation upon land use patterns in the surrounding area. The analysis addresses whether the proposed project would conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the proposed project adopted for the purpose of avoiding or mitigating an environmental effect; or whether the proposed project would physically divide an established community or be incompatible with surrounding uses so as to create a conflict between uses.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

The project site is located within the Hollywood community of the City of Los Angeles, approximately five miles northwest of downtown Los Angeles. It is situated in the northeast corner of Griffith Park which lies north of the developed Hollywood area and that separates the project site from the residential areas of Hollywood by more the two miles and the downtown Hollywood area by more than three miles. As shown in Figure 23 on page 179, the project site is situated immediately west of Interstate-5 (I-5) (Golden State) Freeway and approximately 0.10 miles south of State Route-134 (SR-134) (Ventura) Freeway. These freeways provide regional access to the project site. The Griffith Park Campus is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east. Also located directly south of the Campus is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the project site. Primary access to the site is provided via Western Heritage Way and Zoo Drive located just west of the Griffith Park Campus.

As described more fully in Section II, Project Description, of this EIR, the project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75-acre of land located at 4700 Western Heritage Way. The Campus Building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,880 square feet, an estimated 109,530 square feet is program space, while the remaining 33,350 square feet includes

PCR

Scale not provided

Source: PCR Services Corporation, 2006

Figure 23
Project Site and
Surrounding Land Uses

circulation, restrooms and mechanical equipment areas. An estimated 43,518 square feet of the program area is used for exhibits and gallery space, with an additional 32,834 square feet used for collections storage. The Campus Building also includes a loading dock and areas for mechanical equipment.

The Campus Building sits on a topographical slope rising by 24 feet from east to west within the project site. The building height along the lower, eastern edge of the project site is 60 feet. The height from the higher frontage facing Western Heritage Way is 36 feet. The Campus Building also includes a tower that rises to 114 feet as measured from the lower eastern side of the project site. Is this where the tower rises from.

Outdoor open space on the project site includes the South Lawn which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Campus Plaza that visitors enter when passing through the main entrance. Several other landscaped areas are located near the western façade of the Campus Building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Campus Building is also an outdoor open space available to Campus visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter.

What is the permanent use of the site?

Uses surrounding the project site consist of the Los Angeles Zoo and associated surface parking facility located directly west of the project site and Western Heritage Way. To the southwest of the project site is a surface parking area that contains the Griffith Park Observatory shuttle reservations center building and serves as a temporary shuttle station for the Griffith Park Observatory, which reopened in November of 2006. Also within the surface parking area southwest of the project site is the Los Angeles Unified School District's (LAUSD's) Zoo Magnet Center and the Department of Water and Power (DWP) Fuel Cell Demonstration Project. To the south of the project site are the Woodrow Wilson and Harding Municipal Golf Courses. As noted above, the I-5 is located to the east of the project site, with the Los Angeles River located just east of I-5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses, equestrian uses, and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

b. Regulatory Framework

(1) Local

At the local level, several plans and regulatory documents guide development of the project site. The Hollywood Community Plan implements land use policy standards of the City

of Los Angeles General Plan, and the City of Los Angeles Municipal Code (LAMC) governs land use through building standards and development restrictions. The project site lies within the boundaries of the 1978 Griffith Park Master Plan, which provides a framework of guidance for the management of Griffith Park. These plans and regulatory documents are described below.

Required to analyze this plan.

(a) City of Los Angeles

(i) City of Los Angeles General Plan

The General Plan of the City of Los Angeles is a policy document originally adopted in 1974 that serves as a comprehensive, long-term plan for future development of the City. The General Plan sets forth goals, objectives and programs to guide land use policies and to meet the existing and future needs of the community, while integrating a range of State-mandated elements. Two major components of the General Plan are the Citywide General Plan Framework Element and the Land Use Element. The Land Use Element is comprised of 35 local area plans known as Community Plans that guide land use at the local level. The project site is located within the boundaries of the Hollywood Community Plan.

Traffic Element

All other elements,

– Need to see Hollywood Community Plan

(ii) General Plan Framework

The Citywide General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, establishes the conceptual basis for the City's General Plan. The General Plan Framework is a strategy for long-term growth that sets a context to guide amendments of the City's Community Plans, zoning ordinances, and other pertinent programs. The General Plan Framework defines Citywide policies for land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. General Plan Framework land use policies are further guided at the community level through the Community Plans. The Open Space and Conservation Chapter calls for the conservation of natural resources, the provision of outdoor recreational opportunities, and the use of open space to enhance community and neighborhood character.

(iii) Community Plan

The project site falls within the boundaries of the Hollywood Community Plan (the Community Plan). Pursuant to State law, the Community Plan is consistent with the other elements and components of the General Plan. The Hollywood Community Plan was first adopted in 1989 and is currently being updated by the City's Planning Department. The intent of the Community Plan is to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the community. The Community Plan sets forth goals,

objectives, policies, and programs to meet the needs of the Hollywood and Griffith Park community through the year 2010.

Major issues addressed in the Community Plan include the designation of lands at appropriate locations for various public and private uses, preservation of residential housing, the promotion of economic well being and public convenience, and the ability of the Community Plan to provide a basis for the location and programming of public services and utilities.

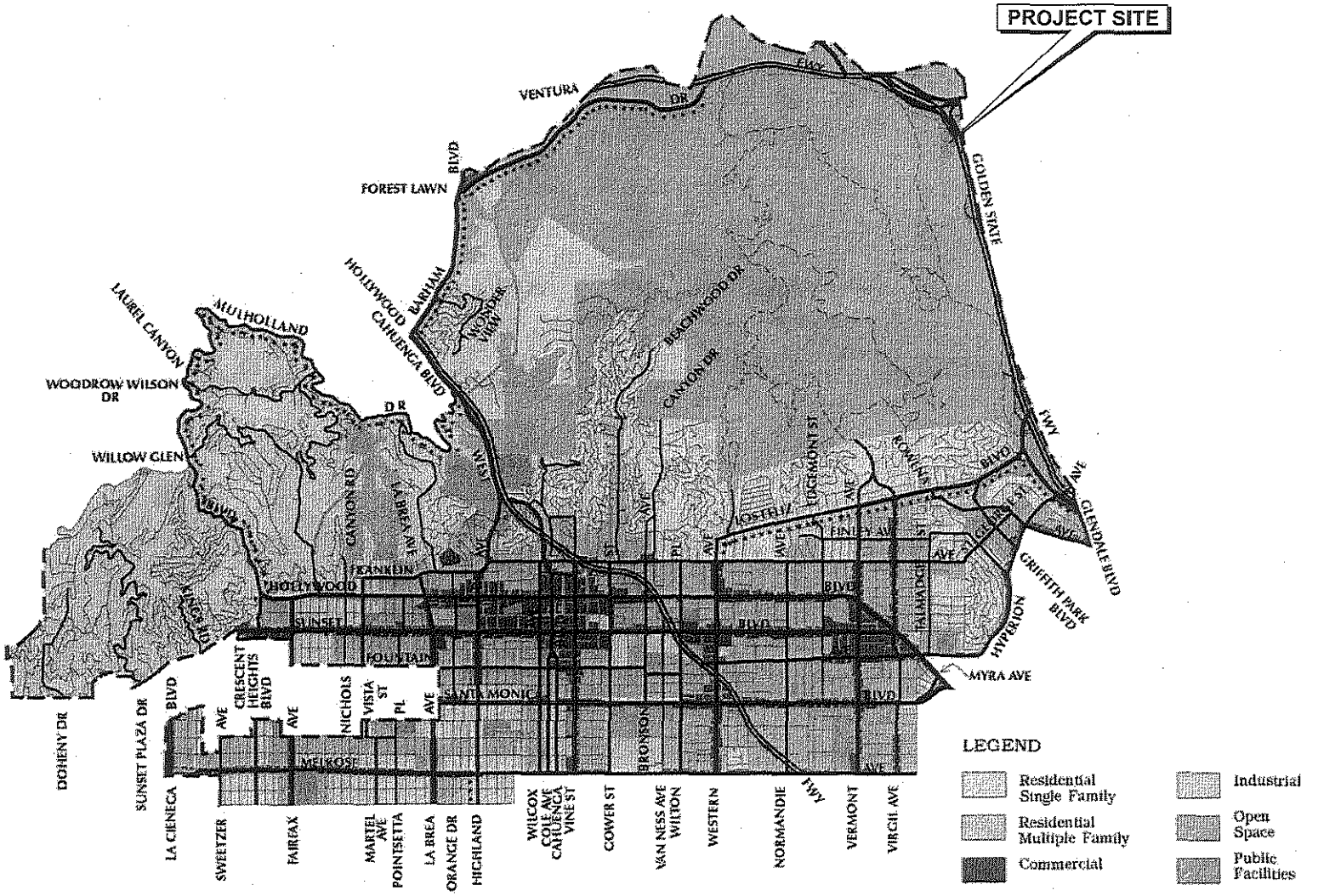
As shown in Figure 24, on page 183, the Community Plan designates the entire project site for Open Space uses. The Community Plan does not specifically cite proposed policies for the development of cultural/educational/museum uses like those of the existing Griffith Park Campus; however, the Community Plan does include a policy for the development and expansion of existing recreational facilities and parks that states: "That existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures."[58] Although the Campus is not considered a recreational facility, it is located within Griffith Park, which is owned and operated by the City of Los Angeles as a recreational facility. The Griffith Park Master Plan was prepared by the City's Department of Recreation and Parks and was adopted in 1978. This Plan includes policies that relate specifically to development within the boundaries of Griffith Park.

(b) Griffith Park Master Plan

The Griffith Park Master Plan, developed in 1978 (1978 Plan) for the Department of Recreation and Parks by a team of consultants, was drafted to provide a framework for guidance for the management of Griffith Park with a primary goal of improving the park experience. The 1978 Plan contains recommendations for improvements in facilities, in programs, in using existing park resources, and in management techniques. The six main goals of the 1978 Plan are as follows: 1) enhance the natural beauty of the Park, 2) improve the visual and environmental quality of the Park's recreation areas at the perimeter, 3) focus future Park development in areas already developed, 4) improve the cultural and entertainment aspects of the Park, 5) improve the Park-wide transportation system, and 6) improve Park operations. These goals are incorporated into chapters focusing on the Natural Zone, the Green Park Corridor, the Gateway Zone, the Park Improvement Strategy, and the Parkwide Transportation Plan. The Gateway Zone Chapter places the project site in an area called the Zoo Gateway. The Zoo Gateway area is identified as an area suited for a focus of visitor activity.

In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in

[58] *Hollywood Community Plan, March 1993, page HO-4.*



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Scale not provided

Source: Los Angeles Department of City Planning, 2007

Figure 24
General Plan Land Use Map
Hollywood Community Plan

the initial planning stages. According to the latest publicly available version, the goals of the Draft Plan are to 1) establish the park as a learning center, 2) encourage the use of the Park while preserving its Park-like, cherished qualities, 3) implement environmentally sound and sustainable programs and policies, 4) improve mobility within the Park, 5) preserve the maximum amount of open space within the Park by concentrating development in already existing activity centers, 6) promote a unified and memorable Park identity reinforced through design of its facilities and amenities, and 7) improve Park management to improve the Park's fiscal position.

Because Autry refused to release its plans to the public, the Master Plan said nothing!

The revised Draft Plan does not specifically address development on the proposed project site. Rather, the Draft Plan recognizes the Autry National Center's Griffith Park Campus as an existing use and one of Griffith Park's most visited destinations. It also proposes improved facilities in the surrounding area and notes in its preface that the Draft Plan does not supersede the specific plans of the Autry National Center, which would have precedence over the Draft Plan.[59]

Autry's Plan forecloses options in the revision of the Griffith Park Master Plan.

(c) Los Angeles Municipal Code (LAMC)

Development on the project site is subject to the zoning designation and zoning provisions of the Planning and Zoning Code (Chapter 1 of the LAMC). The Griffith Park Campus is zoned OS-1XL, which is an open space zone (OS) with an extra limited height district in height district 1 (1-XL). The Open Space Zone provides regulations for publicly owned land in order to implement the City's adopted General Plan, including the recreation, parks and open space designations in the City's adopted district and community plans, and other relevant elements, including the Open Space, Conservation and Public Recreation Elements. The OS zoning designation does not limit the size and proposed minimum lot width of structures and parcels, but rather, imposes limitations on the location of uses within the Open Space district. More specifically, the LAMC states that the use may not be located on land which includes a lake, river, or stream or which is designated by the City as a historic or cultural landmark. Height District 1-XL limits structures to two stories and no more than 30 feet in height (measured from the highest point of the roof of any building or structure). *See* LAMC §12.21.1A. Additionally, the LAMC requires that any development project which results in an increase of 50,000 square-feet or more of non-residential floor area be subject to Site Plan review by the City.

?

Height limit.

[59] *The Griffith Park Master Plan, Preface, page xi.*

(d) Ground Lease between the City of Los Angeles and the Gene Autry Western Heritage Museum[60]

The Griffith Park Campus operates under a ground lease agreement dated January 1987 between the City of Los Angeles and the Gene Autry Western Heritage Museum. The City did not require a Conditional Use Permit (CUP) at the time the lease was approved. The ground lease was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities. The ground lease covers the legal framework by which both the City and the Gene Autry Western Heritage Museum are bound. The term of the lease is 50 years.

But conditions were imposed.

Does not disclose that at the end of the lease, the Autry is to vacate the building and turn over the building to the City.

(2) Regional Plans

Regional land use plans that encompass the project area include the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guide (RCPG), which addresses regional development and forecasts growth for cities under its jurisdiction; and the Los Angeles County Congestion Management Plan (CMP), administered by the Metropolitan Transport Authority (MTA), which regulates regional traffic issues. In addition, the South Coast Air Quality Management District (SCAQMD) administers the Air Quality Management Plan (AQMP), which addresses attainment of State and Federal ambient air quality standards throughout the South Coast Air Basin.

Other regional authorities?

Wrong.

Violate the comp. 3 James Rojas!

(a) SCAG Regional Comprehensive Plan and Guide

SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's responsibilities include preparation of the RCPG in conjunction with its constituent members and other regional planning agencies.[61] The RCPG is intended to serve as a framework for decision-making with respect to regional growth that is anticipated through the year 2015 and beyond, including growth management and regional mobility. In addition, the RCPG proposes a voluntary strategy for local governments to use in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the regional context. For planning purposes, the SCAG region has been divided into 14 subregions. The project site is located within the Los Angeles City subregion.

SCAG reviews environmental impact reports of regionally significant projects to determine consistency with regional plans. The criteria for determining whether a project is

[60] *The museum is now referred to as the Autry National Center.*

[61] *Major portions of the Plan (e.g., the Growth Management Section) were originally approved in 1994 and reprinted in the 1996 version.*

regionally significant are set forth in CEQA Guidelines §15206. The proposed project does not meet the criteria of §15206 with regard to its size and therefore is not considered regionally significant.

(b) SCAQMD Air Quality Management Plan

SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for bringing air quality in the South Coast Air Basin (Basin) into conformity with Federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within Federal and State standards. The SCAQMD's AQMP, last amended in 2003, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Further discussion of the AQMP can be found in Section IV.B, Air Quality, of this EIR.

(c) MTA Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority administers the CMP, a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The CMP, revised in 2004, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a County-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. The CMP is discussed further in Section IV.H, Transportation and Circulation, of this EIR.

The Project triggers the CMP!

3. ENVIRONMENTAL IMPACTS

a. Methodology

The analysis of potential land use impacts considers consistency of the project with adopted plans and policies that regulate land use on the project site, as well as the compatibility of proposed uses with surrounding land uses. The determination of consistency with applicable land use policies and ordinances is based upon a review of the planning documents identified

above. The project's land use features are compared to the development features that would be anticipated in the plans to determine if the project's land uses features would be consistent.

The determination of compatibility with surrounding uses is based on a comparison of land use relationships in the project area under existing conditions at the time of the NOP to the conditions that would occur following implementation of the project. The project's land use features are evaluated to determine their potential effects on the land use relationships in the surrounding area.

b. Threshold of Significance

The following factors affecting a determination of potential significance will be applied to the proposed project as are set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, for consideration on a case-by-case basis:

(1) Land Use Consistency

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Based on the factors presented above, the project would be considered to have a significant land use consistency impact if it:

Is this a restatement of the thresholds?

- Is found to be in substantial conflict with either the adopted Community Plan, Specific Plan, or with the whole of relevant environmental policies in other applicable plans.

(2) Land Use Compatibility

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within the area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

the commercialization of Griffith Park

Based on the factors presented above, the project would be considered to have a significant land use compatibility impact if it:

Did they re-write this too?

- Would substantially and adversely change the existing relationships between numerous land uses or properties in a neighborhood or community or have the long-term affect of adversely altering a neighborhood or community through ongoing disruption, physical division, or isolation.

c. Project Features

The mission of the Autry National Center is to "explore the experiences and perceptions of the diverse peoples of the American West," and The Autry National Center Improvements project would help to fulfill this mission through the renovation, modernization and expansion of its Griffith Park Campus. Specifically, as part of the project, the building area within the Campus would be expanded by approximately 129,000 square feet in two phases, portions of the Campus Building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation would be improved, and additional parking would be provided. These improvements would allow the Autry National Center to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the Campus as a cultural resource; and to create and further establish a setting that represents the history of the American West. The proposed improvements would be implemented in two development phases as described below.

(1) Proposed Building Improvements

Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east, west and south. The project would not include additional levels; rather, the project would integrate the Campus Building into the new design for the site. A renovated centralized space would connect key existing and expanded program components of the Campus including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management facilities and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for the proper storage of the collections of the Autry National Center, as well as space for education conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels of the Campus Building. The new and reconfigured exhibition spaces would provide for permanent and temporary exhibitions along with visual access to storage. These spaces would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of exhibitions. On the main level, the existing 230 seat theater would remain as is and the café area would be relocated to the eastern side of the Campus Building. A new community room would be added above the relocated café. The education classrooms would be relocated to the lower level and expanded, with enhanced access to outdoor education spaces. The project would also incorporate a new entrance area to the southern side of the Campus Building, north of the South Lawn area. The upper level of the Campus Building would also retain and expand the research/library and general administrative spaces.

Could they handle the Braun in Phase 1.

To provide for the new building areas, modification to the existing features of the Campus Building would be necessary. Such modifications would generally be limited to areas within the southern portion of the Campus Building and would include removal of the cafe kitchen and arcade of columns within the existing plaza area. Removal of the interior and exterior finishes on the main level would be necessary to reconfigure the gallery spaces.

Phase 2 of the project involves the construction of an Institute Building south of the Campus Building that would house a reading room, collection storage rooms, and staff work areas. This approximately 50,000 square foot structure would be connected to the southern portion of the Campus Building via the new interpretive landscape area. The Institute Building may also be connected to the lower or upper level of the Campus Building. Why uncertain?

(2) Parking and Access

As part of the proposed improvements, parking would be expanded at its current locations east and north of the Campus Building. In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas would instead be developed on the southern and southeastern portions of the existing South Lawn. The surface parking area to the southeast would be temporary. With these improvements, there would be a total of 380 parking spaces upon completion of Phase 1 of the project. In addition, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo.

Vehicle access to the project site would continue to be provided from Western Heritage Way. Specifically, access to the project site would be provided from a south entrance from Western Heritage Way with a new internal access road that would provide access to the visitor parking areas within the southern and southeastern portions of the site. In addition, a bus-only

driveway would be provided for bus turnarounds at the southern access point to the site. Two curb cuts for bus loading would be located along Western Heritage Way between the two driveways. In addition, the existing service road within the northern portion of the site would be retained to provide access to the staff and overflow parking lots within the eastern and northern portions of the site, respectively. Expanded truck access and turnaround areas would also be provided at the east side of the Campus Building with access to the loading dock.

Pedestrian access would be available from the both west and south of the project site through a new garden and plaza feature with interconnecting walkways to the Los Angeles Zoo and Griffith Park. In addition, a new pathway would run parallel to Western Heritage Way between the bus loading area and the remainder of the Campus.

The existing equestrian trail located in the project vicinity would not be disturbed along the segments adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility. The new staff parking area within the eastern portion of the Campus adjacent to the trail would be screened with landscaping to maintain screening between the existing equestrian trail to the project site within this area. In addition, the new entry road within the southern portion of the site that would roughly parallel the existing equestrian trail would also be screened from the trail by means of new landscaping and perhaps fencing, which would be intended to prevent errant golf shots from reaching the project site.

The portion of the existing equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the project. Modified portions of the trail would be the same width as the existing trail. In order to build the new parking area and realign the trail, portions of the existing vegetation in this area would be removed and replaced with new landscaping intended to screen the trail from both the new parking area and the existing Zoo wastewater treatment facility. The existing corral, which is used mainly by visitors to the Campus, may also need to be relocated. However, if such relocation were to occur, the new corral location would be within a short distance from its current location. At its closest point, the new parking area would be approximately 37 feet from the Zoo wastewater treatment facility. Since the trail varies between 13 and 15 feet in width, there would be ample room for landscape on both sides of the trail.

Phase 2 of the project would replace the surface parking area that was constructed on the southeastern portion of the South Lawn during Phase 1 with a new two-level semi-subterranean parking facility beneath the Institute Building. By taking advantage of the existing 15-foot grade drop that occurs within the southern portion of the site, this parking facility would be virtually screened from sight. The surface parking area within the southernmost portion of the site would remain. Upon completion of the proposed parking improvements, the project site would include a total of 476 on-site parking spaces to accommodate both visitors and staff.

Upon completion of Phase 2, the equestrian trail would remain in essentially the same location as after Phase 1 construction. The equestrian trail would pass between the new Institute Building/semi-subterranean parking facility and the existing Zoo wastewater treatment facility. The new Institute Building and semi-subterranean parking facility would be screened with landscaping and no building or garage ventilation would be directed towards the trail. In addition, landscaped drainage swales would be constructed between the parking areas and the equestrian trail to help improve storm water quality and prevent drainage onto the trail. City of Los Angeles and Department of Recreation and Parks maintenance equipment would continue to have access to the equestrian trail and the Zoo wastewater treatment facility.

(3) Open Space and Landscaping

As part of Phase 1 of the project, the existing surface parking area along the west side of the Campus would be removed. In its place, attractive landscaping would be planted. This would improve public views of the Campus from Western Heritage Way and the Los Angeles Zoo. New surface parking areas would be constructed within the southeastern portion of the site near the Zoo wastewater treatment facility and along the southernmost portion of the site. The South Lawn, which is used as an outdoor gathering and events area, would be shifted toward Western Heritage Way. In addition, an expansive interpretive landscape area would provide access between the new visitor parking areas and the Campus Building.

d. Analysis of Project Impacts

(1) Consistency with Applicable Plans and Policies

As discussed above, the proposed project development would be subject to numerous local and regional land use plans as well as applicable development standards set forth in the City's Municipal Code. The proposed project's consistency with the policies of such plans including the Los Angeles General Plan Framework Element, the Hollywood Community Plan, and Regional Plans, as well as consistency with the LAMC, is addressed below.

This looks cherry-picked.

General Plan Framework Element

No analysis of Arroyo Seco.

The project would be consistent with the Open Space and Conservation goals of the General Plan Framework. Framework Objective 3.1 is to "accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors." The project would be consistent with this objective of the Land Use chapter in that the proposed project serves the needs of existing and future residents for cultural uses as well as provides a destination for visitors and tourists. The site is well located, with access to two freeways and public transportation, to serve a regional population.

Community Plan

The Hollywood Community Plan includes Policy number three that states that "existing recreational sites and facilities be upgraded through site improvements, rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available." While the policy is not specifically directed at museums, it provides general guidance as to the preferred development characteristics in recreation and park facilities. The site improvements to be accomplished as part of the proposed project would be consistent with the Community Plan policy. In addition, the Community Plan designation for the project site is Open Space, a designation which allows museums. Therefore, the proposed project would remain consistent with this designation.

Cherry Picked

→ True?

Griffith Park Master Plan

The proposed project would be consistent with the 1978 Griffith Park Master Plan. As described above, the 1978 Plan includes six primary goals. Two of these goals are intended to focus future park development in areas that are already developed and to improve the cultural and entertainment aspects of Griffith Park. The proposed project would redevelop an existing Campus for cultural purposes, thus supporting these goals. Due to its location adjacent to the I-5 and SR-134 Freeways, the project would continue to support activities within the area designated as the "Zoo Gateway area" by the 1978 Plan, which is identified as an area for focused visitor activities.

Two additional goals of the 1978 Plan pertain to improving the natural beauty and visual and environmental qualities of the park. The project's relocation of surface parking away from Western Heritage Way, with new landscaping in its place, will enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and contribute to the natural beauty and environmental qualities of the park.

Other goals of the 1978 Plan pertain to the improvement of the park-wide transportation system, and the improvement of park operations. Attainment of these goals would not be adversely affected by the proposed project.

As noted above, at this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan.

!!!

Los Angeles Municipal Code

The project site is zoned OS-1XL (Open Space, Height District 1, Extra Limited height restriction) by the City of Los Angeles and the Planning and Zoning Code (Chapter 1 of the

LAMC). With a 1-XL designation, the highest point of the roof of any building or structure shall not exceed 30 feet in height.

Based on the Los Angeles Municipal Code (LAMC) definition of building height, which measures height from the lowest point of the existing site grade five feet from the building,, the Campus Building measures approximately 60 feet in height along the lower side of the project site, with a tower element that measures approximately 114 feet in height. This height reflects the 24-foot topographical slope from east to west within the project site. When viewed from Griffith Park on the western side of the Campus, the front façade of the Campus Building measures approximately 36 feet in height.

Height Variance,

The height of the expanded Campus Building would increase slightly to a maximum of 70 feet (including raised roof elements), based on the LAMC definition of height, which accounts for the changes in topography that occur across the site, with a tower element that would remain approximately 114 feet in height. However, when viewed from the west, the expanded Campus Building would range from approximately 24 to 34 feet in height, similar to pre-project conditions. The OS zone does not include parking requirements, however Section 12.21 of the Municipal Code does provide such requirements, as discussed further in Section IV.H, Transportation and Circulation, of this EIR.

Parking consistency?

Museum uses are allowed under the OS-1XL zoning designation, with CUPs to address individual site situations. Because the proposed project would exceed 30 feet in height, it would require a CUP for the Campus use and expansion (LAMC § 12.23.U.19 allows museums by conditional use in the OS zone) and seek relief from the 30-foot height limit as part of the CUP under LAMC § 12.24.F, which allows the decision-maker, in connection with a CUP approval, to determine that the "height and area regulations" do not apply to the CUP. The proposed project also requires Site Plan review.

Sign Plan Review!

These actions would meet the City requirements for implementation of the project, and allow the City to consider the project features as addressed in this EIR, including the requested height allowance for buildings greater than 30 feet. – This is a variance.

variance.

The requested height allowance is consistent with the general intent of the zoning height limits, given the particular conditions on the project site. The site lies in a corner at the edge of Griffith Park and the Campus is situated in a manner that integrates with surrounding uses to the west and south, but lacks notable interrelationship with the adjacent area to the north and south. The proposed project would not have an effect on the freeways to the north and south nor the golf courses to the east. The Zoo facilities are well separated from the project site by a large expanse of parking.

CUP - Sign regulation of the new building! No changeable signs

The impact of the additional building heights, which would be only nominally greater than 30 feet when viewed from Western Heritage Way, is negligible and is in keeping with the intent of the zoning ordinance. Specifically, the building heights proposed are not intended to add additional levels to the buildings, but rather to integrate the new building area into the existing Campus. Further, the greater building heights would have negligible effects on aesthetic conditions, as compared to buildings that fully comply with the 30-foot limit. On the west side of the site, the side from which the Campus is approached and which is most visible from passersby visiting other park facilities, the building heights would be very close to the permitted heights, and less than/approximately the same as the Campus Building. The slight variation in heights would not be noticeable.

The east side of the site, which would contain the greater heights, forms the back side of the Campus Building and is not as visually accessible. The greater height at this location results from the site's steep slope and the City's method for measuring building heights. The general character of the Campus Building is that of a two-story building. The additional building height for the tower provides for an architectural treatment that adds articulation and interest to the site. The impact of the project's building heights on aesthetics is also addressed in Section IV. A., Aesthetics, of this EIR. As indicated there, the heights of the new buildings would not substantially alter existing aesthetic conditions and views, and would have a less than significant impact on those environmental topics. Therefore, the project would be consistent with the intent of the zoning ordinance as implemented through the CUP process, and would not be in substantial conflict with those provisions.

Ground Lease between the City of Los Angeles and the Gene Autry Western Heritage Museum[62]

The ground lease agreement dated January 1987 between the City of Los Angeles and the Gene Autry Western Heritage Museum would be extended and or amended, as a project action. The lease agreement would be implemented pursuant to an agreement between the City and the Autry National Center.

Regional Plans

As described in the Environmental Section above, the project is not a regionally significant project as defined by SCAG. In addition, many of the larger and broad regional policies contained within Chapter 3, Growth Management, of SCAG's RCPG that regard land use and growth management are not relevant to the proposed project. However, goal four which states that "the Growth Management goal is to develop urban forms that avoid economic and social polarization [and promote] the regional strategic goal of minimizing social and geographic

[62] *The museum is now referred to as the Autry National Center.*

disparities and of reaching equity among all segments of society" is applicable The proposed project, by being located in an area easily accessible by regionally connected freeways and public transportation, supports the goal of providing a and cultural and educational facility that is accessible to all members of society of varying economic and cultural backgrounds.

Not as good as Arroyo

Other regional plans applicable to the project site include MTA's CMP and SCAQMD's AQMP. As discussed in Section IV.H, Transportation and Circulation, of this EIR, implementation of the project would not conflict with the CMP. In addition, as discussed in Section IV.B, Air Quality, project implementation would not interfere with the attainment of air quality standards, nor would it conflict with the Air Quality Management Plan for the South Coast Air Basin.

Conclusion Regarding Project Impacts on the Regulatory Framework

The sin of omission.

As described above, the project would be consistent with relevant regional policies and general community policies established in existing plans, policies and other legal documents. Therefore, the project would not be in substantial conflict with either the adopted Community Plan or with the whole of relevant policies in other applicable plans or policies. Impacts regarding the regulatory framework would be less than significant.

(2) Land Use Compatibility

Hollywood, the community in which the proposed project is located, contains a mix of office, retail, hotel, restaurant, entertainment, and residential uses more than two to three miles from the project site. The project site is isolated from other surrounding urban development, e.g. light industrial uses in the city of Glendale by the SR-134 Freeway to the north, the I-5 Freeway and Los Angeles River to the east, and the Griffith Park Facilities on the west and south.

Is the Stair Ramp permanent?

The project's land use relationships are shaped by its location within a section of Griffith Park developed with the Zoo, the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, the Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, and golf courses. The project is a visitor destination which is located at the edge of the park, away from the less intensive recreation facilities, and at an easily accessible gateway adjacent to two major freeways and public transportation.

— Stair Ramp - Ridership data from MTA!

The project is an expansion of an existing visitor-serving facility. The expansion of the facility would allow the Campus to expand its range of services with educational and research functions, etc., all of which are consistent with, and which would be integrated with, the site's existing uses. The project would be contained within the existing site without encroaching into adjacent sites such as the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, golf courses, Zoo Magnet Center, the DWP Fuel Cell Demonstration

Project, or Zoo. In addition, as described in detail in Section II, Project Description, the adjacent equestrian trail and bicycle paths would remain upon completion of the project. In addition, the Campus would continue to be consistent with the visitor-serving nature of the Zoo to the west. Therefore, there would be no short or long-term substantial or adverse changes to the existing land use relationships in the project vicinity.

Construction activities would be limited to the site, without interfering with the activities at surrounding off-site locations. Construction would be staged to minimize disruption to nearby streets and activities. In addition, sufficient parking and access would be provided on-site. Based on the above, the proposed project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, physical division, or isolation.

4. MITIGATION MEASURES

Based on the above analysis, with implementation of the proposed approvals, the project would generally be consistent with existing regulatory requirements and relevant land use polices. In addition, the project would not disrupt or divide an established community. Thus, no mitigation measures would be required.

5. CUMULATIVE IMPACTS

As indicated in Section III, Environmental Setting, of this EIR, there are 30 related projects in the project vicinity. The related projects generally consist of infill development, redevelopment of existing uses and parking and utility improvement projects. As with the proposed project, related projects would be required to comply with relevant land use policies and regulations. Therefore, as the project would generally be consistent with applicable land use plans, the project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts on the regulatory framework would be less than significant.

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to alter existing land use relationships. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon

completion of construction, these utility improvement projects would also not alter existing land use relationships. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, the proposed project in combination with related projects would not alter the existing land use relationships in the community. As such, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to land use would be less than significant, without the implementation of mitigation measures.

Height reduction!
CMP!
Cherry-Picked Policies.

IV. ENVIRONMENTAL IMPACT ANALYSIS
F. NOISE

1. INTRODUCTION

The following analysis describes the existing noise environment within the proposed project area and estimates future noise levels at surrounding land uses due to potential changes brought about by project construction and operation. Increases in noise levels are compared to noise regulations and acceptable levels of sound for performing various activities to determine whether impacts would exceed recommended thresholds. Where thresholds are exceeded mitigation measures are proposed to reduce noise impacts.

2. ENVIRONMENTAL SETTING

a. Noise Basics

Noise is usually defined as sound that is undesirable because it interferes with speech/ communication and hearing, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.[63] When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to account for the response of the human ear. The term "A-weighted" refers to a filtering of the noise signal in a manner corresponding to the way the human ear perceives sound.

People judge the relative magnitude of sound sensation by subjective terms such as "loudness" or "noisiness". That is, a change in sound level of 3 dB is considered "just perceptible", a change in sound level of 5 dB is considered "clearly noticeable, and a change in 10 dB is recognized as "twice as loud".[64]

Community noise levels usually change continuously during the day. The equivalent sound level (L_{eq}) is normally used to describe community noise. The L_{eq} is the equivalent steady-state A-weighted sound level that would contain the same acoustical energy as the time-varying A-weighted sound level during the same time interval. For intermittent noise sources,

[63] *All sound levels, measured in decibel (dB), in this study are relative to $2x10^{-5}$ N/m^2.*

[64] *Engineering Noise Control, Bies & Hansen, 1988.*

the maximum noise level (L_{max}) is normally used to represents the maximum noise level measured during the measurement.

Community noise exhibits variation relative to time of day and day of week. To assess noise levels over a given 24-hour time period, the Community Noise Equivalent Level (CNEL) descriptor is used in land use planning. CNEL is the time average of all A-weighted sound levels for a 24-hour period with a 10 dBA adjustment (upward) added to the sound levels which occur in the night (10 P.M. to 7 A.M.) and a 5 dBA adjustment (upward) added to the sound levels which occur in the evening (7 P.M. to 10 P.M.). This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter nighttime period, where sleep is the most probable activity. CNEL has been adopted by the State of California to define the community noise environment for development of a community noise element.[65]

b. Regulatory Framework

Many government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. The City of Los Angeles has adopted a number of policies, which are based in part on federal and State regulations and are directed at controlling or mitigating environmental noise effects. The government agency policies that are relevant to Project construction and operation are discussed below.

(1) City of Los Angeles Standards and Guidelines

The Los Angeles Municipal Code (LAMC) (Section 41.40 and Chapter XI, Articles 1 through 6) establishes regulations regarding allowable increases in noise levels in terms of established noise criteria. Supplementing these LAMC regulations, the City has also established CNEL guidelines that are used for land use planning purposes.

(a) City of Los Angeles Noise Regulation

Chapter XI of the LAMC (Noise Regulation) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. In accordance with the Noise Regulation, a noise level increase of 5 dBA over the existing averaged ambient noise level (L_{eq}), for noise sources lasting more than 15 minutes, at an adjacent property line is considered a noise violation. In cases in which the actual measured ambient noise level is not known, the City's presumed ambient noise levels, as shown in Table 14 on page 200, are used. Furthermore, where

[65] *State of California, General Plan Guidelines, 2002.*

Table 14

City of Los Angeles Presumed Ambient Noise Levels

Zone	Day	Night
Residential	50	40
Commercial	60	55
Manufacturing	65	65
Heavy Manufacturing	70	70

Source: Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03.

the actual measured ambient noise level is less than the presumed ambient noise level, the presumed ambient noise level shall be used as the minimum (baseline) ambient noise level.

The City of Los Angeles Noise Regulation also limits noise from construction equipment within 500 feet of a residential zone to 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.[66] The Noise Regulation prohibits construction noise between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday and on Saturday before 8:00 A.M. and after 6:00 P.M., and does not allow construction noise on Sunday.[67] There are no residential uses within 500 feet of the proposed project.

(b) City of Los Angeles CNEL Guidelines

The City of Los Angeles has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the City of Los Angeles CEQA Thresholds Guide in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable;" (2) "conditionally acceptable;" (3) "normally unacceptable;" and (4) "clearly unacceptable." As shown in Table 15 on page 201, a CNEL value of 70 dBA is the upper limit of what is considered a "normally acceptable" noise environment for business and professional commercial uses, although a CNEL as high as 77 dBA is considered "conditionally acceptable." For more sensitive uses such as multi-family residential, the upper limit of what is considered "normally acceptable" is set at 65 dBA CNEL.[68]

[66] *In accordance with the City of Los Angeles Noise Regulations (Los Angeles Municipal Code, Section 112.05), 'technically infeasible' means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.*

[67] *Los Angeles Municipal Code, Section 41.40.*

[68] *L.A. CEQA Thresholds Guide, Section I.2, 2006.*

Table 15

City of Los Angeles Land Use Compatibility for Community Noise

Land Use	Community Noise Exposure CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	Above 70
Multi-Family Homes	50–65	60–70	70–75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	Above 80
Transient Lodging—Motels, Hotels	50–65	60–70	70–80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50–70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50–75	—	Above 70
Playgrounds, Neighborhood Parks	50–70	—	67–75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–75	—	70–80	Above 80
Office Buildings, Business and Professional Commercial	50–70	67–77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Los Angeles CEQA Thresholds Guide, 2006.

c. Existing Local Noise Conditions

The existing noise sources within the project vicinity consist of roadway noise from the traffic on local roadways within the Griffith Park, including Western Heritage Way and Zoo Drive, and the nearby freeways (Interstate 5 and SR 134 Freeways). Other community noise sources include noise from the Los Angeles Zoo, the golf courses (landscaping maintenance) and the Campus operation.

(1) Noise-Sensitive Receptors

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. The City's

CEQA Thresholds Guide states that residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks as noise sensitive uses. Currently, there are no existing residential uses in the project vicinity; however, Griffith Park (including the golf courses) and the LAUSD Zoo Magnet Center located south and southwest of the site, respectively, as well as the Los Angeles Zoo located west of the project site, are considered sensitive receptors.

(2) Ambient Noise Levels

Ambient noise measurements were made at three locations in the vicinity of the project site, as shown on Figure 25 on page 203. Ambient sound measurements were conducted from Friday, August 4, through Monday, August 7, 2006, to characterize the existing noise environment in the project vicinity, to include both weekday and weekend conditions.

The ambient noise measurements were conducted using Larson-Davis 820 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute (ANSI) S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of 5 feet above the local grade.

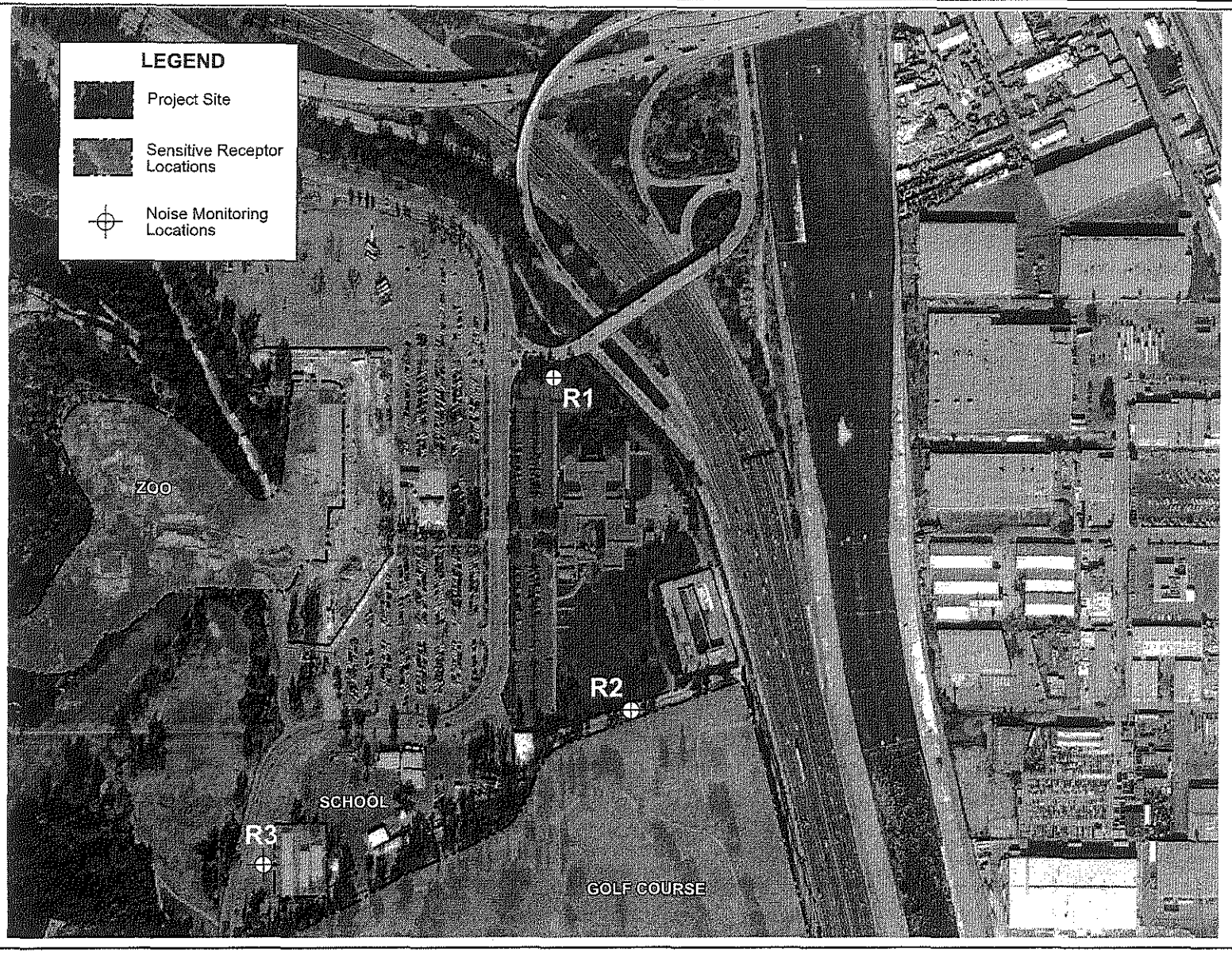
A summary of sound measurement data collected is provided in Table 16 on page 204. As shown therein, the measured CNEL ranged from 60.0 dBA to 66.4 dBA at location R1, from 66.3 dBA to 66.8 dBA at location R2, and from 67.0 dBA to 68.3 dBA at location R3. Based on the City of Los Angeles community noise/land use compatibility criteria provided earlier in Table 15, this noise environment is generally considered "normally acceptable" for schools, parks/playgrounds, and golf course uses.

3. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction Noise

Construction noise impacts are evaluated by calculating the construction-related noise level at nearby sensitive receptor locations and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise). Ambient noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table 16 on page 204) and/or presumed noise level as stated in the LAMC, Section 111.03.



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Scale not provided

Source: PCR Services Corporation, 2006

Figure 25
Noise Monitoring Locations and Sensitive Receptors

Table 16

Summary of Ambient Noise Measurements

Measurement Location and Day	Measured Ambient Noise Levels[a], (dBA) Daytime (7 a.m. to 10 p.m.) Hourly L_{eq}	Nighttime (10 p.m. to 7 a.m.) Hourly L_{eq}	24-Hour Average, CNEL
Location R1 – Campus north parking			
August 4, 2006 (Friday)	58.5 – 62.7	56.2 – 62.5	66.5
August 5, 2006 (Saturday)	60.3 – 62.1	56.2 – 61.8	66.7
August 6, 2006 (Sunday)	58.5 – 61.1	55.1 – 61.2	66.3
August 7, 2006 (Monday)	60.3 – 65.8	56.6 – 69.0	68.8
Location R2 – South lawn near the golf courses			
August 4, 2006 (Friday)	56.0 – 62.7	56.4 – 64.1	67.7
August 5, 2006 (Saturday)	58.9 – 62.9	58.3 – 65.3	68.3
August 6, 2006 (Sunday)	55.2 – 61.7	57.0 – 62.6	67.0
August 7, 2006 (Monday)	59.7 – 68.1	58.4 – 62.6	67.5
Location R3 – Magnet Center			
August 4, 2006 (Friday)	54.5 – 58.4	47.3 – 55.6	60.0
August 5, 2006 (Saturday)	54.7 – 59.1	51.2 – 57.9	62.1
August 6, 2006 (Sunday)	53.1 – 58.8	52.6 – 55.5	61.2
August 7, 2006 (Monday)	54.9 – 58.8	52.9 – 68.4	66.4

[a] *Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix E.*

Source: PCR Services Corporation, 2007.

Construction noise associated with the project was analyzed using typical construction equipment inventory, project estimated durations and construction phasing. The project construction noise model is based on construction equipment noise levels as published by the Los Angeles CEQA Thresholds Guide (2006) and FHWA Road Construction Noise Model (2005). The construction noise level was then calculated for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance. Significant noise impact is determined by comparing the calculated construction noise with the significance threshold.

(2) Off-Site Roadway Noise (Project Operations)

Roadway noise impacts are evaluated using the Caltrans TeNS methodology with the roadway traffic volume data provided in the Traffic Impact Study prepared for the proposed project. This methodology allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway-noise attributable to project development

is calculated and compared to baseline noise levels that would occur under the "No Project" condition.

(3) Stationary Noise (Project Operations)

Stationary point-source noise impacts are evaluated by identifying the noise levels generated by outdoor stationary noise sources such as rooftop mechanical equipment, calculating the hourly L_{eq} noise level from each noise source at surrounding sensitive receiver property line locations, and comparing such noise levels to existing ambient noise levels to determine significance.

b. Thresholds of Significance

(1) Construction Noise

Based on criteria set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, the proposed project would have a significant impact on noise levels during construction if:

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

(2) Noise from Project Operations

Based on criteria set forth in the City's 2006 CEQA Thresholds Guide, the proposed project would have a significant impact on noise levels from project operations if:

- The project-related off-site traffic causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or by 5 dBA in CNEL within the "normally acceptable" or "conditionally acceptable" category (see Table 15 regarding the noise ranges for each classification).

In addition, the analysis also includes a threshold that is based on the City's Noise Ordinance:

- project-related operational (i.e., non-roadway) noise sources such as outdoor building mechanical/ electrical equipment increase ambient noise level by 5 dBA, thus causing a violation of the City Noise Ordinance.

c. Analysis of Project Impacts

(1) Construction Noise

Noise from the construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site clearing and grading, foundation preparation, building construction, and finish work. The noise levels created by construction equipment would vary depending on factors such as the type of equipment, the specific model, the operation being performed and the condition of the equipment. Construction noise associated with the proposed project was analyzed using a mix of typical construction equipment, estimated durations and construction phasing.

The proposed project would be constructed through two phases. The estimated construction for Phase 1 would last approximately 25 months (with overlapping phases), starting in 2008. Phase 2 (project build-out) construction would start in 2013 and would last approximately 21 months. Table 17 on page 207 provides the list of anticipated construction equipment to be used during construction, including the typical noise levels.

Tables 18 and 19 on pages 208 and 209 provide the estimated construction noise levels and a comparison with the noise impact criteria for Phase 1 and Phase 2, respectively. The estimated noise levels represent a worst case scenario because construction activities are analyzed as if they were occurring along the perimeter of the project site, whereas actually, construction will occur in a limited area and at a further distance.

As indicated in Tables 18 and 19, the estimated construction-related noise levels would exceed the project's significance thresholds at all receptor locations during Phase 1 and at one location, the golf courses, during Phase 2. It is estimated that the construction-related noise level at the animal exhibits within the Zoo would be reduced from the estimated noise levels at the Zoo entrance due to further distance and intervening structures. As such, construction noise at the animal exhibits would be consistent with the noise level from typical Zoo operation (i.e., visitors, keepers, and maintenance). Therefore, potential noise impacts in the Zoo's animal areas would not be expected.

Although the demolition for Phase 1 is estimated to last approximately 6 months, most of the demolition activities are at the north side of the site. It is estimated that the demolition of the south parking lot, which is closer to the golf courses and the Magnet Center, would generate

Table 17

Construction Equipment Noise Levels

Equipment	Typical Noise Level at 50 feet from Equipment, dBA (L_{max})
Backhoe	80
Bore/Drill Rig	79
Crane	81
Concrete Saw	90
Excavator	81
Grader	85
Forklift	75
Roller	80
Rubber Tired Dozer/Loader	79
Tractor	80
Paving Equipment	80

Source: City of Los Angeles, CEQA Thresholds Guide, 2006 and FHWA Roadway Construction Noise Model, 2005.

noise levels up to 85 dBA at the golf courses and 63 dBA at the Magnet Center and would last approximately two weeks.

The highest construction noise would be at the adjacent golf courses, with estimated construction noise of up to 85 dBA during site demolition. This condition is at the north boundary adjacent to the project site. Noise levels would diminish at a rate of approximately 6 dBA per doubling of distance. At approximately 700 feet south from the golf courses boundary, the construction-related noise level is expected to be below the significance threshold level and consistent with the existing ambient noise levels. Golfers normally move around to the different areas of the golf courses throughout the game, and it is expected that they would not be exposed to high noise level for an extended duration. Therefore, significant noise impact is not anticipated at the golf courses.

Portions of the Campus may be open during construction. During Phase 1 construction, school visits would be significantly limited. Construction noise levels of up to 85 dBA could be expected adjacent to the construction site during the short-term periods in which heavy construction equipment would be operating. However, visitors to the Campus, including children, would only be expected to be outside for a short period, primarily during arrival and departure from the Campus. In addition, it would be expected that sound barriers would separate construction equipment/activities from the Campus experience. As such, construction noise impacts to Campus visitors would be less than significant.

Construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds. Thus, project construction activities would result in significant noise

Table 18

Summary Construction Noise Impacts – Phase 1

Receptor	Nearest Distance between Receptor and Construction Site (feet)	Estimated Construction Noise Levels at the Noise Sensitive Receptor by Construction Phase[a] Hourly L_{eq} (dBA)		
		Demolition [d] (2.5 months)	Site Grading (1 month)	Building Construction (24 months)
Zoo	550 [b]	65	63	61
Golf Courses	50	67– 85 [c]	84	63
Zoo Magnet Center	750	59 – 63 [c]	61	55

[a] *There will be overlapping between construction phases. That is, demolition could occur at a location while building construction could occur at another location on-site.*

[b] *Approximate distance between the construction site and the nearest Zoo facility.*

[c] *Most of the demolition would be at existing Campus building, which is approximately 1,150 feet from the Magnet Center school buildings and 450 feet from the golf courses. The higher estimated values are during demolition of the existing South parking lot, which is approximately 750 feet from the Magnet Center and 50 feet from the golf courses and is estimated to last less than two weeks.*

[d] *Based on project schedule, demolition would extend approximately 6 months. However, most of the demolition would be at the interior, which would not have noise impacts to the exterior. There would be approximately 2.5 months of exterior demolitions.*

Source: PCR Services Corporation, 2007.

impacts, prior to mitigation. Mitigation measures are included below to reduce significant impacts. In any case, noise impacts would be short-term and temporary.

(2) Long-Term Operations Noise

(a) Off-Site Roadway Noise

Potential noise impacts due to project-related off-site traffic were analyzed by estimating the increase in noise levels due to the increased in traffic volumes and compared with the existing conditions. Current (year 2006) and future year (Phase 1 – 2010 and Phase 2 - 2014) traffic volumes at the roadway segments in the vicinity of the project site were provided by the project traffic consultant, Fehr & Peers/Kaku Associates, Inc. With respect to project-related traffic increase, the change in noise levels are based on the change in traffic volume, on a logarithmic basis. That is, a doubling in traffic volumes would result in an increase of 3 dBA.

Table 19

Summary Construction Noise Impacts – Phase 2 (Project Build-out)

Receptor	Nearest Distance between Receptor and Construction Site, feet	Estimated Construction Noise Levels at the Noise Sensitive Receptor by Construction Phase, Hourly L_{eq} (dBA)		
		Demolition (0.5 month)	Site Grading (1.5 months)	Building Construction (19 months)
Zoo	900 [a]	60	59	57
Golf Courses	50	85	83	76
Zoo Magnet Center	1050	58	57	56

[a] *Approximate distance between the construction site and the nearest Zoo facility.*

Source: PCR Services Corporation, 2007.

Tables 20 and 21 on pages 210 and 211 provide a summary of the off-site roadway noise analysis for Phase 1 (Year 2010) and Phase 2 (Year 2014). Included on these tables are the calculated CNEL for the roadway segments with noise sensitive uses (i.e., residential) for the following scenarios: (1) existing conditions; (2) future without proposed project; and (3) future with the proposed project, for both typical weekday and weekend. As shown in Table 20, there would be a slight increase in noise level along Western Heritage Way, +0.3 dBA, during weekdays as a result of the project-related traffic. In addition, the largest cumulative traffic-related noise impact is anticipated to occur along the segments of Los Feliz Boulevard and Riverside Drive, where the roadway noise level increase would be 0.5 dBA CNEL.

As this falls below the 3 dBA CNEL significance threshold, both project-level and cumulative roadway noise level increases would be less than significant.

(b) Stationary Noise

The proposed project will retain the existing mechanical and electrical equipment, which is located both inside and outside the Campus Building on the east side. Some limited additional equipment would likely be required to condition and ventilate the indoor air environment. Specifically, most of the existing and future mechanical and electrical equipment, including chillers, boilers, air handlers, transformers and electrical switchgear, will be located inside the buildings. Outdoor equipment currently includes cooling towers, kitchen exhaust fans, and general exhaust fans. The proposed project expansion would relocate the kitchen exhaust fans and scrubbers, and would result in ice storage tanks installed on the east side of the site together

Table 20

Off-Site Traffic Noise Analysis – Phase 1 (Year 2010)

Roadway Segment	Existing Land Use	Calculated Traffic Noise Levels at 50 feet from Roadway, dBA Weekday / Weekend: Existing CNEL	Future Without Project, CNEL	Future With Project, CNEL	Project Increment (Weekday / Weekend)	Cumulative Increment (Weekday / Weekend)
Western Heritage Way – South of North Zoo Drive	Zoo Magnet Center	61.5 / 62.3	61.7 / 62.5	62.0 / 62.7	+0.3 / +0.2	+0.5 / +0.4
Crystal Spring Drive – North of I-5 Off-Ramp	Park	62.4 / 62.8	62.6 / 63.0	62.7 / 63.0	+0.1 / 0.0	+0.3 / +0.2
Los Feliz Boulevard – West of Riverside Drive	Residential	70.2 / 70.9	70.4 / 71.2	70.5 / 71.2	+0.1 / 0.0	+0.3 / +0.3
Riverside Drive – South of Los Feliz Boulevard	Residential	62.9 / 64.6	63.2 / 64.9	63.3 / 64.9	+0.1 / 0.0	+0.4 / +0.3

Source: PCR Services Corporation, 2007.

with the relocation of other limited exhaust fans. Noise from commercial ventilation equipment, including kitchen exhaust fans and general exhaust fans, typically ranges from 65 to 80 dBA at a 10 feet distance. The nearest noise sensitive receptor, R1, is approximately 600 feet from the proposed Campus Building expansion. Based on attenuation from distance only (i.e., 6 dB per doubling of distance), the estimated maximum noise from mechanical equipment at receptor R1 would be 44 dBA, which is well below the existing ambient noise levels. Therefore, significant noise impacts would be not expected due the project stationary noise sources.

4. MITIGATION MEASURES

Since the project construction is expected to result in short-term temporary significant noise impacts at the nearby Zoo and Zoo Magnet Center during project Phase 1, mitigation measures are recommended to minimize the impacts.

a. Construction

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors during project Phase 1 construction, as follows:

- During site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site.

Table 21

Off-Site Traffic Noise Analysis – Project Build-Out Phase 2 (Year 2014)

Roadway Segment	Land Use	Calculated Traffic Noise Levels at 50 feet from Roadway, dBA Weekday / Weekend: Existing CNEL	Future Without Project, CNEL	Future With Project, CNEL	Project Increment (Weekday / Weekend)	Cumulative Increment (Weekday / Weekend)
Western Heritage Way – South of North Zoo Drive	Zoo Magnet Center	61.5 / 62.3	62.0 / 62.9	62.1 / 63.0	+0.1 / +0.1	+0.6 / +0.7
Crystal Spring Drive – North of I-5 Off-Ramp	Park	62.4 / 62.8	62.8 / 63.2	62.8 / 63.2	0.0 / 0.0	+0.4 / +0.4
Los Feliz Boulevard – West of Riverside Drive	Residential	70.2 / 70.9	70.6 / 71.4	70.6 / 71.4	0.0 / 0.0	+0.5 / +0.5
Riverside Drive – South of Los Feliz Boulevard	Residential	62.9 / 64.6	63.4 / 65.1	63.4 / 65.1	0.0 / 0.0	+0.5 / +0.5

Source: PCR Services Corporation, 2007.

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devises, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated

b. Operation

Project long-term operation is not anticipated to result in significant noise impacts. Therefore, no mitigation measure is required.

5. CUMULATIVE IMPACTS

There are 30 related projects identified in Section III, Environmental Setting, which have been considered for the purposes of assessing cumulative noise impacts. Of the 30 identified related projects, the majority are located east of the I-5 Freeway. There are three related projects, Related Project No. 3a, Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, Related Project No. 3b, IRP Facilities Plan, and Related Project No. 3c, LADWP's Lower Reach River Supply Conduit (RSC) project, that are located within 500 feet of the project site, which could have potential contribution to the cumulative noise impacts.

(1) Construction Noise

Noise from construction activities would only have the potential of impacting areas immediately adjacent to the proposed project. As described above, the three nearest related projects are situated within 500 feet from the project site. All of the other projects are located at a sufficient distance (over 2,200 feet from the project site), which would preclude a cumulative impact on the project or on sensitive receptors near the proposed project.

The Los Angeles Zoo Parking Lot's Demonstration or Environmental Sustainability project is scheduled to be constructed in 2009, and thus may be constructed within the project Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, and thus may overlap with the project's Phase 2 construction activities (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would be by phased and would extend to 2020. Construction-related noise for the IRP Facilities Plan would primarily be localized in the areas of the shaft sites (the Los Angeles Zoo Shaft Site and the Griffith Park Observatory shuttle reservations center building Shaft Site), as the pipeline would be constructed using an underground tunneling method.

The potential for cumulative construction noise impacts occurs when there are concurrent construction activities associated with the use of heavy construction equipment from the project and one or more of the related projects. Due to the potential for the project to overlap with the construction of the related projects in the vicinity, and the relative distance between these projects, cumulative noise impacts on sensitive receptors such as the Los Angeles Zoo and the Zoo Magnet Center could occur. However, the noise impacts would be temporary and implementation of mitigation measures would minimize the overall noise impacts.

(2) Long-Term Operations

Each of the identified related projects would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Most of the related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact. Related Projects 3a, 3b and 3c, as identified in Table 1, would have negligible contribution to the off-site traffic volumes, a few vehicle trips per month for maintenance purposes. As discussed previously, traffic volumes from the proposed project and related projects, combined with ambient growth traffic, were evaluated and presented in Tables 20 and 21 on page 210. Cumulative traffic volumes would result in a maximum increase of 0.5 dBA CNEL along the segments of Los Feliz Boulevard (west of Riverside Drive) and Riverside Drive (south of Los Feliz Boulevard), which include residential uses. Along the Western Heritage Way, where the Magnet Center is located, a maximum increase of 0.6 dBA

CNEL is estimated (during weekday). As this noise level increase would be below the more conservative 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant.

The Lower Reach RSC project is not anticipated to have stationary noise sources in the vicinity of the project site, as the new pipelines are underground. The proposed Phase II of the Los Angeles Zoo Parking Lot project includes a storm water collection (cistern) system for the Zoo's irrigation, which would include a pump to convey the water for irrigation. Operational noise associated with the related IRP Facilities Plan includes air treatment facilities and would be limited to the close vicinity of the facilities. However, due to LAMC provisions that limit stationary-source noise from items such as mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, the other 27 related projects are over 2,200 feet from the proposed project. Thus, when accounting for distance losses and intervening building structures between the related projects and noise sensitive receptors, on-site noise produced by these 27 related projects would not be additive to project-related noise levels. As the project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project construction-related noise, as described in Section 3, would temporarily increase the ambient noise in the vicinity of the project. Implementation of the Mitigation Measures E-1 and E-2 would reduce the construction noise impacts by a minimum 5 dBA, which would reduce the construction noise impacts at the Zoo and the Zoo Magnet Center to a less than significant level. As discussed above, even with the mitigation measures proposed by the project, cumulative construction-related noise levels resulting from the project and other nearby projects could be significant if such projects were to be constructed at the same time as the proposed project and if they were to use heavy construction equipment at the same time as the proposed project. Such impacts would be temporary.

Noise impacts associated with the project's long-term operation, including on-site (mechanical equipment) and off-site (auto traffic) noise sources, would be less than significant. Cumulative noise impacts associated with operation of the project and related projects would also be less than significant.

1. INTRODUCTION

This section describes existing fire protection and emergency medical services (EMS) that serve the project site and surrounding area, and also provides an analysis of potential impacts related to these services that would occur through implementation of the project. The analysis is based on information provided by the Los Angeles Fire Department's (LAFD) Planning Section and Bureau of Fire Prevention and Public Safety. The analysis includes information regarding fire protection facilities, services, and response times, emergency access, and fire flow.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Fire Protection Facilities, Services, and Response Times

In the City of Los Angeles (City), fire prevention and suppression services are provided by the LAFD in accordance with the Los Angeles Charter, Section 520. Under Section 520 of the Los Angeles City Charter, the LAFD's duty is to "control and extinguish injurious or dangerous fires and to remove that which is liable to cause those fires; to enforce all ordinances and laws relating to the prevention or spread of fires, fire control and fire hazards within the City; to conduct fire investigations; and to protect lives and property in case of disaster or public calamity." The LAFD is a full-spectrum life safety agency with approximately 3,576 uniformed personnel providing fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service to a population of approximately 4 million throughout the City of Los Angeles and its environs. There are 103 neighborhood fire stations covering 470 square miles within the LAFD's jurisdiction. A total of 1,091 uniformed firefighters, including 223 paramedics, are on 24-hour duty across the LAFD's jurisdiction. These figures represent the number of uniformed firefighters that are available to respond to emergency calls and do not include other on-duty uniformed firefighters that are involved in training or various administrative and support

functions. In addition, the LAFD employs 346 non-sworn technical and administrative support personnel.[69]

As shown in Figure 26 on page 216, there are three LAFD fire stations located in the vicinity of the project site. The location, distance, response time, staffing, and equipment of each of these fire stations are summarized in Table 22 on page 217. These three stations are Fire Station No. 56, located at 2759 Rowena Avenue in Silverlake; Fire Station No. 50, located at 3036 Fletcher Drive in Los Feliz; and Fire Station No. 35 located at 1601 Hillhurst Avenue in Los Feliz. Fire Station No. 56 is located 3.4 miles southeast of the project site, Fire Station No. 50 is located 4.0 miles south of the project site, and Fire Station No 35 is 4.3 miles south of the project site. At a distance of approximately 3.4 miles from the project site, Fire Station No. 56 would have the shortest response time, at 6.5 minutes, to the project site in the event of an emergency. Fire Station No. 50 would have a response time of 8.4 minutes and Fire Station No. 35 would have a response time of 9.8 minutes.[70] As such, Fire Station No. 56 would be the designated "first in" station to serve the project site.

LAFD "first in" districts, or fire service areas, are based on response distances and times between the City's neighborhood fire stations. "First in" district boundaries are generally located at half-way points between two stations.[71] "First in" districts are also based on the land use contained within the district, since the demand for services and response times can vary depending on population density, traffic, building types, and uses. For instance, an area crossed by high-traffic arteries or containing commercial districts or high-density residential uses may create greater demand on fire services within a prescribed geographic area than would single-family residential uses. "Second call" stations that would support Fire Station No. 56 would be Fire Station Nos. 50 and 35 respectively.[72] If necessary during a major emergency, third and fourth response fire protection and emergency services would be provided by other stations within the LAFD system.

Emergency incidents for the fire stations are classified either as basic life support EMS, advanced life support EMS, or fire-related incidents. Table 23 on page 218 lists the daily and

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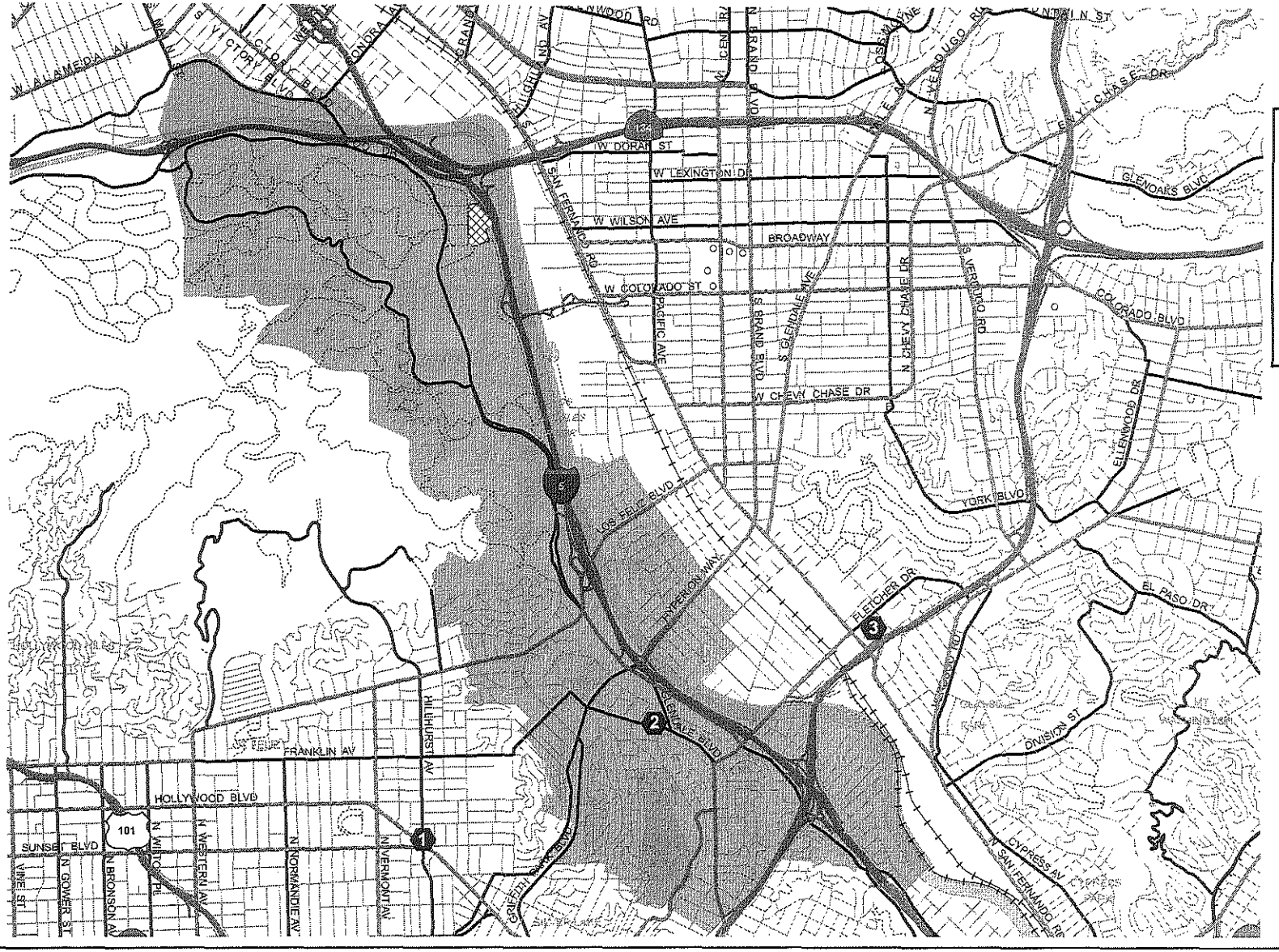
[69] *Los Angeles City Fire Department http://www.lafd.org/about.htm accessed December 19, 2006.*

Updated numbers for the total number of uniformed personnel and technical and administrative support personnel provided by fax communication with William N. Wells, Captain II-Paramedic of the Los Angeles Fire Department Planning Section, January 25, 2007.

[70] *Fax communication with William N. Wells, Captain II-Paramedic of the Los Angeles Fire Department Planning Section, February 21, 2007.*

[71] *The midway points are determined according to response times to specific "Z" points (points placed 500 feet apart on a grid).*

[72] *Fax communication with William N. Wells, Captain II-Paramedic of the Los Angeles Fire Department Planning Section, February 21, 2007.*



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Source: Thomas Bros., 2007; PCR Services Corporation, 2007

Figure 26
Fire Station Locations

Table 22

Fire Stations Located In The Vicinity Of The Project Site

Station No./Location	Distance From Project Site	Approximate Response Time To Project Site	24-Hour Staffing	Equipment
Fire Station No. 56 2759 Rowena Avenue Silverlake	3.4	6.5	8	Paramedic Assessment Fire Engine Paramedic Rescue Ambulance Heavy Rescue apparatus
Fire Station No. 50 3036 Fletcher Drive Atwater Village	4.0	8.4	12	Light Force (Truck and Engine Company) Paramedic Assessment Fire Engine Basic Life Support Rescue Ambulance
Fire Station No. 35 1601 N. Hillhurst Avenue Los Feliz	4.3	9.8	14	Light Force (Truck and Engine Company) Fire Engine Paramedic Rescue Ambulance Basic Life Support Rescue Ambulance

Source: LAFD Planning Section, Captain William N. Wells, FAX to PCR, February 21, 2007.

yearly average number of incidents in 2006 for the three fire stations located in the vicinity of the project site. Basic life support (BLS) EMS responses comprise approximately 22 percent of total EMS responses for all three fire stations serving the project site. Advanced life support (ALS) EMS responses comprise approximately 53 percent of total EMS responses for all three fire stations serving the project site. Together, these EMS support responses comprise 75 percent of all responses for the three fire stations serving the project site compared to the City-wide average of 76 percent for EMS services.[73] Fire-related responses include all responses, including building fires, smoke, traffic accidents not requiring EMS, trash and vehicle fires, responses to fire alarms, elevator rescues, and similar emergencies. Fire-related responses comprise 25 percent of the responses for the three fire stations.

(2) Emergency Access

The project site is easily accessible by emergency vehicles from Interstate-5 (I-5) and State Route-134 (SR-134) Freeways. Further, access to the site is provided from Western Heritage Way, just west of the Campus. Additionally, Zoo Drive, which is connected directly to

[73] *Email communication with William N. Wells, Captain II-Paramedic of the Los Angeles Fire Department Planning Section, February 12, 2007.*

Table 23

City Fire and Paramedic Responses Data

Fire Station	Daily Responses [a]	Yearly Responses [b]	Percentage
Fire Station No. 56			
Advance Life Support EMS	6.89	2,516	57
Basic Life Support EMS	1.64	600	13
Fire Responses	3.61	1,316	30
Total Station Responses	**12.14**	**4,432**	**100**
Fire Station No. 50			
Advance Life Support EMS	4.12	1,504	40
Basic Life Support EMS	2.98	1,088	30
Fire Responses	3.11	1,136	30
Total Station Responses	**10.21**	**3,728**	**100**
Fire Station No. 35			
Advance Life Support EMS	15.96	5,824	57
Basic Life Support EMS	6.31	2,304	22
Fire Responses	5.91	2,156	21
Total Station Responses	**28.18**	**10,284**	**100**
Total for All Three Stations			
Advance Life Support EMS	26.97	9,844	22
Basic Life Support EMS	10.94	3,992	53
Fire Responses	12.62	4,608	25
Total Three Responses	**50.53**	**18,444**	**100**

[a] *Daily average obtained by dividing the daily average by 365 days.*
[b] *Based on statistics of yearly incidents.*

Source: LAFD Planning Section fax to PCR Services Corporation from Captain William N. Wells February 21, 2007, based on Calendar Year 2006 Statistics of Yearly Incidents.

Western Heritage Way just north of the project site, is also easily accessible by emergency vehicles.

(3) Fire Flow

Water for fire fighting purposes is supplied to the project site via existing City of Los Angeles Department of Water and Power (LADWP) water mains and fire hydrants located within adjacent streets. All hydrants are required to have either 2 1/2X4D or 4D outlets which conform to the minimum standard fire hydrants in accordance with Division 9 of the Fire Code (Section 57.09.06).

b. Regulatory Framework

(1) State of California

The California Code of Regulations (CCR) Title 24 (California Building Code [CBC]) is a compilation of building standards, including fire safety standards for buildings. CBC standards are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature, but not covered by the national model code. Typical fire safety requirements of the CBC include the installation of fire sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies. Specific CBC fire safety regulations have been incorporated by reference in the Los Angeles Municipal Code (LAMC).

(2) City of Los Angeles

(a) Los Angeles General Plan Framework

The City of Los Angeles General Plan Framework Element (Framework), adopted in December 1996 and readopted in August 2001, provides a comprehensive, long-range strategy for accommodating long-term growth in the City and defines City-wide policies regarding several issues including infrastructure and public services. The Infrastructure and Public Services Chapter of the Framework sets forth goals, objectives, and policies for fire protection and EMS in the City. Objectives and policies of Goal 9J of the Infrastructure and Public Services Chapter ensure that every neighborhood has the necessary level of fire protection service, EMS, and infrastructure. Under the Framework, the City standard for EMS response distance from the fire station to the destination location is 1.5 miles.[74]

(b) General Plan Safety Element

The General Plan Safety Element (Safety Element), which was adopted November 26, 1996, contains policies related to the City's response to hazards and natural disasters such as fires. The goals, policies, and programs of the Safety Element are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), of which the LAFD is a member. The fire response policies of the Safety Element set forth requirements, procedures,

[74] *City of Los Angeles General Plan Framework, page 9-5.*

and standards to facilitate effective fire suppression. Fire suppression standards include peak load water flow and Building and Fire Code regulations, including minimum road widths, access, and clearances around structures. Under Policy 2.1.6 of the Safety Element, the LAFD shall revise regulations or procedures to include the establishment of minimum standards for the location and expansion of fire facilities based on fire flow, intensity and type of land use, life hazard, occupancy, and degree of hazard so as to provide adequate fire and EMS response. The Safety Element guidelines are implemented through the Municipal Code.

(c) Los Angeles Municipal Code and Charter

All new construction must comply with the applicable provisions as set forth in the Los Angeles Municipal Code (LAMC). In the Fire Protection and Prevention Chapter of the LAMC Article 7 (Fire Code), the LAFD's Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The LAMC also contains, by reference, State of California Title 24 construction standards and fire safety measures. The Fire Code contained within the LAMC also reflects the policies of the General Plan Safety Element. The Fire Code sets forth regulatory requirements pertaining to the prevention of fires, the investigation of fires or life safety hazards, the elimination of fire and life safety hazards in any building or structure including buildings under construction, the maintenance of fire protection equipment and systems, and the regulation of the storage, use, and handling of hazardous materials.[75]

Chapter 5, Article 7, Division 9 of the Fire Code addresses access, hydrants, and fire flow requirements. Under Division 9 (Sec. 57.09.03), if any portion of an exterior wall is more than 150 feet from the edge of a roadway, an approved, posted fire lane shall be provided. Division 9 (Sec. 57.09.06) establishes fire flow standards. Fire flow is defined as the quantity of water available or needed for fire protection in a given area and is normally measured in gallons per minute (gpm), as well as duration of flow. The determination of fire flow adequacy is based on the type of land use, with greater intensity land uses requiring higher flows from a greater number of hydrants. The fire flow required for commercial buildings is 6,000 to 9,000 gpm from four adjacent hydrants flowing simultaneously. The Fire Department evaluates individual buildings to determine the actual requirement within this range. A minimum residual water pressure of 20 pounds per square inches (psi) is required to remain in the water system in addition to the required gpm flowing.

Section 57.09.06 of the Fire Code also specifies the maximum response distance from developments which can be built without the installation of automatic fire sprinkler systems. The standards are based on the particular land use and required flow rates. The standard for

[75] *City of Los Angeles Municipal Code, Article 7, Chapter V, Section 57.01.02., Amended in Entirety, Ordinance Number 162,123, effective May 12, 1987.*

commercial development with required flows of 6,000 to 9,000 gpm to a fire station is 1 mile for the Engine Company and 1.5 miles for the Truck Company. Where a response distance is greater than the maximum response distance, all structures must be constructed with automatic fire sprinkler systems according to Section 57.09.07 of the Fire Code. The Chief of the LAFD may also require the provision of additional fire protection. Fire hydrant spacing and hydrant type is also determined according to land use. For industrial and commercial uses, one hydrant per 80,000 square feet is required with 300 feet between hydrants. Furthermore, all first story portions of any commercial or industrial building must be within 300 feet of an approved hydrant. Division 9 (Sec. 57.09.08) also provides for supplemental fire protection in which equipment and systems not otherwise required in the LAMC may be required by the LAFD in lieu of compliance with specific requirements of Division 9 of the Fire Code.

Under LAMC Chapter 7, Division 112, Section 57.112.07, all smoke control systems shall be retested every six months or in accordance with the retest requirements established by the Department of Building and Safety and the LAFD. Under LAMC Chapter 9, Division 9, Section 91.905.15.11, all smoke-control systems shall be tested prior to the Certificate of Occupancy.

(d) State Propositions F, Q, and J

The City of Los Angeles Fire Facilities Bond (Proposition F), approved by voters in November 2000, allocates $378.6 million of funds to build 19 new or replacement neighborhood fire/paramedic stations. Of the 19 projects, one project, Fire Station No. 82, is located in the Hollywood area at 1800 N. Bronson Avenue. This station is to be replaced with a new Regional Fire Station Design which will involve either relocation or demolition and construction at the current site.[76] In March 2002, Proposition Q, the Citywide Public Safety Bond Measure, was passed for $600 million to renovate, improve, expand and construct police, fire, 911, and paramedic facilities and involves 13 projects.[77] None of the projects funded under Proposition Q are located within the project vicinity. Measure J, which was approved by voters at the November 7, 2006 County State General Election, is a charter amendment and ordinance that involves technical changes to Proposition F. Measure J allows new regional fire stations funded by Proposition F located in densely developed areas to be designed and built on one or more properties equaling less than two acres.[78]

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[76] *http://www.cert-la.com/FireWatch/FireWatch-0507-Fire-Facilities-Bond-Program.pdf.*

[77] *http://www.lapropq.org/modules/fileUpload/files/Prop_Q_Report__NOV06.pdf.*

[78] *http://lavote.net/VOTER/PDFS/ELECTION_RELATED/11072006_MEASURES_ON_BALLOT.pdf, Los Angeles County Registrar-Recorder/County Clerk, October 16, 2006.*

3. PROJECT IMPACTS

a. Methodology

The analysis identifies the project's affect on the potential increase in the demand for services that would occur at the project site. It also evaluates the project's compliance with the requirements of the Fire Code and Building Code regarding emergency access, fire hydrants, fire flow, and fire suppression systems. Finally, any physical constraints that preclude the attainment of the access and fire flow requirements of the Fire Code are evaluated.

b. Significance Thresholds

Based on the factors set forth in the City of Los Angeles CEQA Thresholds Guide (2006), a significant impact to LAFD fire prevention and suppression services and/or emergency medical services would occur if the proposed project would:

- Generate demand for additional fire protection service that exceeds the staff and equipment capabilities of the LAFD to serve the project site;
- Require the addition of a new fire station or the expansion, consolidation, or relocation of an existing station to maintain service; or
- Not comply with all applicable LAFD code and ordinance requirements for construction, fire safety facilities, fire flow, fire hydrants, and access.

c. Analysis of Project Impacts

(1) Project Design Features

(a) Construction

During project construction, construction managers and personnel would be trained in emergency response and fire safety. Fire suppression equipment specific to construction would be maintained on-site in accordance with Occupational Safety and Health Administration (OSHA) and Fire Code requirements. In addition, a security patrol, security lighting, and gating would be used to prevent trespassing and vandalism.

(b) Operation

The project would comply with all LAMC requirements applicable to construction, including LAMC Chapter 9 (Building Code) and Chapter 7 (Fire Code). Further, the proposed project would submit a plot plan for approval by the LAFD either prior to the recordation of the

final map or the approval of a building permit. The plot plan would include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant. The proposed project would also comply with all fire safety requirements regarding fire-resistant building materials and smoke control, as stated in Division 7 of the Building Code. The project would also include an automatic sprinkler system throughout the buildings and subterranean garage area, consistent with the Fire Code. Smoke detectors would also be maintained throughout the building. Stairways would be numbered on each floor, and fire safety signage on all floors would be placed in required locations. Access to the roof for fire personnel would be made available in fire emergencies.

The project would also comply with Fire Code access and fire flow requirements. Since exterior walls on portions of the project site are not farther than 150 feet from the public street, Western Heritage Way would serve as emergency vehicle access in accordance with Fire Code Division 9 (Sec. 57.09.03).

(2) Project Impacts

(a) Construction

Construction activities are unlikely to increase the existing demand on fire protection and EMS. Construction activities may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources include machinery and equipment sparking, exposed electrical lines, welding activities, chemical reactions in combustible materials and coatings, and lighted cigarettes. Fire suppression equipment specific to construction would be maintained on-site. Project construction would comply with applicable existing codes and ordinances, in which additional demand on fire services would not exceed the current capabilities of the LAFD. Construction traffic could affect emergency access. Other implications of construction-related traffic include reduced travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the project site during construction (i.e., for the movement of construction equipment, and hauling of demolition and graded materials). However, it is unlikely that construction activities would increase response times for emergency vehicles on Western Heritage Way. The project site lends itself to performing most staging activities on site, with minimum affects on Western Heritage Way. If Western Heritage is affected for short durations, flagmen would be employed to ensure access is maintained to the project site and that traffic flow is maintained. Since emergency access to the site would remain clear and unobstructed during construction of the project, impacts related to emergency access would be less than significant.

(b) Operational Impacts

(i) Fire Safety, Access, and Fire Flow Requirements

Project impacts on the provision of fire services are in large part based on the physical provisions of the buildings and infrastructure that affect the safety conditions at the site, accessibility to the site, and fire flow availability to fight fires. A project's impact on fire services is determined in part by its compliance with the applicable provisions of the Fire Code and the Building Code. A project that closely complies with the applicable provisions increases public safety and reduces efforts of the fire department in providing service to the site. Pursuant to Division 9 of the Fire Code, the project would comply with specific fire safety, access, and fire flow requirements. As discussed above, the project would submit a plot plan for approval by the LAFD either prior to the recordation of the final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant. Further, no building or portion of a building would be constructed more than 150 feet from the edge of a roadway, improved street, access road, or designated fire lane, unless otherwise approved.

As the project site is located approximately 3.4 miles from Fire Station No. 56, the project would exceed the 1.5 mile standard under which sprinkler systems are not required. However, as stated above, Section 57.09.08 of the Fire Code addresses this by implementing stricter requirements, including the provision of sprinkler systems.

The project site is easily accessible from Western Heritage Way, which is just west of the Campus, and Zoo Drive. Access to the project site is also provided by the I-5 and SR-134 Freeway with the I-5 and SR-134 interchange immediately to the north and east of the site. Fire Station No. 56 can easily access the project site from the above mentioned access routes and from Rowena Avenue where the Station is located. Rowena Avenue turns into Riverside Drive, then Griffith Park Drive, and eventually Crystal Springs Drive, which turns into Western Heritage Way.

Potential impacts with regard to site accessibility would be further addressed through a mutual aid agreement between the LAFD and the Glendale Fire Department. Glendale Fire Station No. 27 is 2.4 miles north of the project Site at 1127 Western Avenue, and may be called on subject to the mutual aid agreement. This station is equipped with one paramedic engine.

The fire flow required by Division 9 (Sec. 57.09.06) for the project is 6,000 gallons per minute (gpm) from four hydrants flowing simultaneously.[79] It is anticipated that for fire flow to the project site to be adequate, one new private hydrant may be required for the new Institute Building to the south.[80] In addition to ensuring the availability of an adequate fire flow, the installation of hydrants, including the number, sizes, and locations, would also be in compliance with the requirements of Division 9 (Sec. 57.09.06). Final site requirements will be determined at site plan review by the LAFD. Based on the above, the project would comply with applicable LAFD code and ordinance requirements and would limit potential impacts regarding regulatory compliance and eliminate the need to provide new facilities, or place unusual demand on resources. The project would have a less than significant impact relative to fire safety, access, and fire flow.

(ii) Additional Demand for Services

As shown in Table 23, Fire Station No. 56 has an estimated yearly response rate of 4,432 responses per year, including 3,116 EMS calls. As a result, ALS and BLS EMS responses for Fire Station No. 56 comprise 70 percent of all responses as compared to the City-wide average of 76 percent.[81]

The project is a cultural and educational Campus that is intended to primarily serve an existing regional population and visitors to the region. The number of visitors who might otherwise be attracted to the site would be a very small addition to the visitor population of the region. As such, the project would not have an affect on the overall service ratio for the LAFD. To the extent that the project attracts additional visitors to the project site, as well as adding a small increase in site employees, the demand for EMS services at the local fire stations serving the project site may increase negligibly, particularly for the first in Station, Station 56. While the new facilities would increase the size of the Campus, the new and expanded buildings would be similar to the Campus Building in general function, and would be designed to current standards thus limiting any increase in the demand for fire services.

Based on the above, the project's increase in demand for fire protection services would be negligible, and would not require the addition of a new fire station, or other new facilities. As a result, the project would result in a less than significant impact relative to the additional demand for fire services.

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[79] *Email communication with Inspector Michael Theule, March 26, 2007.*

[80] *Email communication with Inspector Michael Theule, March 19, 2007*

[81] *Email communication with William N. Wells, Captain II-Paramedic of the Los Angeles Fire Department Planning Section, February 12, 2007.*

4. MITIGATION MEASURES

As indicated above, impacts to fire services would be less than significant. Therefore, no mitigation measures would be required.

5. CUMULATIVE IMPACTS

The "first in" fire district for Fire Station No. 56 is generally bounded by the SR-134 Freeway on the north, the I-5 Freeway to the east, and as seen in Figure 26, the south and west boundaries are irregular in shape. Related projects within this "first in" district include Related Projects 2, 3a, 3b, and 3c, as identified in Table 1. Related Project number 2 is a church, which like the project would not introduce new population to the area, but would serve existing population. In addition, Related Projects 3a, 3b and 3c are all infrastructure improvements that would not generate additional permanent population within the vicinity. The remaining related projects that are located within the City of Los Angeles, Related Projects 3, 16, 17, 18, 19 and 29 are located in close proximity to Fire Stations 35 and 50. These projects would add new population and employees to the area, who would incrementally increase the cumulative demand for fire services in the area in a manner that is consistent with general growth occurring in the region. In addition, all related projects would comply with LAMC Fire Code and Building Code regulations pertinent to fire safety, access, and fire flow. Such regulations would include requirements to ensure adequate emergency access is provided during construction of each project. Therefore, the project combined with related projects would result in a less than significant impact relative to fire and EMS services.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to fire services would be less than significant; therefore, no mitigation measures would be required.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. TRANSPORTATION AND CIRCULATION

This section of the EIR analyzes the potential project impacts associated with traffic, parking, and access. Information for the analysis is based on the Traffic Study for the Griffith Park Campus, prepared by Fehr & Peers/Kaku Associates dated August 2007. The Los Angeles Department of Transportation (LADOT) reviewed the Traffic Study and approved its content prior to circulation of this EIR. A copy of the Traffic Study is included as Appendix F.

1. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Freeway System

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately 12.75 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles. Regional access to the project site is provided by the Golden State Freeway (I-5) and State Route 134 (SR-134). I-5 is a north-south oriented freeway located just east of the project site. The I-5 Freeway interchanges with SR-134 immediately to the north and east of the site.

(2) Local Street System

Local street access within the project vicinity is provided primarily by the following streets: Zoo Drive, Western Heritage Way, Crystal Springs Drive, Griffith Park Drive, Riverside Drive, Victory Boulevard, and Western Avenue.

Zoo Drive is generally an east-west roadway that turns into a north-south roadway following the Los Angeles River. This roadway provides one lane of travel in each direction. This roadway provides access to the Los Angeles Zoo and the I-5 and SR-134 Freeway on ramps. Parking is prohibited on this roadway, except for the segment between Griffith Park Drive and Riverside Drive. The posted speed limit for this roadway is 25 miles per hour (mph).

Western Heritage Way is a short north-south roadway and provides direct access to the Griffith Park Campus and connects with Zoo Drive and Crystal Springs Drive. This roadway

provides two lanes of travel in each direction, with a dual left turn centerline. No parking is allowed on this roadway. The posted speed limit for this roadway is 25 mph.

Crystal Springs Drive is a north-south roadway that connects from Western Heritage Way to Griffith Park Drive. This roadway provides one lane of travel in each direction. No parking is allowed on this roadway. The posted speed limit for this roadway is 25 mph.

Griffith Park Drive is a north-south roadway that provides two lanes of travel in each direction, with a raised median. No parking is allowed on this roadway. The posted speed limit for this roadway is 25 mph.

Riverside Drive is a north-south roadway that provides two lanes of travel in each direction. No parking is allowed on this roadway within the project vicinity. The posted speed limit for this roadway is 35 mph.

Victory Boulevard is a northeasterly-southwesterly roadway that provides two lanes of travel in each direction with a dual left turn centerline. Parking is allowed on both sides of this roadway. The posted speed limit for this roadway is 35 mph.

Western Avenue is a northwesterly and southeasterly roadway. The portion of this roadway between Riverside Drive and Lake Street provides one travel lane in each direction, with parking allowed on both sides. The portion of this roadway between Lake Street and San Fernando Road provides two travel lanes in each direction and does not allow parking. The posted speed limit for this roadway is 35 mph.

(3) Transit

Public transit service near the project site is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro Line 96 runs northwest to southeast from Van Nuys Boulevard in Sherman Oaks to downtown Los Angeles along Zoo Drive, Western Heritage Way and Crystal Springs Drive/Griffith Park Drive through the study area. Service is provided every 20 minutes from 7:00 A.M. to 7:00 P.M. on weekdays and weekends.

In order to minimize traffic impacts due to the recent reopening of the Griffith Park Observatory, the City of Los Angeles has implemented a temporary timed-entry and shuttle system to transport visitors to the Observatory. The shuttle system is available for a fee to visitors with advanced, timed-entry reservations and provides pick-up service from the surface parking area to

the southwest of the project site. The shuttle service operates from 11:40 A.M. to 10:00 P.M. on weekdays and 9:40 A.M. to 10:00 P.M. on weekends.[82]

(4) Access

Access to the site is provided from Western Heritage Way, just west of the Campus. Pedestrian access is also provided from Western Heritage Way and includes a crosswalk connecting the Campus with the Los Angeles Zoo to the west. A service road within the northern portion of the project site provides access to a loading dock and staff surface parking areas east of the Campus Building. The main public entrance to the Campus is from the west and is on axis with the Los Angeles Zoo entrance.

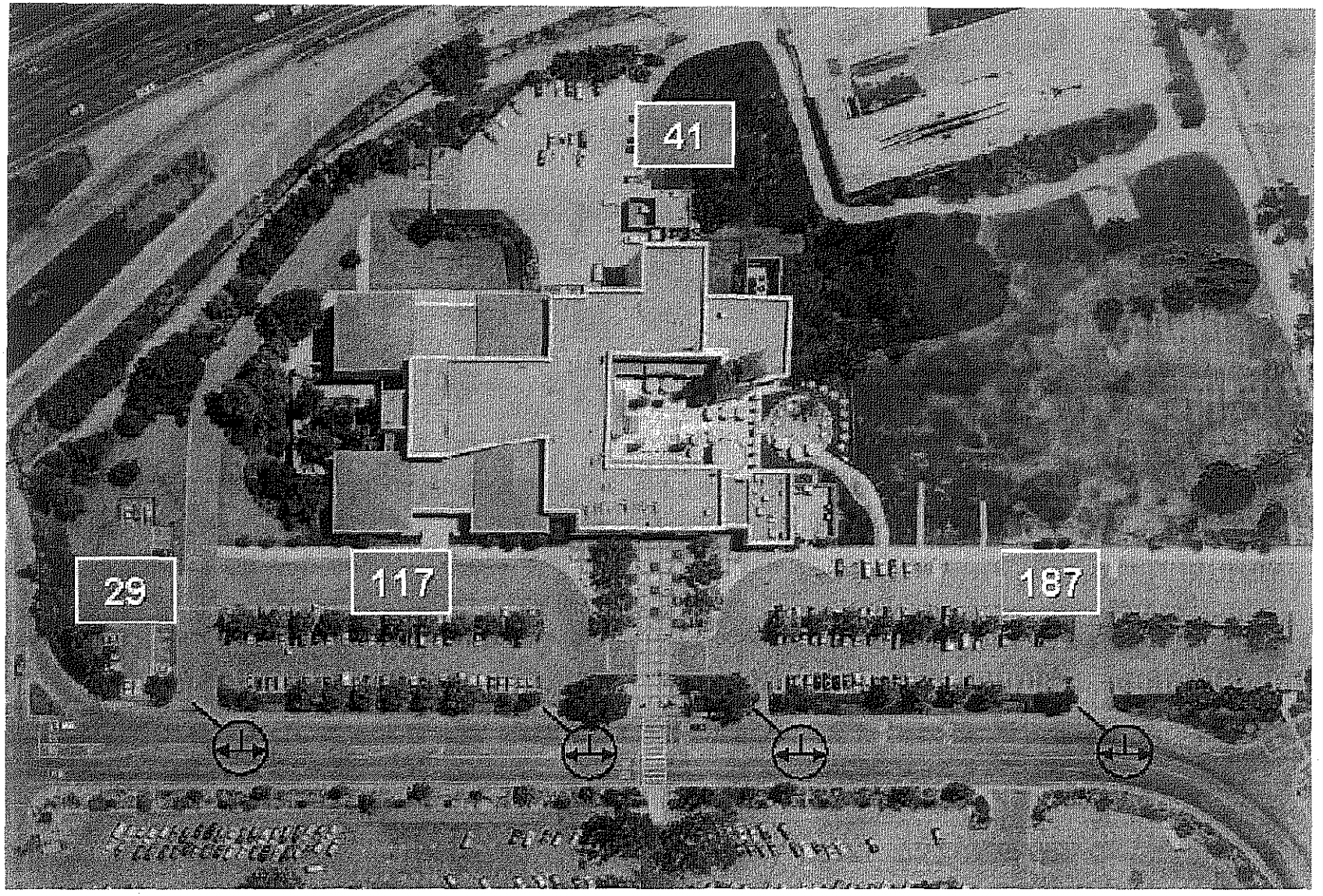
(5) Parking

As shown in Figure 27 on page 230, a total parking supply of 374 parking spaces is provided within four surface parking areas on the project site. Of this supply, 304 spaces (which include 19 designated handicapped accessible) are located in the north and south lots west of the Campus, 41 spaces are located in a gated employee lot east of the Campus Building, and 29 spaces are located in a small overflow lot northwest of the Campus Building. No parking is allowed on the local streets which serve the project site. In addition, per the terms of the lease between the Autry National Center and the City of Los Angeles, Campus visitors may park in the immediately adjacent parking lot of the Los Angeles Zoo. This parking lot provides approximately 2,162 parking spaces.

(6) Pedestrian/Equestrian Access

As previously stated, pedestrian access to the site is provided from Western Heritage Way. Although no sidewalks exist on Western Heritage Way, a crosswalk provides pedestrian access between the main entrance of the Campus to the east and the Los Angeles Zoo entrance to the west. An equestrian trail that extends throughout Griffith Park is located adjacent to the southern and eastern boundaries of the site. The trail includes two separate paths around the Los Angeles Zoo wastewater treatment facility and a small corral (used by equestrian visitors to the Campus). One path occurs along the north and west faces of the treatment facility adjacent to the project site and the other path occurs along the east and south faces of the treatment facility adjacent to the freeway and the golf courses.

[82] *Inbound service to the Observatory stops at 7 P.M. on both weekdays and weekends.*



PCR

Scale not provided

Source: Fehr & Peers, Kaku Associates, 2007

Figure 27
Existing Parking Access

b. Analysis of Existing Traffic Conditions

(1) Study Intersections

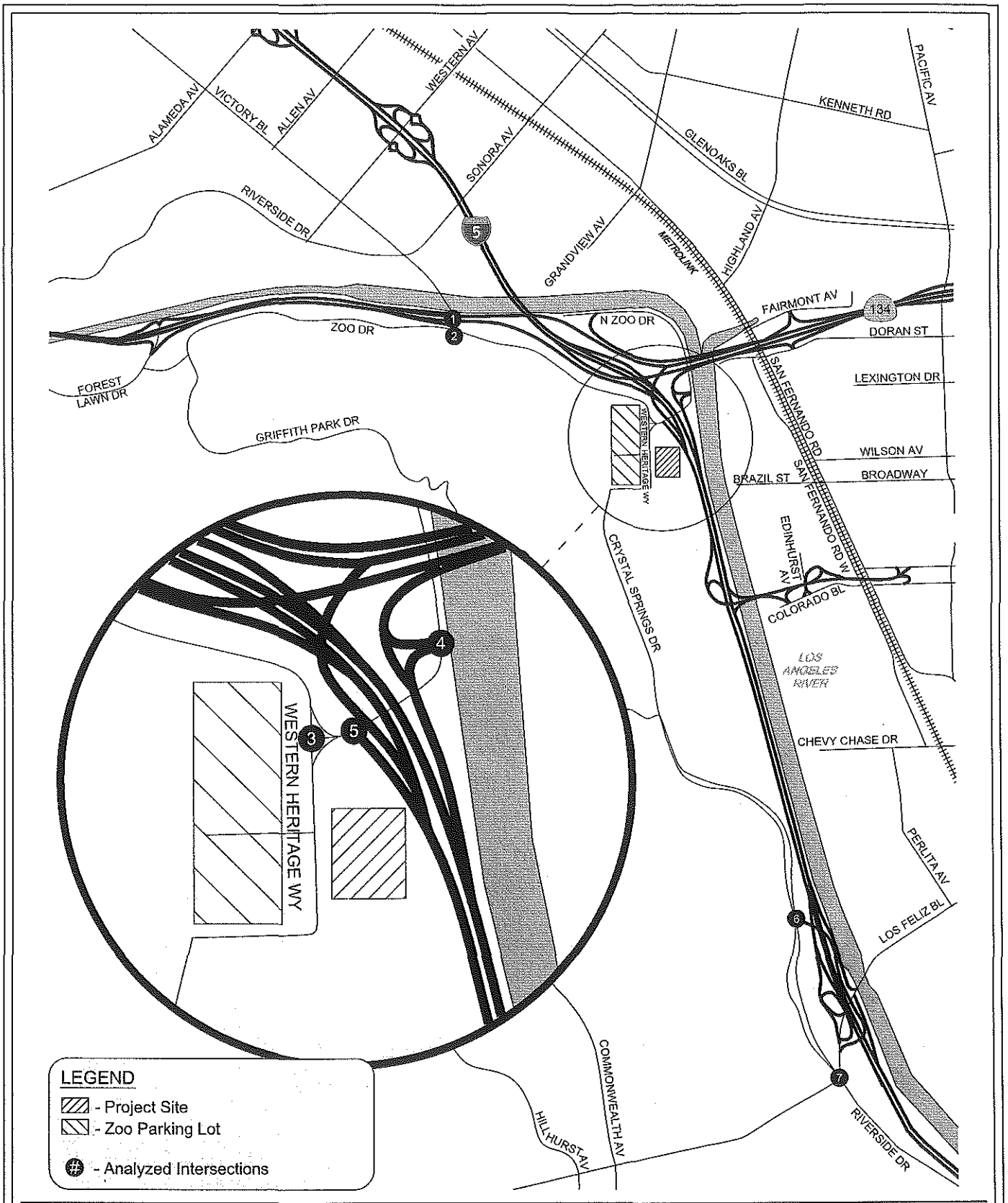
Per discussions with LADOT, seven intersections in the project vicinity were identified as those that would have the potential to be impacted by the proposed project. Therefore, the following seven intersections were selected for analysis in the Traffic Study:

1. Riverside Drive and SR-134 eastbound off-ramp
2. Riverside Drive and Zoo Drive
3. Western Heritage Way and North Zoo Drive
4. North Zoo Drive and I-5 northbound off-ramp/134 eastbound on-ramp
5. I-5 southbound on-ramp and North Zoo Drive
6. Griffith Park/Crystal Springs Drive and I-5 ramps
7. Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard

The locations of these study intersections are shown in Figure 28 on page 232. The intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard is signalized and controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system as well as the Adaptive Traffic Control System (ATCS). The other six intersections are controlled by stop signs.

To evaluate existing traffic conditions, traffic counts were conducted at the seven intersections during the weekend midday (12:00 P.M. to 5:00 P.M.) and weekday afternoon (4:00 P.M. to 6:00 P.M.) peak periods. These peak periods reflect the nature of the activities and hours of operation at the Griffith Park Campus and Griffith Park. Existing and future operations for the signalized intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard were analyzed using the Critical Movement Analysis (CMA) method, outlined in Circular Number 212 of the Transportation Research Board. The CALCADB software developed by LADOT was utilized to implement the CMA methodology, which measures operations at signalized intersections by the volume to capacity (V/C) ratio. For the remaining six unsignalized intersections, the Highway Capacity Manual (HCM) methodology was used to analyze existing and future operations. The HCM measures an unsignalized intersection's average total delay in seconds per vehicles.

The V/C values and average total delay correspond to a "Level of Service" (LOS), which indicates the operating characteristics of an intersection. The term LOS describes the quality of



PCR

No scale

Figure 28
Study Intersections

Source: Fehr & Peers; Kaku Associates, 2007

traffic flow. Intersections with LOS A to C operate quite well. LOS D is recognized as the satisfactory level of service in the City of Los Angeles. LOS E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. LOS E and F are generally considered unsatisfactory levels. Table 24 on page 234 and Table 25 on page 234 define the range of V/C ratios and average total delay, respectively, and their corresponding LOS.

For each of the study intersections, the existing (2006) LOS was determined for the weekend midday and weekday afternoon peak periods by identifying the V/C value for the signalized intersection and average total delay for the unsignalized intersection. As shown in Table 26 on page 235, the intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard currently operates at an unacceptable LOS F during the weekend midday peak hour. The remaining six study intersections operate at acceptable levels of service (LOS D or better) during both peak periods.

(2) Parking

An analysis of existing parking demand was conducted using parking occupancy data collected in 2006 on a Saturday and weekday. Based on the data collected, the Saturday peak parking period occurred between 1:00 and 2:00 P.M. when approximately 56 percent (192 spaces) of the Campus' total parking supply was occupied. Specifically, approximately 56 percent of the northern portion and 39 percent of the southern portion of the public parking lot, and 90 percent of the Employee Lot were occupied. The Overflow Lot was closed. On the weekday, the peak parking period occurred between 11:00 A.M. and 12:00 P.M. when approximately 49 percent (182 spaces) of the Campus' total parking supply was occupied. Specifically, approximately 68 percent of the northern portion and 27 percent of the southern portion of the public parking lot, 90 percent of the Employee Lot, and 38 percent of the Overflow Lot were occupied. Given the availability of parking spaces, the existing parking supply on the project site is sufficient to meet existing parking demand.

It should also be noted that peak parking period on a Saturday for the Los Angeles Zoo parking lot coincides with the peak parking period for the project site. During this peak parking period on Saturday, approximately 97 percent of the Los Angeles Zoo parking lot was occupied. It is expected that during this peak period, overflow from the Los Angeles Zoo does occur and affects the existing parking lots on the project site. During the Los Angeles Zoo's weekday peak parking period, which occurs between 12:00 P.M. and 1:00 P.M., approximately 30 percent of the Los Angeles Zoo parking lot was occupied. Thus, no parking issues occur during the weekday.

Table 24

Level of Service Definitions for Signalized Intersections

Level of Service	V/C	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Highway Capacity Manual, Transportation Research Board, *2000.*

Table 25

Level of Service Definitions for Unsignalized Intersections

Level of Service	Intersection Capacity Utilization
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, 2000.

c. Regulatory Framework

(1) Congestion Management Program

The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990 to address increasing public concern of traffic congestion impacting the quality of life and

Table 26

Existing (Year 2006) Intersection Levels Of Service

	Intersection	Peak Hour	Existing V/C or Delay	Existing LOS
1	Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	20.6	C
		P.M.	20.3	C
2	Riverside Dr & Zoo Dr [b]	Sat.	26.7	D
		P.M.	14.5	B
3	Western Heritage Way & North Zoo Dr [b]	Sat.	24.7	C
		P.M.	20.0	C
4	North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.1	B
		P.M.	12.4	B
5	I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.7	A
		P.M.	8.7	A
6	Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	11.7	B
		P.M.	10.7	B
7*	Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.085	F
		P.M.	0.772	C

* *Intersection is currently operating under ATSAC and ATCS systems.*

[a] *Intersection is two-way stop-controlled. Average vehicular delay in seconds per vehicle is reported for the worst case approach rather than V/C ratio.*

[b] *Intersection is four-way stop-controlled. Average vehicular delay in seconds per vehicle is reported rather than V/C ratio.*

Source: Fehr & Peers/Kaku Associates, 2007.

economic vitality of the State of California. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Los Angeles County Metropolitan Transportation Authority (Metro), the local CMP agency, has established a countywide approach to implement the statutory requirements of the CMP in their 2004 CMP for Los Angeles County. The countywide approach includes designating a highway network comprising all state highways and principal arterials within the County and monitoring the network's level of service standards.

Based on Metro's 2004 CMP for Los Angeles County, a Traffic Impact Assessment (TIA) must be conducted at all CMP intersection monitoring locations where a project would add 50 or more trips during the A.M. or P.M. weekday peak hours. A TIA must also be conducted at all CMP freeway monitoring locations where a Project would add 150 or more trips in either direction during the A.M. or P.M. weekday peak hours.

(2) Los Angeles Municipal Code

Section 12.21(A)4 of the Los Angeles Municipal Code (LAMC) sets forth parking requirements for specific land uses. The parking requirements for institutional uses are one space per 500 square feet and parking requirements for performance theatres are one space per 5 fixed seats.

2. ENVIRONMENTAL IMPACTS

a. Methodology

(1) Construction Traffic

Impacts on traffic from construction activities were analyzed by estimating the number of haul truck trips as well as estimating the number of other construction trips from construction workers and equipment trucks.

(2) Intersections

As discussed above in the analysis of existing conditions, the analysis of existing and future operations for the signalized intersection was based on the CMA methodology. For the analysis of operations for unsignalized intersections, the HCM methodology was utilized. As discussed in greater detail below, traffic impacts were evaluated by: (1) determining the trip generation for the project based on trip generation rates derived from empirical data; (2) assigning these project trips to the roadway network; (3) analyzing the future 2010 and future 2014 "Without Project" traffic conditions (existing conditions plus ambient growth and growth from related projects); (4) evaluating the service condition of the roadways with the addition of project trips; and (5) comparing future 2010 and future 2014 "Without Project" conditions with the future 2010 "With Phase 1" and future 2014 "With Project" conditions to obtain the change in service levels caused by the project. These changes were compared to the thresholds of significance set forth by LADOT to determine whether significant impacts would occur. Where significant impacts were identified, mitigation measures were identified to reduce such impacts to less than significant levels.

(a) Project Trip Generation

The standard source of trip generation data, Trip Generation, 7th Edition, does not provide "standard" data applicable to museums. To provide a conservative analysis, it was determined that the trip generation rates would be based on floor area. Floor area rates are common in Trip Generation, 7th Edition, and are frequently used in traffic impact assessments for other land uses.

Manual driveway counts were conducted on a weekend in August at each of the three Center driveways, a typically high attendance month for the Campus. In addition, manual driveway counts were also conducted for a popular exhibit that occurred in late September, October and November 2006. The manual driveway counts during this period were specifically collected on Saturday, October 7, 2006, and Wednesday, November 15, 2006, at each of the three Campus driveways. These survey days exhibited typical operating conditions and above average attendance. Counts were taken between 9:15 A.M. and 5:45 P.M. and the Campus was open to the public from 10:00 A.M. to 5:00 P.M. on both days. The complete survey results are shown in Appendix F. Since the data during the later surveys resulted in higher counts, the data from these two survey days was used to develop an average vehicle trip generation rate for the Campus for a typical weekday P.M. peak (4:00 P.M. to 6:00 P.M.) and weekend midday peak period (12:00 P.M. to 5:00 P.M.). The daily rate calculated from this data for use in the development of trip generation estimates for the museum expansion on typical weekdays is 3.58 trips per thousand square feet (ksf) and 5.40 trips per ksf for typical weekends.

The final step in the trip generation analysis was to identify the peak hour percentages so that these daily vehicle trip generation rates could be used to estimate peak hour trips into and out of the site. Based on the manual counts, the weekend midday peak hour occurs from 1:15 P.M. to 2:15 P.M., when approximately 153 trips, or 20 percent of daily trips, occur. The weekday afternoon peak hour occurs from 12:00 P.M. to 1:00 P.M. when approximately 80 trips, or 16 percent of daily trips, occur. While the weekday peak occurred in early afternoon, for a conservative analysis this rate was applied to the afternoon peak hour of traffic.

(b) Trip Distribution and Assignment

The geographic distribution of project-generated trips are dependent on several factors including the type and density of the proposed land use, the geographic distribution of population from which the patrons and employees of the proposed development are drawn, and the location of the project in relation to the surrounding street system. These factors were used to assign project trips to the local and regional street system and through the study intersections.

(3) Freeway System

The freeway system analysis determines whether the project-generated trips would exceed CMP thresholds that establish whether additional analysis of CMP freeway or intersection locations would be required.

(4) Public Transit

To determine project impacts on transit, a review of the available transit services in the project area was conducted and the project's potential transit ridership was assessed. In addition,

a determination was made as to whether the project would physically conflict with existing infrastructure supporting alternative transportation (e.g., bus stops, bus lanes).

(5) Access and Queuing

The methodology for the analysis of access and queuing impacts includes a review of the proposed access and circulation scheme and a determination of the LOS at Western Heritage Way and Zoo Drive, the nearest intersection to the project site's access points. Based on this review, a determination was made as to whether access at the project site would be adequate and whether the significance thresholds for access would be exceeded.

(6) Parking

The analysis of parking impacts includes a determination of whether the project meets the number of parking spaces required by the LAMC based on the project's institutional uses. Additionally, a parking demand analysis was also prepared to evaluate whether the project would provide sufficient parking on-site to accommodate the demand generated subsequent to implementation of the project. The demand analysis was prepared based on the analysis procedures recommended in the second edition of the Shared Parking Manual published by the Urban Land Institute (ULI).

(7) Pedestrian/Bicycle Safety

The methodology for the analysis of pedestrian/bicycle safety impacts includes a review of the project's access and circulation scheme and a determination of whether the project would substantially increase the potential for pedestrian/vehicle and/or bicycle/vehicle conflicts.

(8) Consistency with Regulatory Framework

The methodology for this analysis includes a review of relevant transportation regulations, plans, and policies and a determination of whether the project would conflict with these regulations, plans, and policies.

b. Thresholds of Significance

(1) Construction Traffic

Project construction would have a significant impact on traffic and circulation if construction activities were to: (1) cause substantial delays and disruption of existing traffic and pedestrian flow; (2) require temporary relocation of existing bus stops to more than one-quarter mile from their existing stops; or (3) result in impacts based on the operational thresholds at intersections during peak periods.

(2) Intersections

According to the intersection impact criteria set forth in LADOT's 2002 Traffic Study Policies and Procedures as well as the 2006 City of Los Angeles CEQA Thresholds Guide, a significant impact on intersection capacity would occur based on the sliding scale criteria presented below. The City's sliding scale criteria requires mitigation of a project's traffic impacts whenever traffic generated by a proposed development causes an increase of the study intersection V/C ratio by an amount equal to or greater than the values shown below:

City of Los Angeles Intersection Impact Threshold Criteria

Final V/C	Level of Service	Project Related Increase in V/C
> 0.700 -0.800	C	equal to or greater than 0.040
> 0.800 -0.900	D	equal to or greater than 0.020
> 0.900	E or F	equal to or greater than 0.010

Source: PCR Services Corporation, April 2007.

For unsignalized intersections, the City of Los Angeles CEQA Thresholds Guide states that if an unsignalized intersection is projected to operate at LOS C, D, E, or F, the intersection should be reanalyzed using the signalized intersection methodology to determine the significance of impacts using the sliding scale criteria above.

(3) Freeway System

According to the intersection and freeway impact criteria set forth in Metro's 2004 CMP for Los Angeles County, a significant impact on intersection and freeway monitoring locations would occur if the proposed project would increase the V/C ratio for intersections or the D/C ratio for freeways by two percent or more (V/C or D/C greater than or equal to 0.02), causing LOS F (V/C or D/C greater than 1.00). If the facility is already operating at LOS F, a significant impact would occur if the proposed project would increase the V/C or D/C ratio by two percent or more (V/C or D/C greater than or equal to 0.02).

(4) Public Transit

According to Metro's 2004 CMP for Los Angeles County and the 2006 City of Los Angeles CEQA Thresholds Guide, a significant impact to public transit service would occur if the proposed project would substantially increase the number of transit passengers when compared to available transit capacity.

(5) Access and Queuing

According to the 2006 City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions. However, neither LADOT nor the Los Angeles CEQA Thresholds Guide has established a threshold of significance regarding a project's potential impact on driveway access and on-street queuing at project driveways. Thus, impacts to access and queuing associated with the project would be considered significant if the project resulted in on-street queuing that regularly interfered with traffic flow more than current conditions.

(6) Parking

According to the City of Los Angeles CEQA Thresholds Guide, a project would have a significant impact on parking if the project provides less parking than needed as determined through an analysis of parking demand for the project.

(7) Pedestrian/Bicycle Safety

The following factors are set forth in the 2006 City of Los Angeles CEQA Thresholds Guide, which states that the determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility the project driveway(s) crosses and the level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

Based on these factors, impacts to pedestrians and bicycles would be considered significant if the project resulted in a regular increase in pedestrian/vehicle or bicycle/vehicle conflict due to project parking and traffic as compared with existing conditions.

(8) Consistency with Plans

The 2006 City of Los Angeles CEQA Thresholds Guide does not specify a threshold of significance for a project's consistency with relevant transportation plans and policies. Therefore, for purposes of this analysis, significant impacts related to consistency with plans would result if the project would conflict with the implementation of adopted transportation programs, plans, and policies.

c. Project Features

(1) Construction

The Autry National Center may continue visitor and staff operations during construction. However, if the Autry National Center elects to open exhibition space during construction, such space would be limited. In addition, if the Autry National Center continues staff operations, a maximum of 160 staff would use trailers or other temporary structures during construction.

There are three periods of construction activities for the proposed project: grading, demolition, and construction. During the various construction and operation phases, trucks hauling supplies and disposal materials and travel by construction workers and employees would generate traffic along the surrounding regional and local transportation system.

As stated in the LAMC, excavation activities are limited to 7:00 A.M. to 9:00 P.M. on weekdays and 8:00 A.M. to 6:00 P.M. on Saturdays and holidays. No construction activities are permitted on Sundays. The haul trucks would haul the excavated dirt from the Campus to its final destination using the regional freeway system directly adjacent to the site and within the boundaries of the City of Los Angeles. The prescribed haul route would be designated on the Haul Route Approval application, if necessary.

Construction activity at the project site would be concentrated in the first eight to nine hours of a 10-hour window, with most workers usually arriving and departing the project site outside the peak traffic hours (i.e., arriving before 7:00 A.M. and departing before 3:00 to 4:00 P.M.), thereby avoiding the generation of trips during the A.M. and P.M. peak periods.

(2) Operation

As part of the proposed improvements, parking would be expanded at its current locations east and north of the Campus Building. In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas would instead be developed on the southern and southeastern portions of the existing South Lawn. The surface

parking area to the southeast would be temporary. With these Phase 1 improvements, there would be a total of 380 parking spaces. In addition, the existing surface parking area along the west side of the Campus Building would be replaced with attractive landscaping, thus improving visitor views of the Campus from Western Heritage Way and the Los Angeles Zoo.

Phase 2 of the project would replace the surface parking area that was constructed on the southeastern portion of the South Lawn during Phase 1 with a new two-level semi-subterranean parking facility beneath the Institute Building. By taking advantage of the existing 15-foot grade drop that occurs within the southern portion of the site, this parking facility would be virtually screened from sight. The surface parking area within the southernmost portion of the site would remain. Upon completion of the proposed parking improvements, the project site would include a total of 476 on-site parking spaces to accommodate both visitors and staff.

Vehicle access to the project site would continue to be provided from Western Heritage Way. Specifically, a south entrance from Western Heritage Way with a new internal access road would provide access on the south portion of the project site to the Phase 1 temporary surface parking facility and the Phase 2 semi-subterranean parking facility. This location would be the primary access for visitors. In addition, a bus-only driveway would be provided for turnarounds at the southern access point to the site. This driveway would be approximately 1,000 feet from the intersection of Western Heritage Way and North Zoo Drive. The existing north entrance from Western Heritage Way would provide access to the staff parking lot and the overflow surface parking facility located on the north portion of the site. This driveway would be where the northernmost driveway currently exists, which is approximately 125 feet from the intersection of Western Heritage Way and North Zoo Drive. In addition, two curb cuts for bus loading would be located along Western Heritage Way between the two driveways. This loading area could hold up to approximately eight 40-foot busses for loading and parking. A jogging path would run parallel to Western Heritage Way between the bus loading area and the Campus.

Pedestrian access would be available from the both west and south of the project site through a new garden and plaza feature with interconnecting walkways to the Los Angeles Zoo and Griffith Park. In addition, a new pathway would run parallel to Western Heritage Way between the bus loading area and the remainder of the Campus.

The existing equestrian trail located in the project vicinity would not be disturbed along the segment adjacent to the freeway and golf courses or along the segment located to the north of the Zoo wastewater treatment facility. The new staff parking area within the eastern portion of the Campus adjacent to the trail would be screened with landscaping to maintain screening between the existing equestrian trail to the project site within this area. In addition, the new entry road within the southern portion of the site that would roughly parallel the existing equestrian trail would also be screened from the trail by means of new landscaping and perhaps fencing, which would be intended to prevent errant golf shots from reaching the project site.

The portion of the existing equestrian trail that runs immediately west of the Zoo wastewater treatment facility may require some minor realignment so that it would not be too close to the new visitor parking area to be built west of the existing trail as part of Phase 1 of the project. Modified portions of the trail would be the same width as the existing trail. In order to build the new parking area and realign the trail, portions of the existing vegetation in this area would be removed and replaced with new landscaping intended to screen the trail from both the new parking area and the existing Zoo wastewater treatment facility. The existing corral, which is used mainly by visitors to the Campus, may also need to be relocated. However, if such relocation were to occur, the new corral would be within a short distance from its current location. At its closest point, the new parking area would be approximately 37 feet from the Zoo wastewater treatment facility. Since the trail varies between 13 and 15 feet in width, there would be ample room for landscape on both sides of the trail.

Upon completion of Phase 2, the equestrian trail would remain in essentially the same location as after Phase 1 construction. The equestrian trail would pass between the new Institute Building/semi-subterranean parking facility and the existing Zoo wastewater treatment facility. The new Institute Building and semi-subterranean parking facility would be screened with landscaping and no building or garage ventilation would be directed towards the trail. In addition, landscaped drainage swales would be constructed between the parking areas and the equestrian trail to help improve storm water quality and prevent drainage onto the trail. Maintenance equipment would also continue to have access to the equestrian trail.

d. Analysis of Project Impacts

(1) Construction

Construction of Phase 1 of the project is expected to commence in 2008, with the opening of the Campus in 2011. Site grading would last approximately one month and an estimated 38 haul truck round trips per day would result during this phase. This would result in approximately four to six entering and exiting trucks over the course of an excavation period hour. The demolition phase is expected to take approximately six months and approximately nine haul truck trips per day are expected during this phase. The main construction phase is expected to last approximately 14 months. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout Phase 1 construction, with up to approximately 60 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 120 work-related trips on a daily basis, including 60 arrivals and 60 departures. In addition, a construction traffic and parking management plan would be implemented that would ensure potential project-related

construction traffic impacts associated with the combination of haul truck traffic and employee would be less than significant.

Phase 2 construction is expected to begin in 2013 and last approximately 22 months, with the re-opening of the Campus in approximately 2014. The demolition phase is expected to take approximately two weeks, and less than one haul truck round trip per day is expected during this phase. Site grading would last approximately six weeks and an estimated 81 haul truck round trips per day would take place during this phase. This would result in approximately eight to nine entering and exiting trucks over the course of an excavation period hour. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout the construction periods with Phase 2 with up to approximately 50 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 100 work-related trips on a daily basis, including 50 arrivals and 50 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections. However, with the implementation of a construction traffic and parking management plan, such impacts would be less than significant.

As previously mentioned, the Campus currently contains 374 on-site parking spaces, of which 304 spaces are in two west unrestricted general use parking lots. During Phase 1, the east lot (41 spaces) and a portion of the west lots (59 spaces) would be used for construction activities. This leaves approximately 274 spaces open during construction. Assigning one space per member of the estimated 160-person staff, there would be at least 114 spaces available for construction employees and visitors. A new 206-space parking lot would be constructed on the southern portion of the site during Phase 1, and the east and overflow lots would expand to 126 and 53 spaces, respectively. Upon the completion of Phase 1, approximately 380 spaces would be available. Thus, temporary parking impacts associated with construction activities during Phase 1 would be less than significant.

In order to construct the Phase 2 semi-subterranean parking facility, approximately 151 spaces in the south lot would be lost. To compensate for this loss, as part of the construction traffic and parking management plan, a temporary off-site parking location would be secured. Including the off-site supply, approximately 380 total spaces would be available during construction. Once the parking structure is complete, there would be 476 permanent parking spaces upon completion of Phase 2. Thus, parking impacts associated with construction activities during Phase 2 would be less than significant.

Two Class II dedicated bike lanes run adjacent to the property, northbound and southbound, along Western Heritage Way. During construction, the northbound bike lane along Western Heritage Way may be closed during various construction phases, causing a temporary significant impact. Specific information regarding closures would be noted in the construction traffic and parking management. While the lane may be closed during construction, bicyclists would be required to ride with traffic for less than approximately 1,000 feet. Because the project is in a park setting with road speeds of 25 mph adjacent to the project site, the conditions would still be safe for bicyclists.

(2) Operation

(a) Intersections

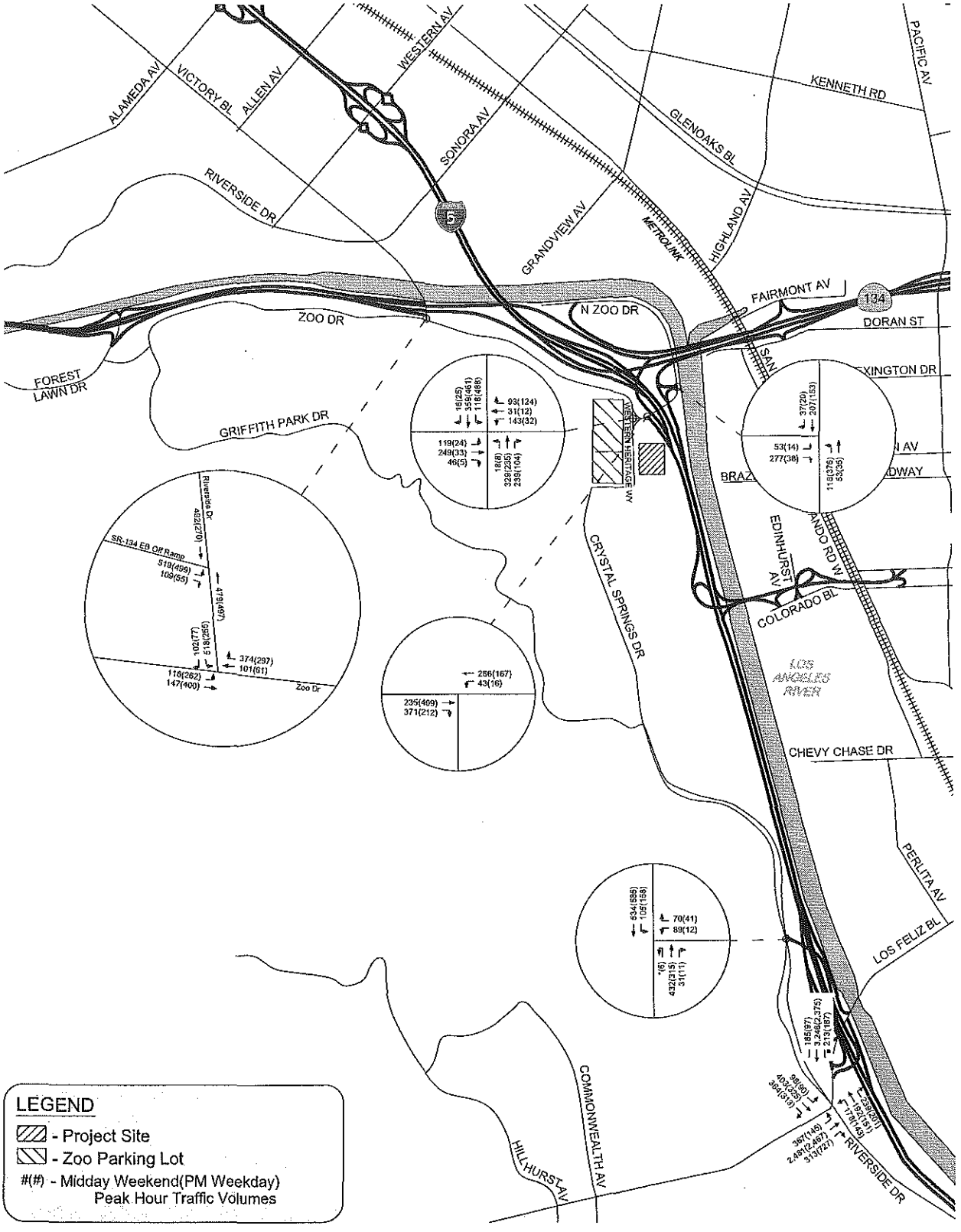
Phase 1 – Future 2010

As discussed above, the future 2010 "Without Project" conditions incorporate the traffic to be generated as a result of ambient growth and related projects up to the year 2010. Figure 29 on page 246 shows the future 2010 "Without Project" traffic conditions. As shown in Table 27 on page 247, six of the seven study intersections would operate at acceptable LOS (LOS D or better) during both Saturday and weekday peak periods. The intersection of Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard is projected to operate at unacceptable LOS (LOS E or F) during the Saturday peak period.

As shown in Table 28 on page 248, Phase 1 would result in a net increase of 426 net new weekend trips and 282 net new weekday trips. With the addition of these Phase 1 trips to the future 2010 "Without Project" conditions, the future 2010 "With Phase 1" conditions was developed (refer to Figure 30 on page 249.) As shown in Table 27, five of the seven study intersections are projected to operate at acceptable LOS during both peak periods. The two intersections of Riverside Drive and Zoo Drive and Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at unacceptable LOS during the Saturday peak period. However, based on the significance criteria, the project would not significantly impact any of the study intersections for the future year 2010 during either of the peak periods.

Phase II – Future 2014

Figure 31 on page 250 shows the future 2014 "Without Project" traffic conditions, which incorporate the traffic to be generated as a result of ambient growth and related projects up to the year 2014. As shown in Table 29 on page 251, the future 2014 "Without Project" conditions



PCR

No scale

Figure 29
Future 2010 Without Project Traffic Conditions

Source: Fehr & Peers; Kaku Associates, 2007

Table 27

Future (Year 2010) Intersection Levels Of Service

	Intersection	Peak Hour	Cumulative Base V/C or Delay	Cumulative Base LOS	Cumulative plus Phase 1 V/C or Delay	Cumulative plus Phase 1 LOS	Phase 1 Increase in V/C	Significant Impact?
1	Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	24.0	C	24.5	C		
		P.M.	23.5	C	24.3	C		
		Sat.	0.348		0.352		0.004	NO
		P.M.	0.343		0.355		0.012	NO
2	Riverside Dr & Zoo Dr [b]	Sat.	32.2	D	37.6	E		
		P.M.	15.3	C	15.7	C		
		Sat.	0.659		0.681		0.022	NO
		P.M.	0.532		0.561		0.029	NO
3	Western Heritage Way & North Zoo Dr [b]	Sat.	28.3	D	31.3	D		
		P.M.	22.4	C	23.2	C		
		Sat.	0.626		0.649		0.023	NO
		P.M.	0.527		0.551		0.024	NO
4	North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.3	B	11.5	B		
		P.M.	12.9	B	12.9	B		
		Sat.	0.344		0.359		0.015	NO
		P.M.	0.377		0.395		0.018	NO
5	I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.8	A	8.8	A		
		P.M.	8.7	A	8.8	A		
		Sat.	0.425		0.433		0.008	NO
		P.M.	0.417		0.438		0.021	NO
6	Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	12.2	B	12.3	B		
		P.M.	11.0	B	11.1	B		
		Sat.	0.278		0.281		0.003	NO
		P.M.	0.241		0.249		0.008	NO
7*	Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.236	F	1.238	F	0.002	NO
		P.M.	0.873	D	0.890	D	0.017	NO

* *Intersection is operating under ATSAC system under the existing condition.*

[a] *Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.*

[b] *Intersection not under ATSAC system in existing condition. ATSAC system are to be in place in the cumulative base and in the cumulative project conditions.*

Source: Fehr & Peers/Kaku Associates, 2007.

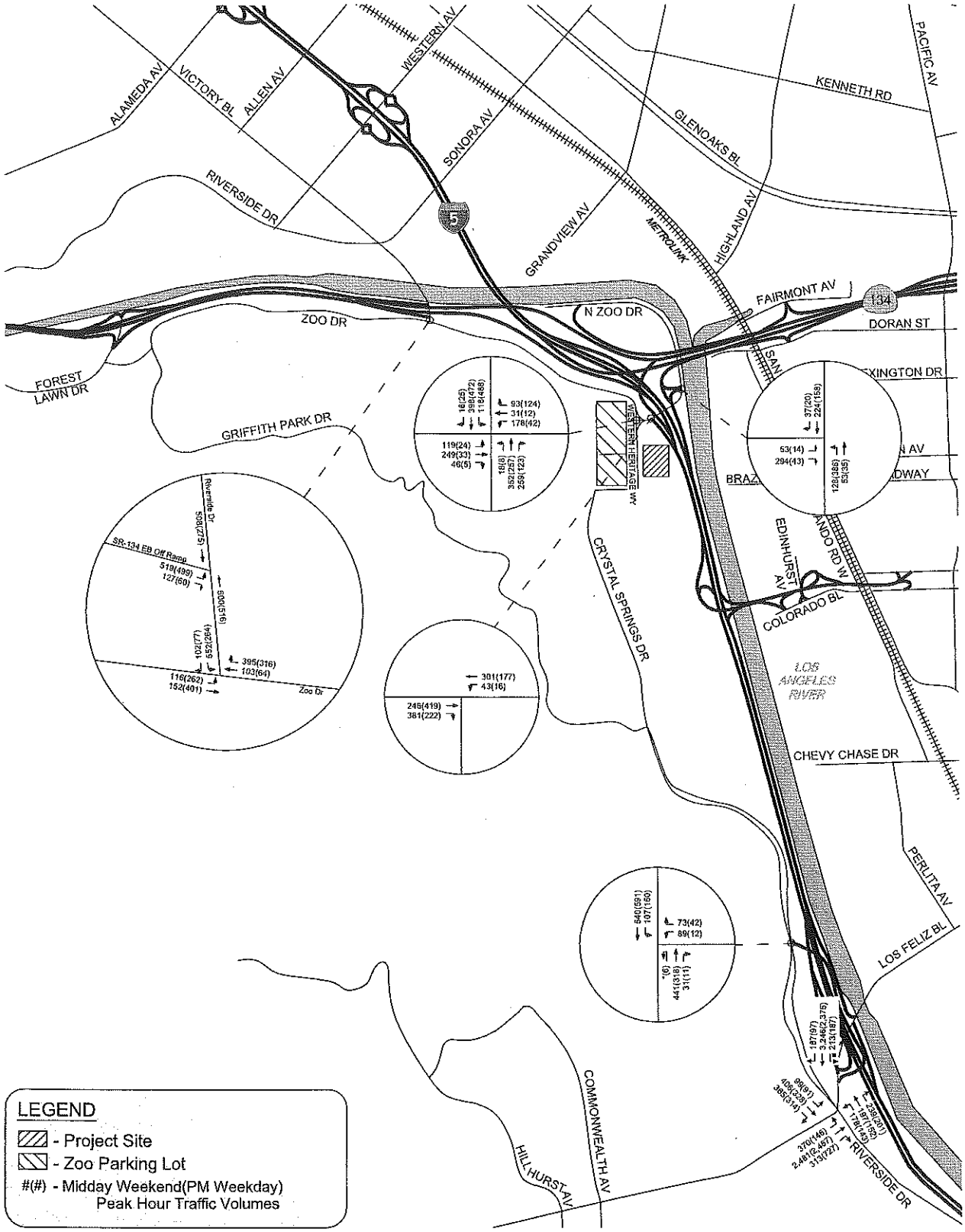
Table 28

Project Trip Generation Estimates Based On Square Footage

Condition	Size in ksf	Daily		Trip Generation Estimates					
				Weekend Peak Hour Trips Midday			Weekday Peak Hour Trips P.M.		
		Rate	Volume	In	Out	Total	In	Out	Total
Rate				63%	37%	0.20	34%	66%	0.16
Existing Weekend	142.884	5.40	772	97	57	154			
Existing Weekday	142.884	3.58	512				28	54	82
Phase I									
Proposed Project Weekend	221.884	5.40	1,198	151	89	240			
Proposed Project Weekday	221.884	3.58	794				43	84	127
Net new weekend trips for Phase I			426	54	32	85			
Net new weekday trips for Phase I			282				15	30	45
Phase II									
Proposed Project Weekend	271.884	5.40	1,468	185	109	294			
Proposed Project Weekday	271.884	3.58	973				53	103	156
Net new weekend trips for Phase II			270	34	20	54			
Net new weekday trips for Phase II			179				10	19	29

Note: Existing daily volume and rate based on observed data.

Source: Fehr & Peers/Kaku Associates, 2007.

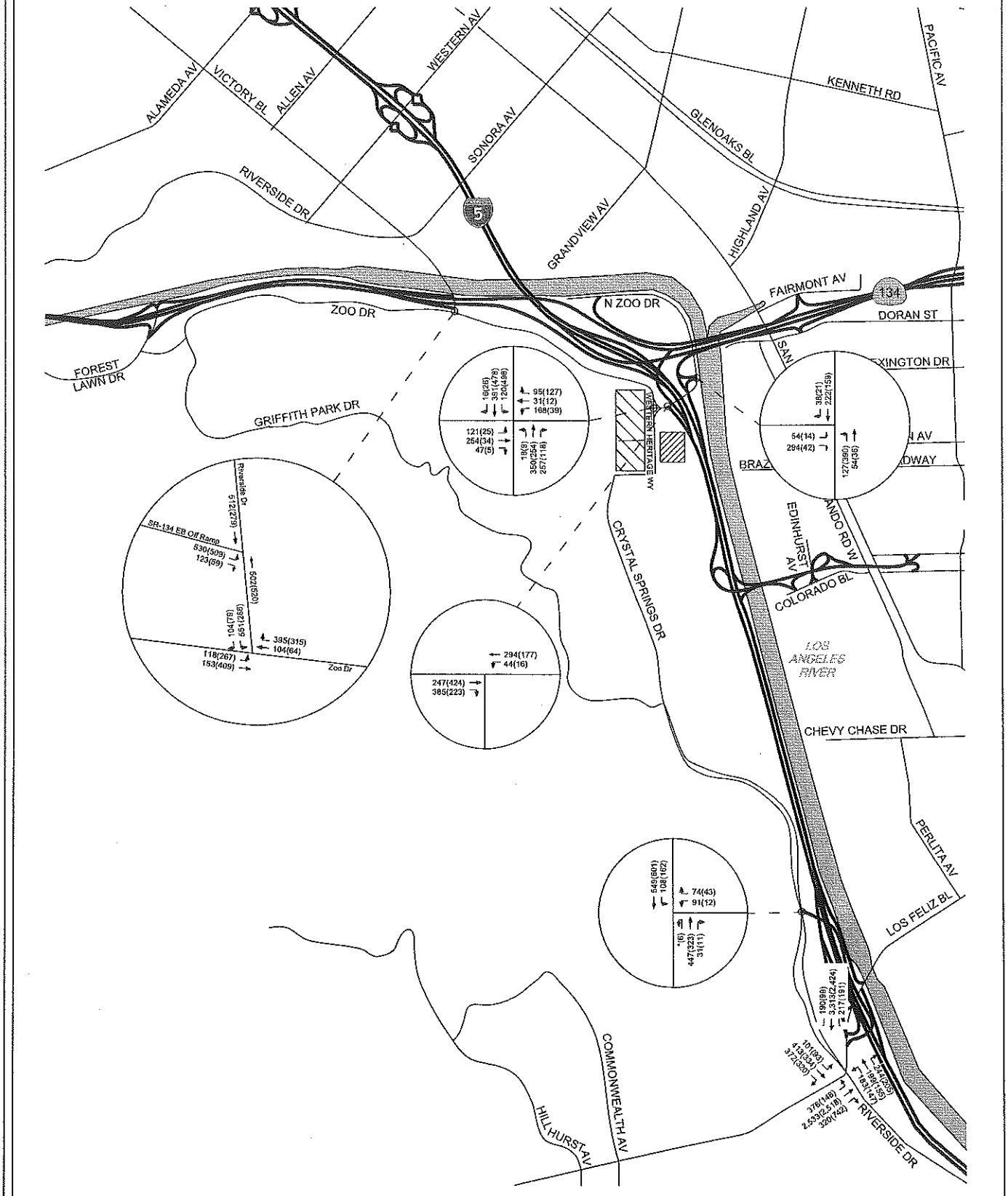


PCR

No scale

Figure 30
Future 2010 With Project Traffic Conditions

Source: Fehr & Peers; Kaku Associates, 2007



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No scale

Figure 31
Future 2014 Without Project Traffic Conditions

Source: Fehr & Peers; Kaku Associates, 2007

Table 29

Future (Year 2014) Intersection Levels Of Service with Phase 2

	Intersection	Peak Hour	Cumulative Base V/C or Delay	Cumulative Base LOS	Cumulative plus Project V/C or Delay	Cumulative plus Project LOS	Project Increase in V/C	Significant Project Impact?
1	Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	27.8	D	28.5	D		
		P.M.	28.0	D	28.6	D		
		Sat.	0.365		0.368		0.003	NO
		P.M.	0.360		0.363		0.003	NO
2	Riverside Dr & Zoo Dr [b]	Sat.	44.3	E	48.5	E		
		P.M.	16.6	C	16.9	C		
		Sat.	0.709		0.723		0.014	NO
		P.M.	0.565		0.573		0.008	NO
3	Western Heritage Way & North Zoo Dr [b]	Sat.	36.7	E	39.3	E		
		P.M.	26.9	D	27.6	D		
		Sat.	0.676		0.691		0.015	NO
		P.M.	0.557		0.563		0.006	NO
4	North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.7	B	11.9	B		
		P.M.	13.2	B	13.2	B		
		Sat.	0.374		0.383		0.009	NO
		P.M.	0.399		0.403		0.004	NO
5	I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.9	A	9.0	A		
		P.M.	8.9	A	8.9	A		
		Sat.	0.451		0.456		0.005	NO
		P.M.	0.442		0.447		0.005	NO
6	Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	12.7	B	12.7	B		
		P.M.	11.4	B	11.4	B		
		Sat.	0.292		0.294		0.002	NO
		P.M.	0.256		0.257		0.001	NO
7*	Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.290	F	1.291	F	0.001	NO
		P.M.	0.911	E	0.911	E	0.000	NO

* *Intersection is operating under ATSAC system under the existing condition.*

[a] *Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.*

[b] *Intersection not under ATSAC system in existing condition. ATSAC system are to be in place in the cumulative base and in the cumulative project conditions.*

Source: Fehr & Peers/Kaku Associates, 2007.

indicate that four of the seven intersections would operate at acceptable LOS. However, the intersections of Riverside Drive and Zoo Drive and Western Heritage Way and North Zoo Drive would operate at LOS E during the Saturday peak period, while the intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at LOS F during the Saturday peak period and at LOS E during the weekday peak period.

Phase II of the project would add a total of 270 daily vehicle trips during a typical weekend and 179 net new weekday trips. Figure 32 on page 253 shows the future 2014 "With Project" conditions. As shown in Table 29, under the future 2014 "With Project" conditions, based on the significance criteria, the project would not significantly impact any of the study intersections at full buildout in 2014 during either of the peak periods.

(b) Regional Transportation System (CMP Impacts)

As described above, a CMP analysis is required for a project that would add more than 50 intersections to a CMP arterial monitoring intersection or greater than 150 trips in either direction of a CMP freeway location. Based on the traffic study, the project would add no more than 39 trips to the study intersections and freeways.[85] Thus, the project would not exceed the CMP threshold criteria. Therefore, the project would have no impact on the CMP system and no further CMP analysis is required.

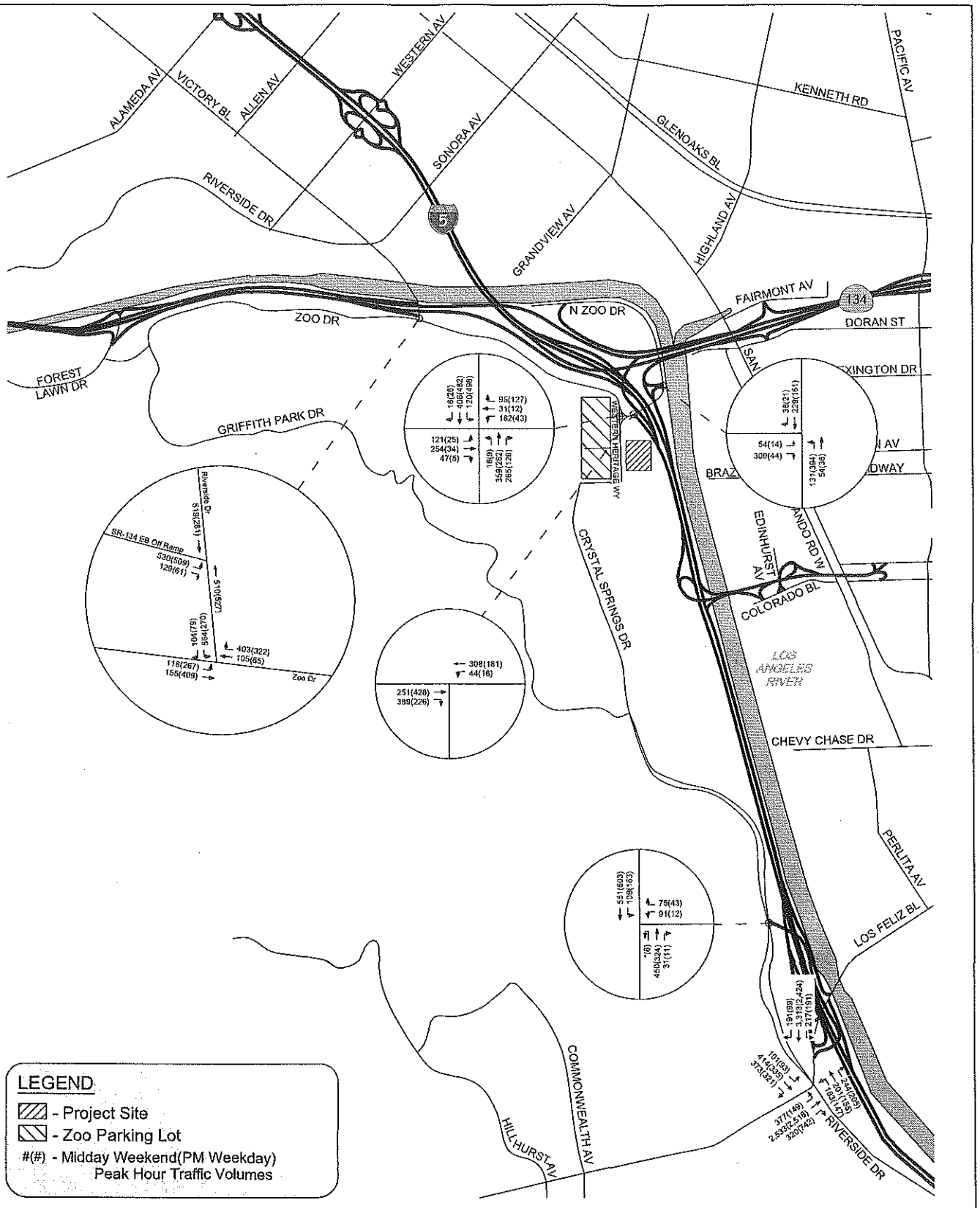
(c) Transit

Section B. 8.4. of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project.

Based on the CMP guidelines, which suggest that approximately 3.5 percent of these person trips may use public transit to travel to and from the site, the project would generate approximately four new transit trips in the weekend midday peak hour and two new transit trips in the weekday P.M. peak hour for Phase 1. For Phase 2, the project would generate approximately three new transit trips in the weekend midday peak hour and one new transit trip in the weekday P.M. peak hour. Project-related impacts on the regional transit system are not expected to be significant at this level of increase.

The project would not result in any physical or scheduling changes to existing transit services nor interfere with existing infrastructure supporting alternative transportation (e.g., bus stops, bus lanes, etc). As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Project impacts to transit would be less than significant.

[85] *The study intersections include freeway on-ramp intersections for the SR-134 and I-5. Since the Project would not add more than 39 trips to these freeway on-ramp intersections, is concluded that the Project would not add more than 39 trips to the freeways.*



No scale

Figure 32
Future 2014 With Project Traffic Conditions

Source: Fehr & Peers; Kaku Associates, 2007

(d) Access

The L.A. CEQA Thresholds Guide (2006) indicates that a project would normally have a significant access impact if the intersections nearest the primary site access are projected to operate at a LOS E or F during the A.M. or P.M. peak hour under cumulative plus project conditions. The intersection at Western Heritage Way and North Zoo Drive just north of the project site is expected to operate at a LOS E during Saturday midday peak hour at completion of Phase 2 in 2014. However, because of the site layout and usage patterns, it has been determined that the access points would not cause an adverse effect on either the project site or Western Heritage Way. Neither LADOT nor the L.A. CEQA Thresholds Guide has established a threshold of significance regarding a project's potential impact on driveway access and on-street queuing at project driveways. Thus, impacts to access and queuing associated with the project would be considered significant if the project resulted in on-street queuing that regularly interfered with traffic flow more than current conditions.

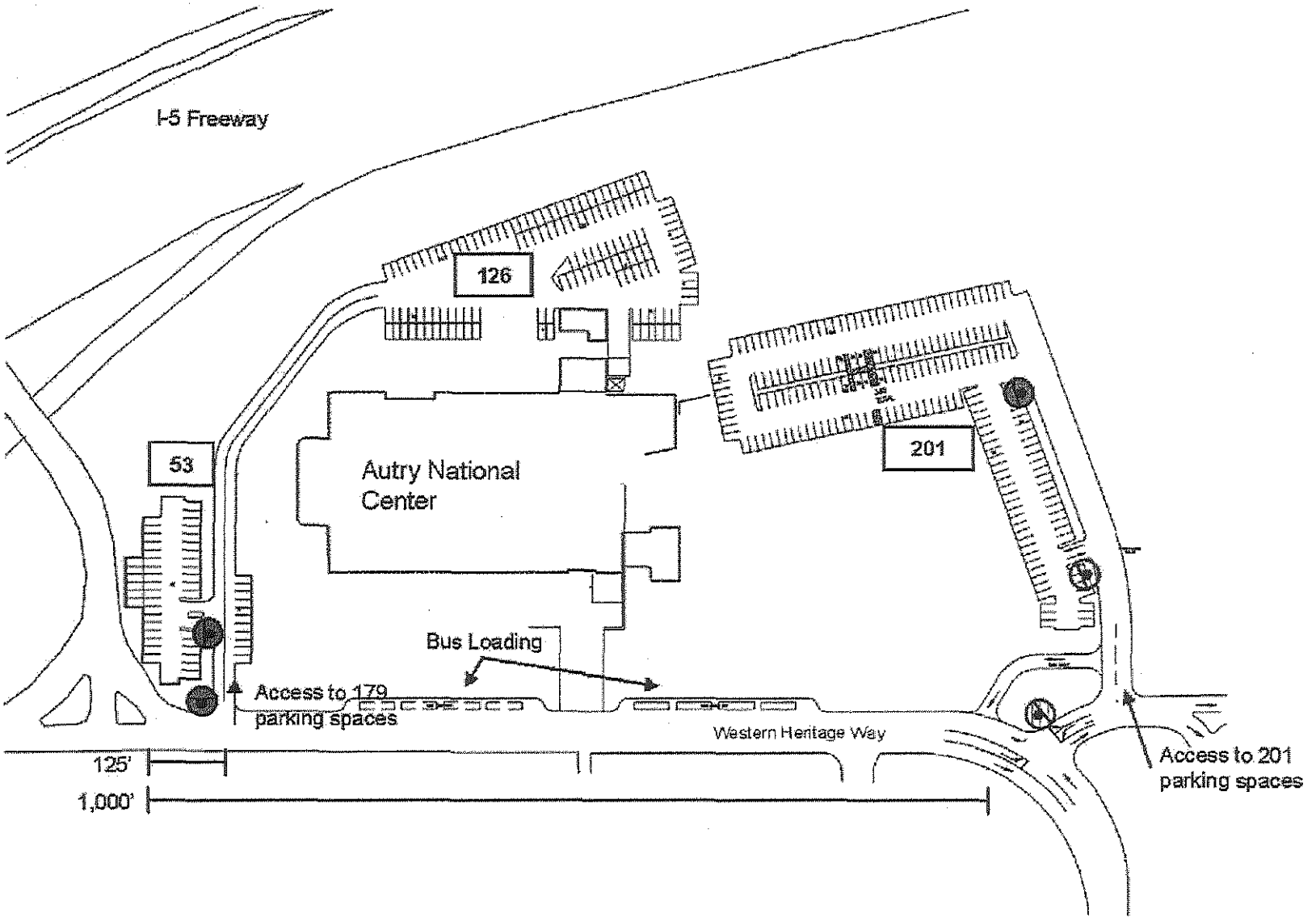
The two driveways for the proposed project would be unsignalized and stop-controlled, as shown in Figures 33 and 34 on pages 255 and 256, respectively. The north driveway would continue to operate as it currently does. This includes one inbound lane and two outbound lanes, one for left turns and one for right turns, both stop-controlled. To access the driveway from the north, a dedicated left-turn lane would be available so as not to impede the flow of traffic.

The north driveway would be used mostly by employees directly accessing the employee parking lot behind the building. Like current conditions, at completion of Phase 2, the employee lot would be used more heavily on weekdays between 8:00 A.M. and 5:00 P.M. when most Campus employees would be working on-site. This lot would seldom be used on weekends, so weekend access is expected to be minimal.

A majority of the vehicular traffic would access the site at the south driveway approximately 1,000 feet from the intersection. The south driveway would feed traffic into the Griffith Park Observatory shuttle reservations center building and temporary shuttle station site, which has an existing driveway. The configuration of this driveway at buildout would be one inbound lane and two outbound lanes, one for left turns and one for right turns. A dedicated left-turn lane would be provided to access the driveway from the north.

A queuing analysis was conducted for both of the proposed driveway locations to assess the adequacy of turn-lane storage space at each entrance. Both Phase 1 (year 2010) and Phase 2 (year 2014) weekday P.M. peak hour and weekend midday peak hour scenarios were analyzed. Cumulative plus project volumes from the traffic study were used and applied using HCM methodology for unsignalized intersections. The results of the analysis are included in Appendix F.

Table 30 on page 257 provides a summary of the storage space required for the turn lanes at each driveway entrance. The turn lanes at the two driveways provide more than adequate

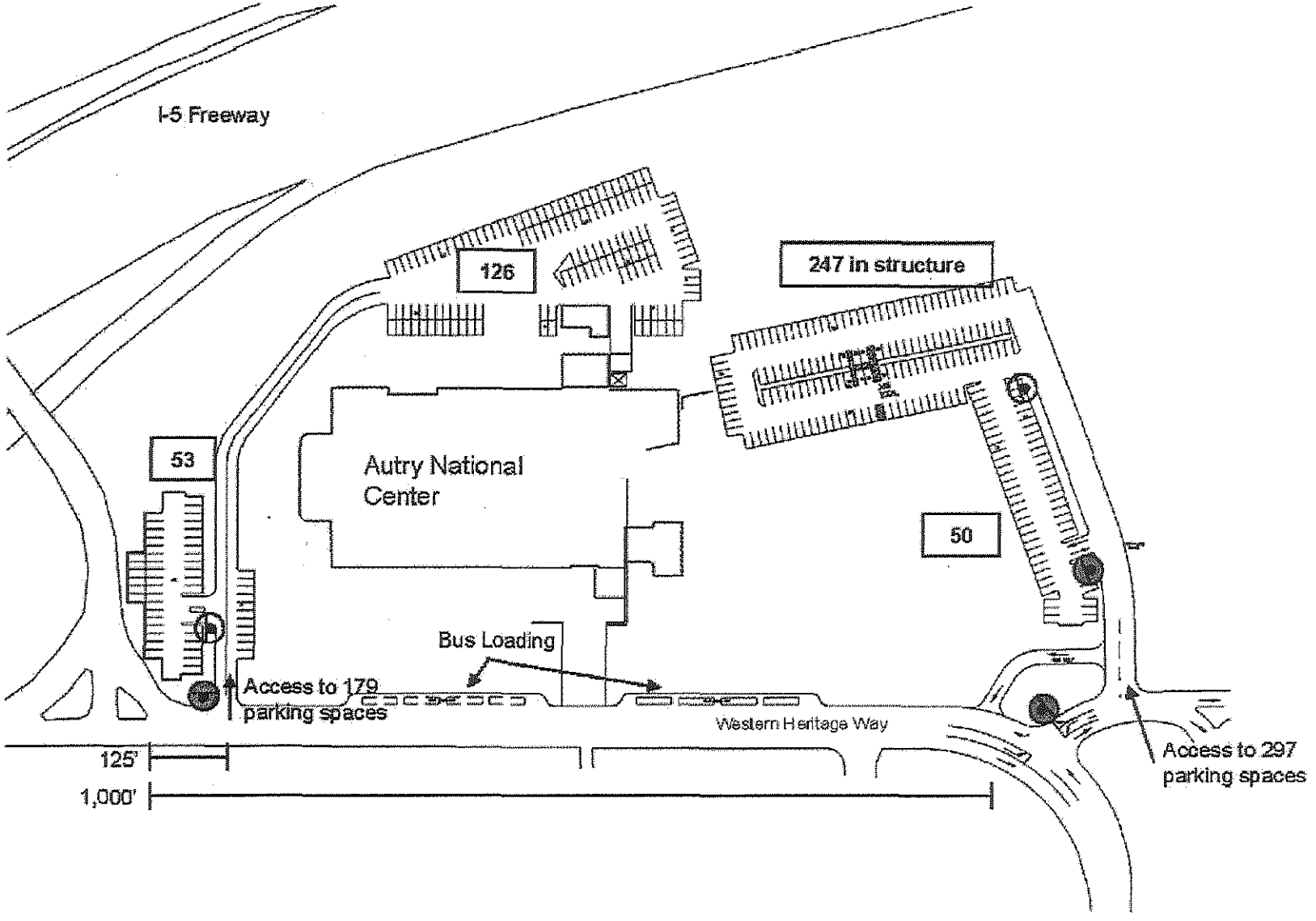


PCR

Scale not provided

Source: Fehr & Peers, Kaku Associates, 2007

Figure 33
Phase 1 Parking Access



PCR

Scale not provided

Source: Fehr & Peers, Kaku Associates, 2007

Figure 34
Phase 2 Parking Access

Table 30

Summary Results for HCM 2000 – Queue Length Analysis

	Proposed Phase 1 2010											
	Southbound			Northbound			Westbound					
	Left			Right			Left			Right		
Intersection Location	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity
North Driveway												
Weekday P.M.	1	25'	25'	0	N/A	N/A	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	25'	0	N/A	N/A	1	25'	[a]	1	25'	[a]
South Driveway												
Weekday P.M.	1	25'	[b]	1	N/A	150'	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	[b]	1	N/A	150'	1	25'	[a]	1	25'	[a]

	Proposed Phase 2 2014											
	Southbound			Northbound			Westbound					
	Left			Right			Left			Right		
Intersection Location	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity
North Driveway												
Weekday P.M.	1	25'	25'	0	N/A	N/A	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	25'	0	N/A	N/A	1	25'	[a]	1	25'	[a]
South Driveway												
Weekday P.M.	1	25'	[b]	1	N/A	150'	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	[b]	1	N/A	150'	1	25'	[a]	1	25'	[a]

[a] *Storage capacity provided inside private driveway.*
[b] *Storage capacity will be designed to be 25 feet or greater.*

Source:

storage capacity for vehicles going in and out of the project site. The configurations for both driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, the project would not result in a significant impact on access.

(e) Parking

Two methods were employed to analyze whether the project would meet LAMC parking requirements. The first method uses the LAMC code requirement of one parking space per 500 square feet of institutional uses. As shown in Table 31 on page 259, using the first method would result in parking requirements of approximately 342 spaces for Phase 1 and 438 spaces for project buildout. The second method also uses the LAMC code requirement for institutional uses but also incorporates the LAMC code requirement for theatres. Based on the theatre's 230 fixed seats for the project, using the second method would result in parking requirements of 380 spaces for Phase 1 and 476 spaces for project buildout. Phase 1 would result in a total of 380 parking spaces and project buildout would result in 476 parking spaces. Thus, under either parking calculation method, the proposed project would meet LAMC parking requirements.

As discussed above, the current peak parking demand for the project site is estimated at 192 parking spaces (which would occur on a Saturday). Applying a 15 percent contingency factor to this peak parking demand to account for overflow parking effects from the Los Angeles Zoo would yields an on-site parking need of 221 spaces. Based on the existing net floor area of the Campus (approximately 112,764 square feet), this parking demand is calculated at a ratio of 1.96 spaces per 1,000 square feet.[154] Applying this parking demand ratio to the net floor area that would result from Phase 1 (167,037 net square feet) would yield a parking need of 327 spaces for Phase 1. At the completion of Phase 1, 380 parking spaces would be available and thus, parking demand would be met. For project buildout, applying the parking demand ratio to the total floor area (219,135 net square feet) would result in a parking need of 430 spaces. The project's total parking supply of 476 parking spaces would be adequate to meet parking demand.

(f) Pedestrian/Bicycle Safety

With implementation of the project pedestrian access to the Campus would be provided from the new on-site parking areas and truck access would be provided away from the public areas within the eastern portion of the site. An improved bus drop-off area would also be provided that would include direct access to the arrival plaza without the need to walk across a surface parking area. In addition, the existing crosswalk across Western Heritage Way to the

[154] *As indicated in Section II, Project Description, the Museum has a gross square footage of 142,884 gsf which includes exterior walls, stairways, shafts, loading dock areas, etc.*

Table 31

Code Parking Requirements

	Existing	Phase 1	Project Completion
Square footage - Total Gross Area	142,884	221,884	271,884
Square footage - Floor Area (for code purposes)	112,764	167,037	219,135
Parking Supply	374	380	476
Code			
Institutional use at 1 space per 500 sf.	226	342	438
Institutional use + performance theatre at 1 space per 5 fixed seats	263	380	476

Source: Fehr & Peers/Kaku Associates, 2007.

Los Angeles Zoo would remain. As discussed above, Western Heritage Way has a 25 mph speed limit with various speed bumps. Thus, the potential for conflicts with vehicles and pedestrians would be low. Additionally, the project would not introduce hazardous design features (e.g., sharp curves, blind turns). Thus, impacts related to pedestrian safety would be less than significant.

The bike lanes along Western Heritage Way would return to existing conditions after completion of the project in 2014. Because the number of driveways accessing the project would be reduced from four driveways to two driveways, there would be a decrease in the number of vehicle/bicycle conflict points. In addition, these driveways would be stop-controlled with bicycle priority. Thus, impacts to bicycle safety would be less than significant.

(g) Consistency with Regulatory Framework

As analyzed above, the project would not result in significant impacts to CMP arterial monitoring intersections or CMP freeway monitoring locations. Thus, the project would be consistent with the CMP. Additionally, as analyzed above, the project would not conflict with any adopted plans, policies, or programs supporting alternative transportation and would meet the parking requirements of the LAMC. Project impacts relative to consistency with transportation regulations would be less than significant.

3. CUMULATIVE IMPACTS

a. Construction

Three neighboring related projects require further qualitative discussion because of their proximity to the project site and their construction schedules. The Los Angeles Zoo Parking Lot

Project, or Related Project 3a as identified in Table 1, is scheduled for construction in 2009 and may occur during construction of Phase 1 of the proposed project. This related project is not expected to impact the street network because the construction area would be kept on-site. Additional trips associated with the construction of the parking lot project would be temporary. A second related project (related project number 3c), Unit 2 of the Los Angeles Department of Water and Power's Lower Reach River Supply Conduit (RSC) Project, is tentatively scheduled between 2012 and 2014, during construction of Phase 2 of the proposed project. The third project (related project number 3b), the Integrated Resources Program Facilities Plan, would extend construction until 2020. Construction for this project would be primarily at the shaft sites at the Los Angeles Zoo and Griffith Park observatory shuttle reservations center connected by an underground pipeline. These three projects could impact traffic and both vehicular and bicycle access during project construction activities. The RSC project is expected to include lane closures and reduced intersection capacity during construction, as the pipeline will be laid beneath the street. Thus, should nearby related projects occur at the same time as the proposed project, cumulative construction-related traffic and access impacts, although temporary, could be significant.

The 27 remaining related projects are not located within close proximity to the project site. As such, construction traffic from these remaining related projects would not be expected to significantly impact the same streets and access points as the proposed project.

b. Operation

Intersections and Freeways

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and related projects have been incorporated into the above analysis of the future cumulative base condition. Year 2014 with cumulative base conditions demonstrates that cumulative development would result in three intersections operating at LOS E or F. Cumulative growth in the project area would result in increases in traffic on street and freeway segments in the project vicinity. It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

Transit

The project site is served by Metro Bus Route 96. The only Related Projects that are located within the route are Related Projects 3a, 3b and 3c. All of these related projects are

infrastructure related and do not include uses that would generate new daytime or resident population. In addition, none of the remaining 27 identified related projects are located along or nearby this bus route. Furthermore, as discussed above, the project would produce four new transit trips in the weekend midday peak hour and two new transit trips in the weekday P.M. peak hour for Phase 1. For Phase 2, the project would generate approximately three new transit trips in the weekend midday peak hour and one new transit trip in the weekday P.M. peak hour. Thus, cumulative impacts on transit would be less than significant.

Access

Cumulative access impacts could occur if related projects impact the same access routes or access points (i.e., street segments and intersections) as the proposed project. The only Related Projects that are located within close proximity to the project site are Related Projects 3a, 3b and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. Thus, any trips associated with operation of these related projects would be related to maintenance activities and would be nominal. None of the remaining 27 identified related projects are located within close proximity to the project site. As such, related projects would not impact the same access routes or access points as the proposed project. Thus, cumulative impacts relative to access would be less than significant.

4. MITIGATION MEASURES

The following mitigation measure would reduce the proposed project's traffic impacts during construction.

Mitigation Measure H-1: A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the mitigation measure above, project-related transportation and circulation impacts during temporary construction activities would be less than significant. As discussed above, even with the proposed mitigation measure, cumulative construction traffic and access impacts could occur should the nearby infrastructure-related projects be constructed at the same time as the proposed project. Such impacts would be temporary.

No significant and unavoidable transportation and parking impacts would occur as a result of the operation of the project and no mitigation measures would be required. As discussed above, cumulative growth in the project area, inclusive of the proposed project, would result in increases in traffic on street and freeway segments in the project vicinity. However, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

ATTACHMENT "C"

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

Project name: Autry National Center Improvement Project

Project address: 4700 Western Heritage Way, LA 90027-1462

Project description: Improvement and expansion of the existing Autry National Center by approximately 121,500 square feet.

Geographic Distribution: N 20% S 35% E 20% W 25%

See attached Figures 1 and 2.

Trip Generation Rate(s) (Source): Trip generation rates based on empirical data collected at Autry National Center. See Tables 1 and 2.

	Land Use		Land Use		Land Use	
	in	out	in	out	in	out
AM Trips						
PM Trips						

Project Buildout Year: 2010

Ambient or CMP Growth Rate: 1.0%

Related Projects:(To be researched by consultant under approval of LADOT) See attached Figure 3 and Table 3.

Study Intersections: (Subject to revision after CMP requirement, related projects, trip generation and distribution are determined) See attached Figure 4.

1. Riverside & SR-134 EB Off Ramp
2. Riverside & Zoo Dr
3. Western Heritage & Zoo Dr
4. Zoo Dr & I-5 NB Off/134 EB On Ramps
5. I-5 SB On Ramp & Zoo Dr
6. Griffith Park/Crystal Springs & I-5 Ramps
7. Crystal Spring/Riverside & Los Feliz

Trip Credits:(Exact amount of credit subject to approval by LADOT)

Transportation Demand Management (TDM)	no
Existing Active Land Use	no
Previous Land Use	no
Internal Trip	no
Pass By Trip	no

This analysis must follow the latest LADOT traffic study guidelines

	Consultant	Developer
Name	Kaku Associates	Autry National Center
Address	201 Santa Monica Blvd. #500 Santa Monica, CA 90401	4700 Western Heritage Way Los Angeles, CA 90027-1462
Phone No.	310-458-9916	323-667-2000

Approved by:

Consultant's Representative	Date	LADOT's Representative	Date

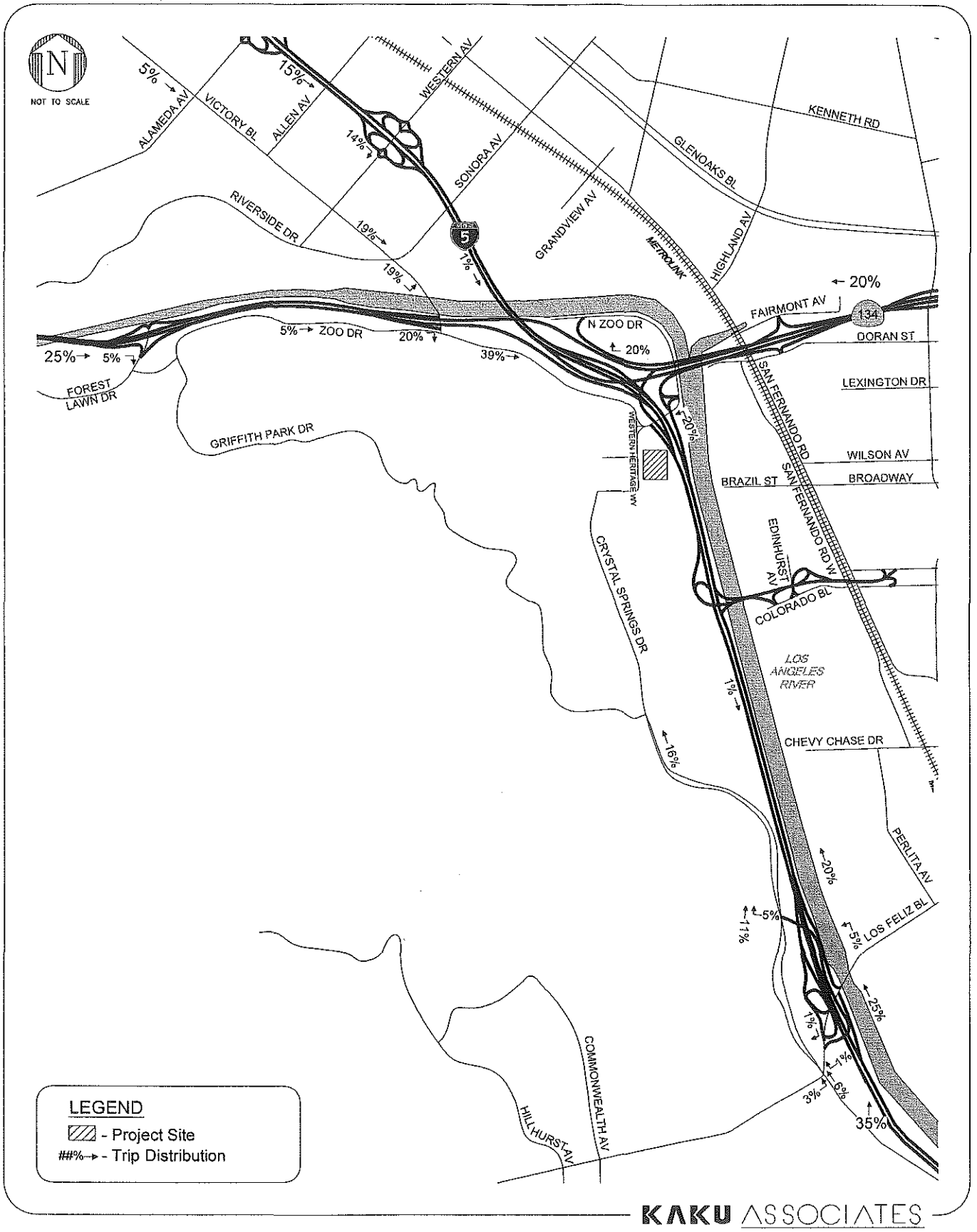


FIGURE 1
INBOUND TRIP DISTRIBUTION

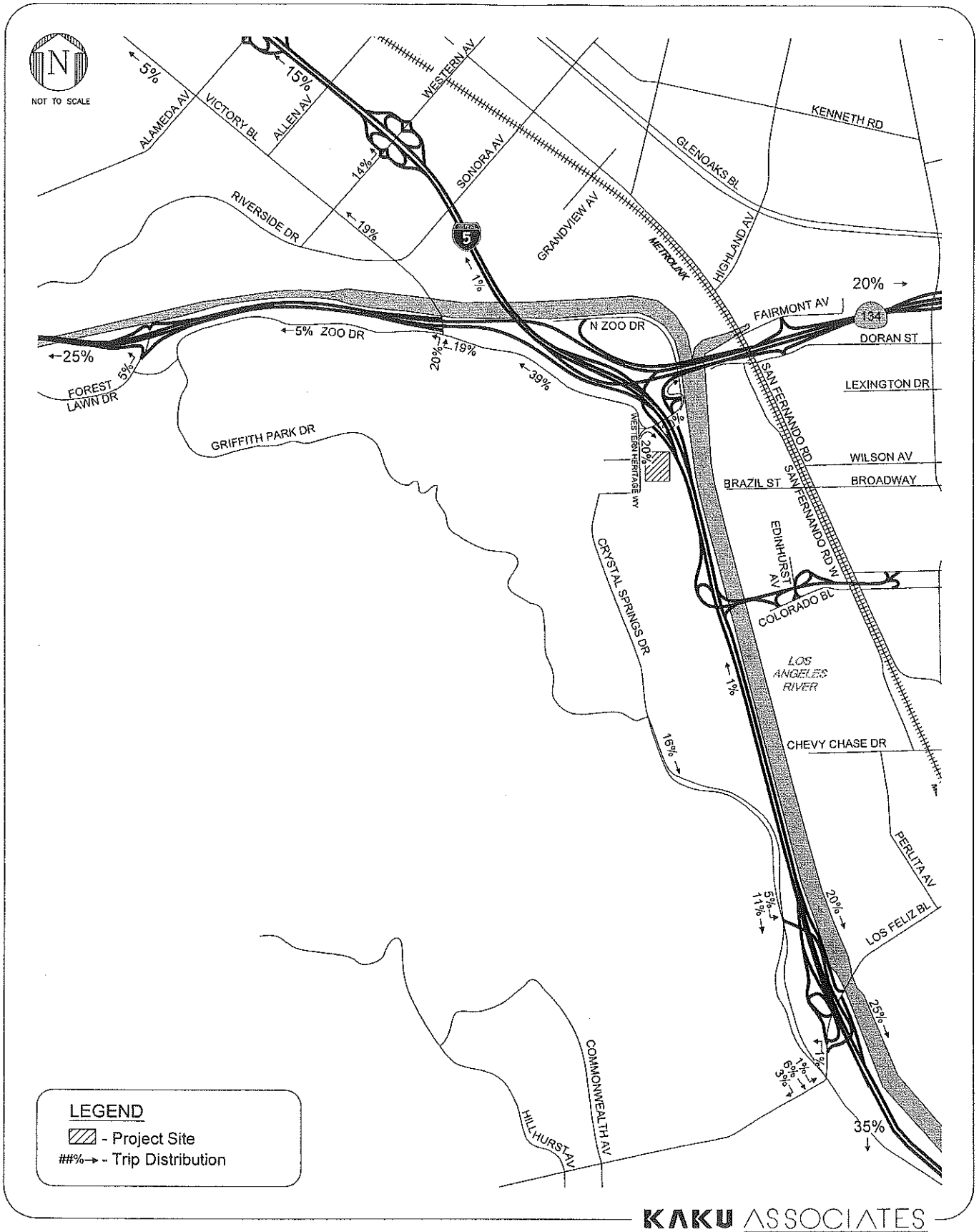


FIGURE 2
OUTBOUND TRIP DISTRIBUTION

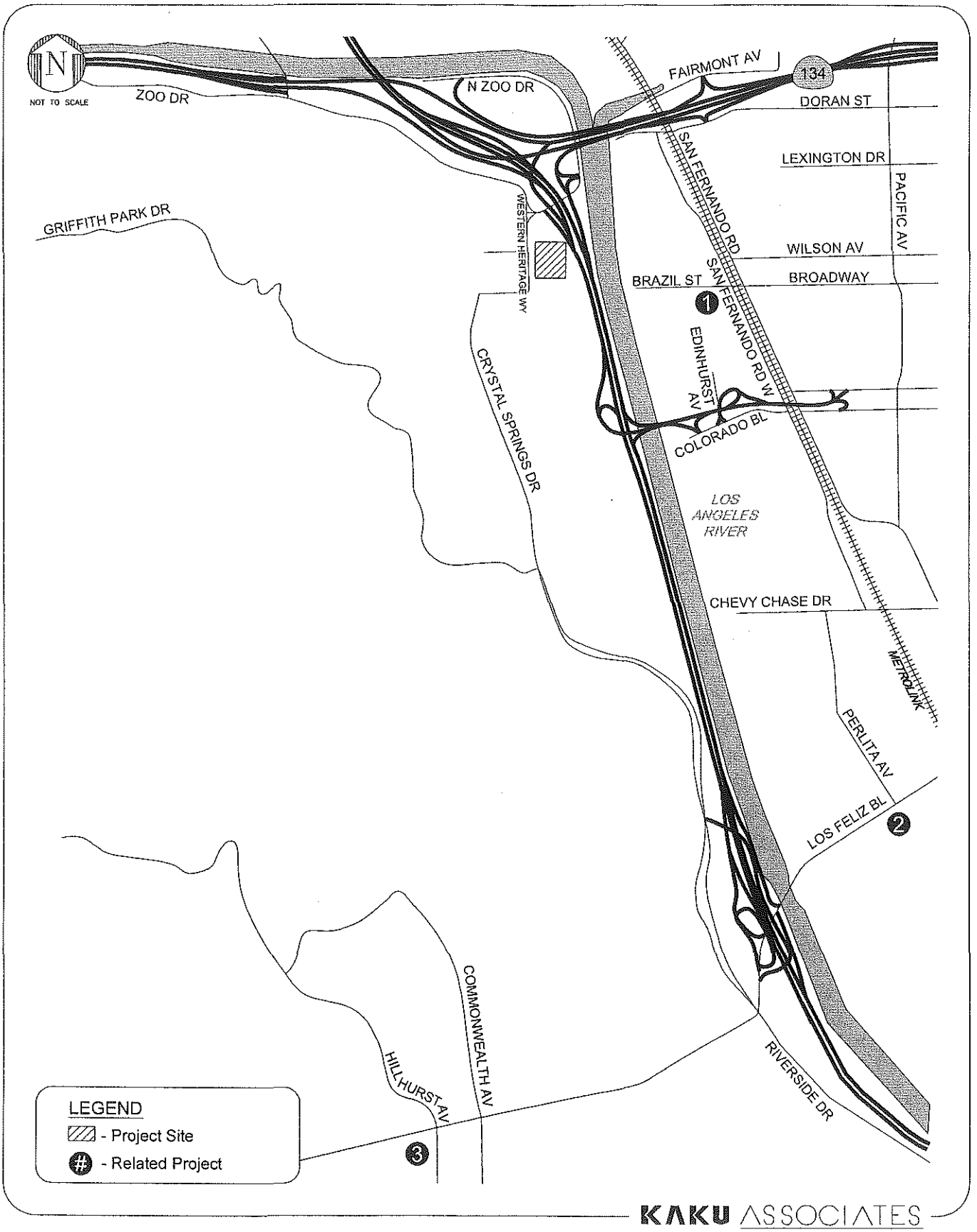
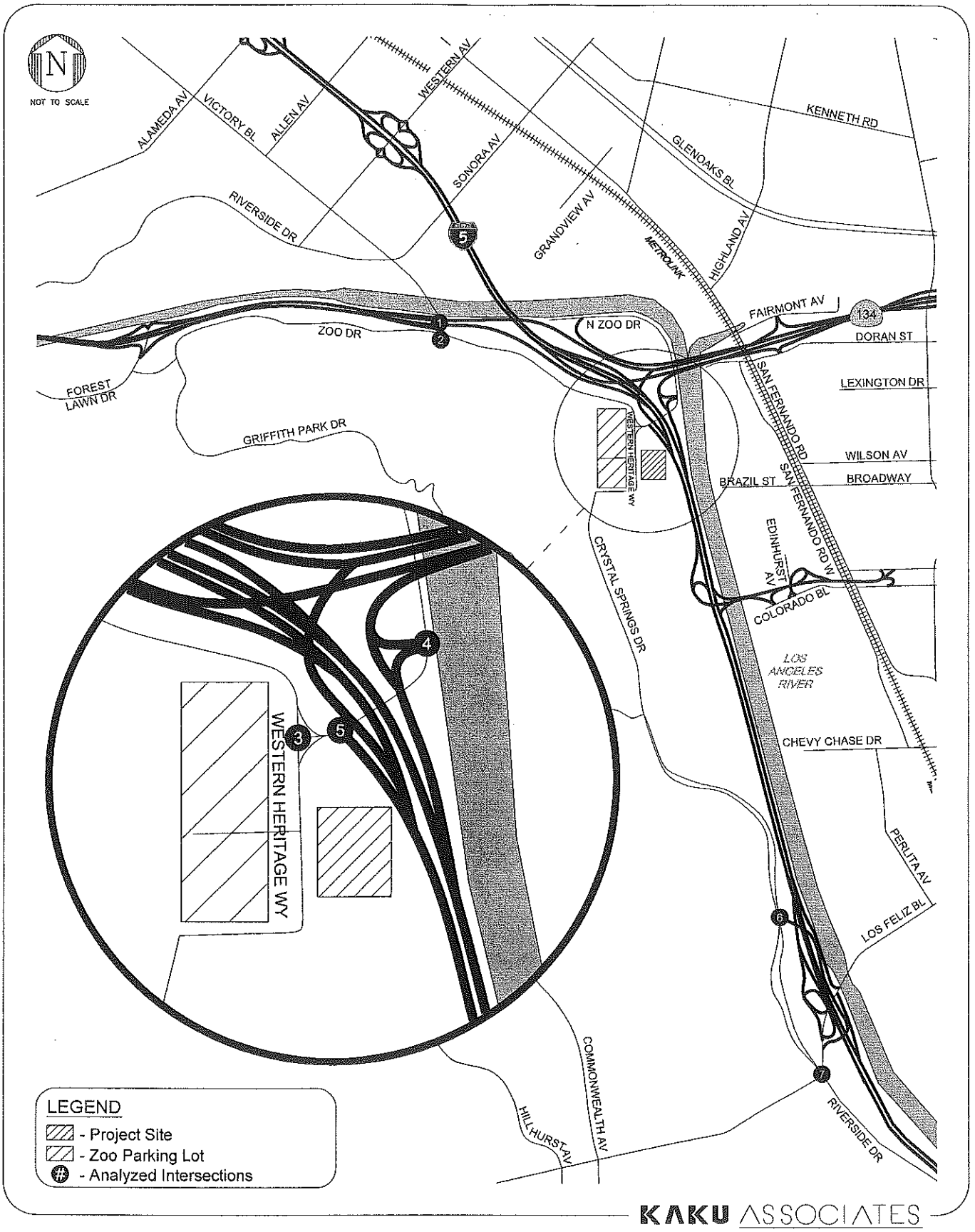


FIGURE 3
CITY OF LOS ANGELES RELATED PROJECTS



KAKU ASSOCIATES

FIGURE 4
STUDY AREA AND ANALYZED INTERSECTIONS

TABLE 1
ADJUSTED WEEKDAY AND WEEKEND PEAK HOUR TRIP GENERATION RATES

	Existing daily trips [1]	Daily Rate (trips per ksf)	Weekday			Weekend		
			Existing P.M. peak hour			Existing midday peak hour		
			Rate	In	Out	Rate	In	Out
Field count	557					0.20	44	66
Estimated trip rate by square footage		3.75	0.20	40%	60%	0.20	40%	60%

ksf = thousand square feet

[1] Existing daily and weekend midday traffic counts based on site observations.

TABLE 2
PROJECT TRIP GENERATION ESTIMATES BASED ON SQUARE FOOTAGE

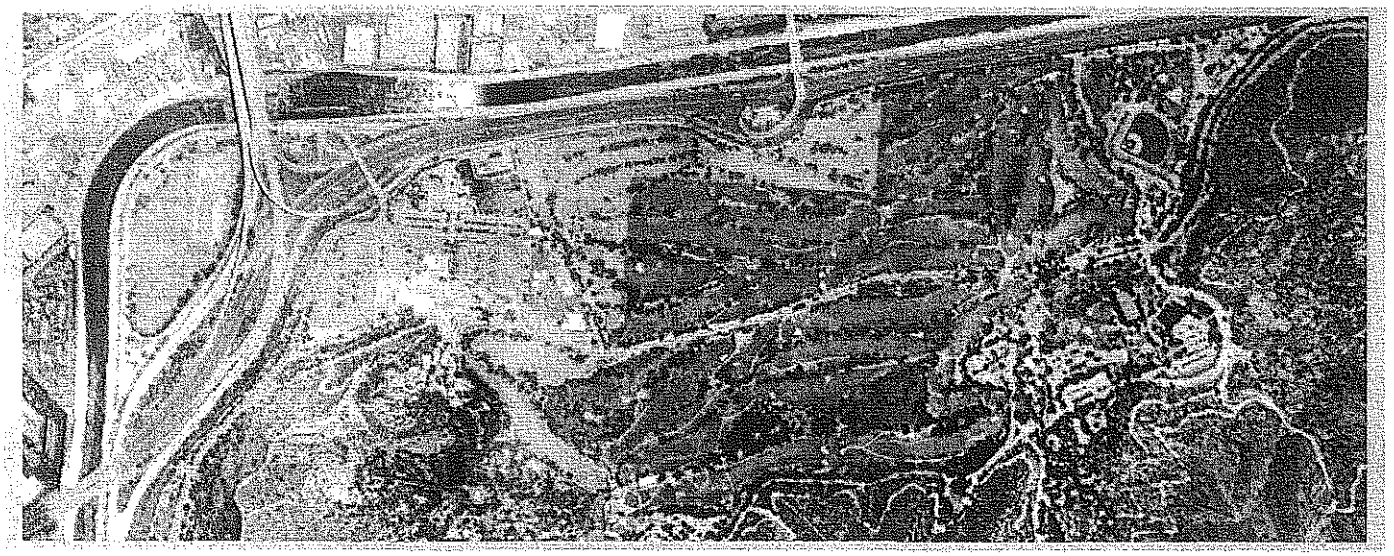
Condition	Size in ksf	Daily		Trip Generation Estimates					
				Weekday Peak Hour Trips PM			Weekend Peak Hour Trips Midday		
		Rate	Volume	In	Out	Total	In	Out	Total
Rate		3.75		40%	60%	0.2	40%	60%	0.2
Existing	148.5	3.75	557	45	67	111	45	67	111
Proposed Project	270.0	3.75	1,013	81	122	203	81	122	203

TABLE 3
TRIP GENERATION ESTIMATES FOR CITY OF LOS ANGELES RELATED PROJECTS

	PROJECT LOCATION	LAND USE	SIZE	TRIP GENERATION							
				WEEKDAY PEAK HOUR TRIPS				WEEKEND PEAK HOUR TRIPS			
					PM				MIDDAY		
				DAILY	IN	OUT	TOTAL	DAILY	IN	OUT	TOTAL
City of Los Angeles											
1	Brazil St & San Fernando Rd	Restaurant	10.48 ksf	942	52	26	78	1,659	132	78	210
2	Los Feliz & Perlita Ave	Church	132.44 ksf	1,207	45	42	87	1,373	333	136	469
3	Los Feliz & Hillhurst Ave	Mixed-use: condominums, supermarket, retail		1,601	107	66	173	6,000	108	152	260
TOTAL RELATED PROJECT TRAFFIC				**3,750**	**205**	**133**	**338**	**9,032**	**573**	**365**	**938**

Trip generation data obtained from the LADOT related project database and estimates prepared using Trip Generation, 7th Edition (ITE, 2003).

Review of Draft Traffic Study
Transportation and Circulation Element of DEIR
Autry National Center
Los Angeles, CA



Prepared for:

City of Los Angeles
Department of Recreation & Parks
1200 West 7th Street Suite 700
Los Angeles, CA 90017

In Behalf of:

Greater Griffith Park Neighborhood Council

Hollywood United Neighborhood Council

Greater Cypress Park Neighborhood Council

Prepared by:

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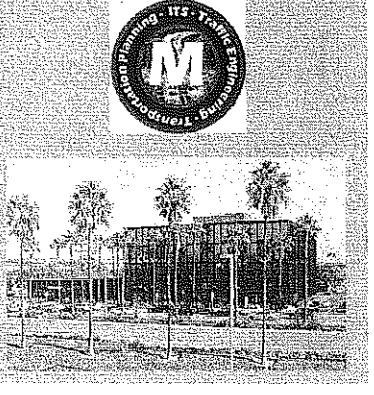
15 Years of Excellence

January 25, 2008



Review of Transportation & Circulation Element of Draft EIR

Autry National Center

City of Los Angeles, CA

January 25, 2007

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Minagar & Associates, Inc. is a professional traffic engineering, transportation planning and Intelligent Transportation Systems (ITS) firm based in Irvine, CA. Since its inception IN 1993, the firm has completed over 250 traffic engineering/transportation planning and 100 ITS (Intelligent Transportation Systems) projects for both public and private clients in over 16 states. Public agencies have included, US DOT, US Army Corps of Engineers, Caltrans, Metro, SCAG and over 40 Cities. Private clients have included Boeing, Lockheed Martin, Washington Mutual Bank, WalMart, Starbucks, Target, Home Depot, KB Home and 60 others. The firm is recipient numerous, local, regional, state, national as well as international awards. The firm was recently awarded the 2007 ASCE Metropolitan Los Angeles Outstanding Public/Private Sector Civil Engineering Project of the Year. Minagar & Associates, Inc. was also the recipient of APWA's Best Traffic Congestion Mitigation Award in 2005, the PTI's Best Transportation Technology Solutions Award in the United States for the Year 2003 as well as the CA-ITS 2002 Award of Excellence for the Best California Return on Investment project.

Fred Minagar, MS, RCE, PE, FITE

President of Minagar & Associates, Inc., is a recognized national authority in the areas of Intelligent Transportation Systems (ITS), traffic engineering and transportation planning. He served as the lead investigator and reviewer working with a team of experts on this important project. Mr. Minagar has over 25 years of real world practice and teaching experience. He has engineered, managed and administered over 100 ITS and 250 traffic engineering & transportation planning projects in 16 states across the United States. Mr. Minagar has served as a City Traffic Engineer for 4 cities in Southern California. He has served as Expert Witness on numerous legal cases in California & Massachusetts. Mr. Minagar has conducted over 120 ITS and traffic engineering workshops for FHWA (Federal Highway Administration), ITE National, Caltrans, Metro, various DOTs, cities and Governments of China & South Korea. He has been a frequent guest speaker at the George Washington University, University of California-Irvine, University of California-Davis, CSU-LA & Caltrans Academy. For over 12 years, he has been re-appointed/re-elected as Traffic & Transportation and Planning Commissioner/Chairman for the City of Laguna Niguel, CA. He won the 2002 National Leadership Award. Mr. Minagar has been awarded the United States Congressional Order of Merit 2003 & 2006.

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Weekdays - PM Peak Hour

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2 - Riverside Drive & Zoo Drive (Tue. 01/15/2008)
3 - Western Heritage Way & North Zoo Drive (Tue. 01/08/2008)
4 - N. Zoo Drive & I-5 NB Off-Ramp/SR-134 EB On-Ramp (Aerial Int. Photo Only)
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C DIGITAL PHOTO LOG

1 Introduction

The August 2007 Draft Traffic Study (DTS) for Autry National Center ("Center" or "Campus") was prepared by Fehr & Peers/Kaku Associates and reviewed by Los Angeles Department of Transportation to include as the Transportation and Circulation (T & C) element for the Autry National Center's Griffith Park Campus Improvements project (DEIR). The purpose of the DTS was to analyze the potential project impacts associated with traffic, parking and access due to the proposed expansion and renovation of the existing Center upon the surrounding traffic network within the project's influence area.

The location of the proposed project is at 4700 Western Heritage Way, in the City of Los Angeles, California. It is situated within the northeast portion of Griffith Park, less than a mile south of the Golden State Freeway (I-5)/State Route 134 (SR-134) freeway interchange and Los Angeles River "bend", and adjacent to the Los Angeles Zoo and Zoo Parking Lot. Figure 1 shows the Vicinity Map and a representation of the construction phases for the proposed project.

Existing (Year 2006) Conditions

Regional, Local, and Site Access

The Autry Center is currently 143,000 square feet (SF) in area. Regional access to the site is primarily available from the I-5 (northbound/southbound) and SR-134 (eastbound/westbound) freeways. Local access is provided from:

- *Zoo Dr.*, which traverses generally east-west and parallel to SR-134 along the south side of the freeway (SR-134 access from the Riverside Drive Exit),
- *Western Heritage Way*, which begins from Zoo Drive and traverses generally north-south between the L.A. Zoo Parking Lot and Autry National Center (I-5 access from the N. Zoo Drive Exit), and
- *Crystal Springs Dr./Griffith Park Dr.*, which extends southward from Western Heritage Way (I-5 access from On-/Off-ramps), and through Los Feliz Boulevard where it becomes *Riverside Drive* to the south of the intersection.

Site access is provided through Western Heritage Way, which traverses generally north-south to the west of the project site. There are four enter/exit driveways from Western Heritage Way used to reach the three(3) front parking lots (public and overflow use), with approximate parking capacities of 29, 112, and 187 spaces, from north to south. The fourth parking lot is located along the eastern boundary, and

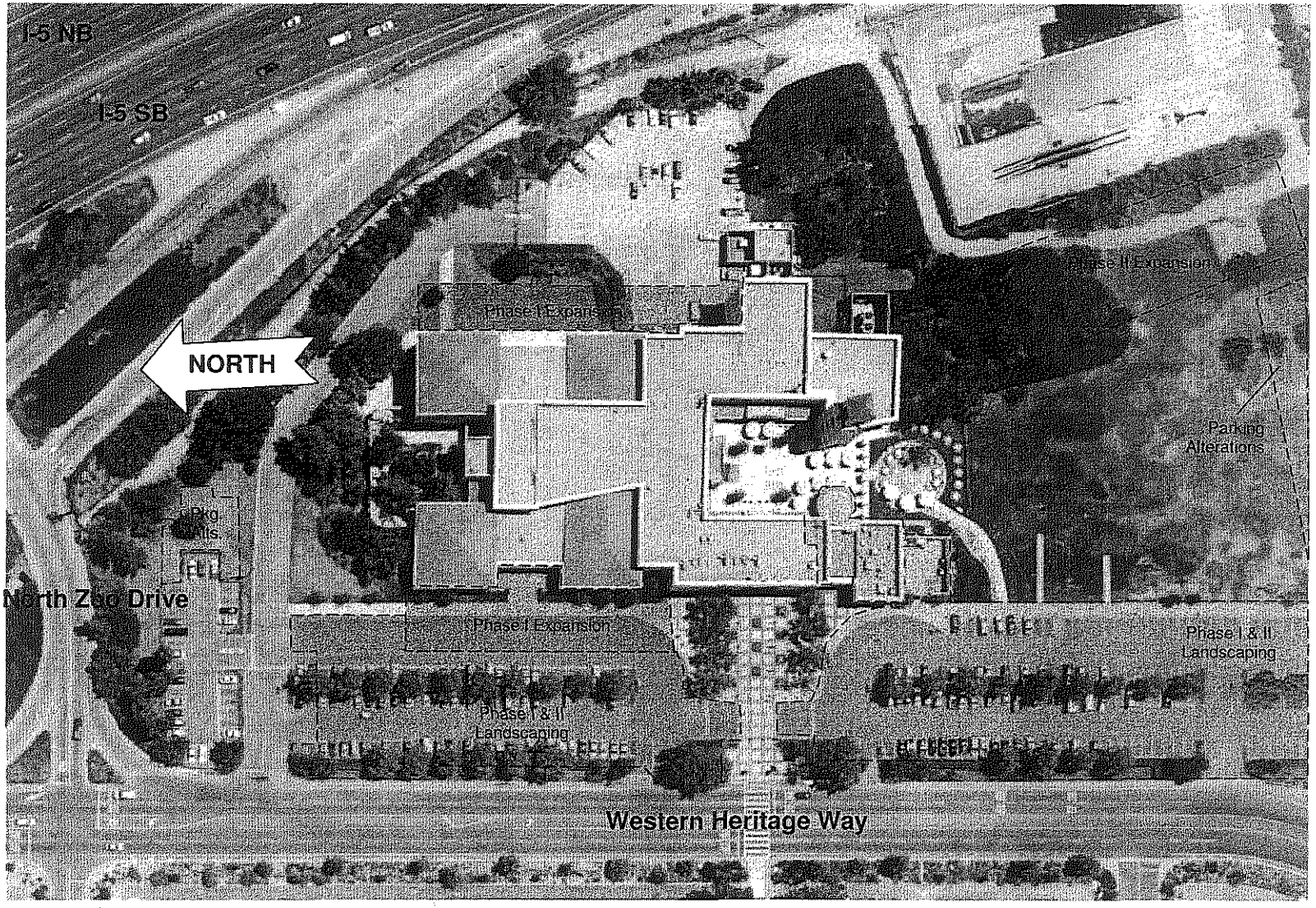


FIGURE 1
VICINITY MAP
Review of Autry Nation Center Draft Traffic Study

accessed via a service road along the north side of the project site. It is gated and intended for employee use, with an approximate capacity of 41(43) parking spaces. Additional shared public parking with the L.A. Zoo is available across Western Heritage Way opposite the Center (2,162-space capacity), with pedestrian access via crosswalk connecting the main entrance of the Center and the L.A. Zoo Parking/main pathway.

Study Intersections

There are seven (7) intersections identified in the DEIR as those that would be potentially impacted by the proposed project, and therefore were selected for analysis in the Traffic Study:

1. Riverside Drive & SR-134 EB Off-Ramp
2. Riverside Drive & Zoo Drive
3. Western Heritage Way & North Zoo Drive
4. North Zoo Drive & I-5 NB Off-Ramp/SR-134 EB On-Ramp
5. I-5 SB On-Ramp & North Zoo Drive
6. Griffith Park/Crystal Springs Drive & I-5 Ramps
7. Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard

Intersections #1-6 are currently unsignalized (stop-controlled), while Intersection #7 is signalized and controlled by both the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system and the Adaptive Traffic Control System (ATCS).

Driveways, and Pedestrian and Bicycle Facilities

On the west side of Autry National Center within the Project Limits, there are 4 existing driveways: at the northwest area, the southwest area, and two(2) near either side of the central crosswalk. The two central west driveways and the southwest area driveway would be removed to accommodate for the relocation of the parking lots to which they currently access. The intended new locations of the two main parking lots is a combination of the southern and eastern portions of the existing South Lawn, including a new parking entrance and subsequent pair of one-way driveways planned for construction at the existing southwest corner of site. Currently at the southwest corner of the site there is an unpaved dirt path, which is part of the equestrian trail that borders the southern and eastern perimeter.

There are no existing sidewalks on Western Heritage Way, the main road adjacent to the Center. There is, however, one central crosswalk that provides pedestrian access between the Los Angeles Zoo entrance/parking lot on the west side of Western Heritage Way and the Autry National Center main entrance on the east side. Other non-vehicular paths include the aforementioned equestrian trail, which border both the southern and eastern sides of the site, adjacent to the neighboring golf course and the I-5 SB On-Ramp from N. Zoo Dr., respectively.

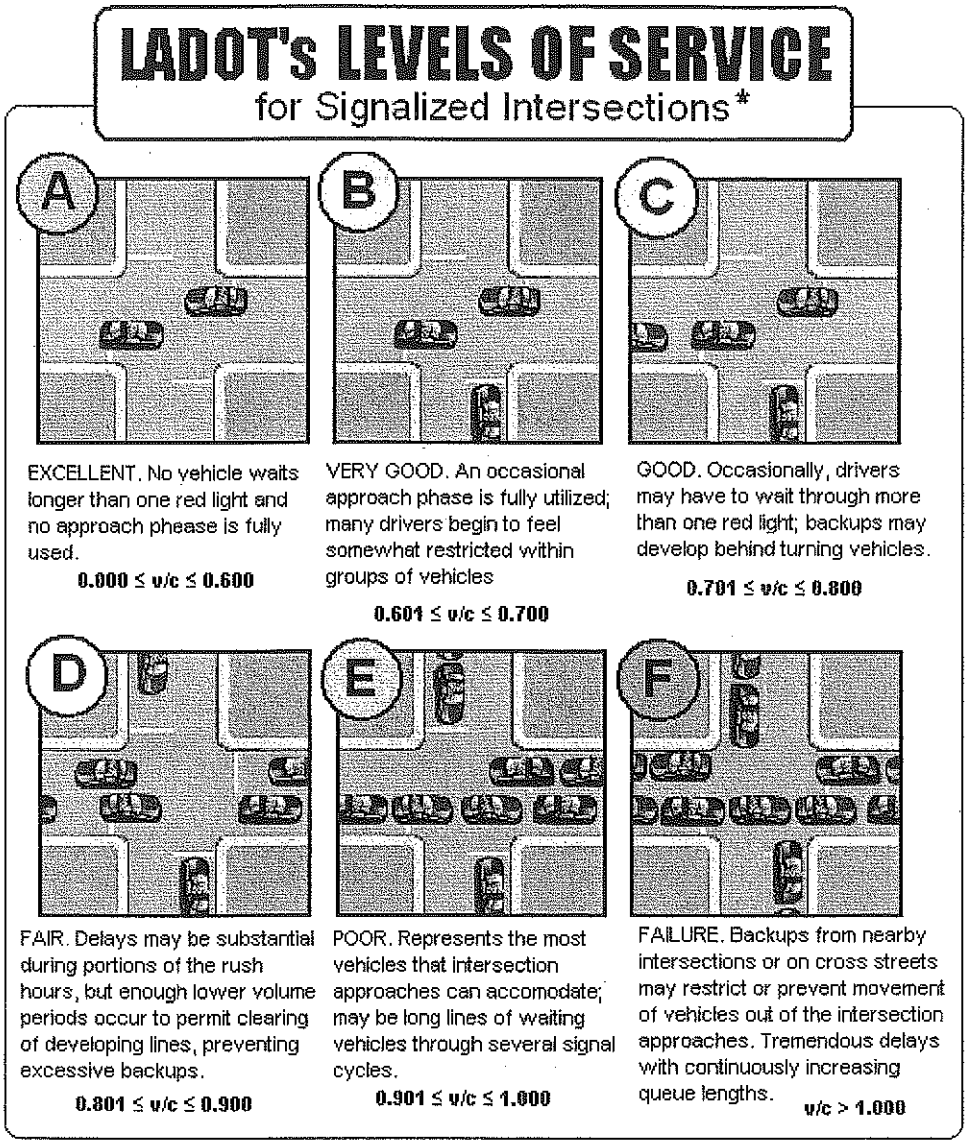
Traffic Conditions Analysis

Traffic counts were taken at the seven intersections during the weekday afternoon (4PM – 6PM) and weekend midday (12PM – 5PM) peak periods of the day, to "capture" existing traffic volume data representative of Griffith Park hours of operation.

For the unsignalized intersections (#1-6), the Highway Capacity Manual (HCM) methodology was used to analyze existing operations, measuring the average total delay in seconds per vehicle. For the signalized intersection (#7), the Critical Movement Analysis (CMA) method per Circular Number 212 of the Transportation Research Board was used, implemented by LADOT's CALCADB software and measuring the intersection's operation by its volume to capacity (V/C) ratio. Both methods result in an ideally universal measure of any intersection's operation performance, called "Level of Service" (LOS), which describes the quality of traffic flow of an intersection and typically ranges from LOS A to LOS F (with "F" being the worst). See Figure 2 for a graphical presentation.

No new intersections are being proposed, nor are existing intersections being proposed to be signalized. A traffic study was prepared by Fehr & Peers/Kaku Associates for the proposed project (August 2007). According to the Initial Study, the signalized intersection of Crystal Springs Drive & Riverside Drive currently operates at LOS "F" during the weekend peak hour, while the remaining six unsignalized intersections are operating at acceptable levels of service (LOS "D" or better[6]) during the weekday (afternoon) and weekend (midday) hours. LOS determinations for the "existing" as well as all future scenarios are based on LADOT's required use of the CMA method (CalcaDB).

Figure 2



Source: Transportation Research Board, Interim Materials on Highway Capacity, TRB No. 212, Jan. 1980

Future (Year 2010) Conditions - Phase I

Related Projects

As a requirement, the traffic study must take into account all potential future projects that are either construction, planned, or proposed for development within or near the study area (radius of two miles), when analyzing any future traffic conditions. A total of 26 "cumulative development projects" are listed in the report. Subsequent descriptions for the related projects include location, land use, size, and trip generation estimates. Per the text in this section of the report, trip generation rates and directional distribution data were either obtained from LADOT related projects database, or prepared using data contained in ITE's *Trip Generation, 7th Edition.*

Traffic Conditions Analysis: Cumulative Base Without Project

The completion of Phase I is approximated to occur in the year 2010. Therefore, future traffic volume forecasts were carried out with 2010 as the target year. These estimates reflect general regional growth in traffic (rate increase of 1% per year between 2006 and 2014), plus traffic expected to be generated by other future developments in the vicinity of the project. This scenario is identified as the Future (Year 2010) Cumulative Base Without Project scenario.

According to the Initial Study, the signalized intersection of Crystal Springs Drive & Riverside Drive currently is expected to be operating at LOS "F" during the weekend peak hour, while the remaining six unsignalized intersections are operating at acceptable levels of service (LOS "D" or better[6]) during the weekday (afternoon) and weekend (midday) hours.

Autry National Center Project

- **Construction Phases**

The proposed project is to be completed in two phases, designated as *Phase I* and *Phase II*, with expected target completion years of 2010 and 2014, respectively. Figures 2 and 3 show the approximate Phase I and II alterations to the facility, respectively, due to the proposed project.

- **Phase I - 2010**

The first phase of the proposed project is to renovate the existing museum and surface parking lots with the following general modifications:

- +79,000 SF cumulatively, to generally the east and west sides of the existing main building.
- Relocate the central-west-side and southwest-side parking lots to the south (permanent relocation) and southeast (temporary relocation) sides of the existing South Lawn in favor of attractive landscaping along the anterior area adjacent to Western Heritage Way.

- +6 parking spaces cumulatively, between the four parking lots.

- Remove the two inner driveways along Western Heritage Way and construct a paved south entrance and internal access road at the southwest corner to provide primary visitor access to the Phase I temporary surface parking facility and the Phase II semi-subterranean parking facility (see below). The remaining driveway at the northwest corner shall be designated for staff parking and overflow surface parking.

- Addition of two(2) curb cuts for bus loading (total capacity of eight 40-foot buses) between the two main driveways on either side of the crosswalk on Western Heritage Way.

- Addition of a jogging path and pedestrian pathway, running parallel to Western Heritage Way between the bus loading area and the Campus.

• Phase II - 2014

The second phase of the proposed project is to renovate the surface parking situation from Phase I and construct an additional building, as generally listed in the following:

- +50,000 SF to the South Lawn with an outdoor pathway connection to the museum.

- Replace the temporary surface parking constructed during Phase I along southeastern potion of the South Lawn with the "Institute Building" (from above), as well as a new two-level semi-subterranean parking facility beneath the building.

- +96 visitor/staff parking spaces to the South Lawn's southeast parking area.

• Traffic Volumes

According to the autrynationalcenter.org website, the Autry National Center is comprised of various institutes, all of which are primarily engaged in land uses comparable to that of a typical *museum*—building or place where works of art or other objects of permanent value are kept and displayed. Unfortunately, the standard source for trip generation data, the Institute of Transportation Engineers' (ITE) *Trip Generation (7th Ed., 2003)*, does not provide a standard model for estimating trips that is applicable to museums. The traffic study in review derived a trip generation rate for the Center's new expansion by the following general procedure:

1) Assume the expansion shall also be used for "museum" means, in which no standardized trip generation model is currently available.

2) Establish a "museum" trip generation rate based on the current trip attraction conditions.

    a. Count the driveway-in and driveway-out trips to and from the Center during the peak time of year (October [2]) and peak visitor period for both typical weekdays and weekends.

    b. Obtain the existing square footage of building area for the museum.

    c. Determine entering and exiting trip generation rates based on "Trips per 1000 Square Feet (KSF) of Building Area" for:

        i. Daily traffic

        ii. The weekday peak hour (determined to be during the afternoon peak period)

        iii. The weekend peak hour (determined to be during the midday peak period)

3) Use this new "museum" trip generation rate for existing trip attraction, to predict future traffic generation for the proposed "museum" additions of known square footages.

Using this general procedure, the traffic study indicates the following trip generation rates for the "museum":

On a Typical Weekday:

Trip Gen. Rate (trips/KSF)	Duration	Equivalence
3.58	Daily	
0.57	Afternoon Peak Hour	16% of Daily
0.19	Afternoon Peak Hour In	34% of PM Peak Hour
0.38	Afternoon Peak Hour Out	66% of PM Peak Hour

On a Typical Weekend:

Trip Gen. Rate (trips/KSF)	Duration	Equivalence
5.40	Daily	
1.08	Midday Peak Hour	20% of Daily
0.68	Midday Peak Hour In	63% of MD Peak Hour
0.40	Midday Peak Hour Out	37% of MD Peak Hour

According to the Initial Study, with the addition of Phase I traffic to the cumulative base in the Year 2010, the signalized intersection of Crystal Springs Drive & Riverside Drive currently shall maintain its expected operation at LOS "F" during the weekend peak hour, while the remaining six unsignalized intersections are operating at acceptable levels of service (LOS "D" or better[6]) during the weekday (afternoon) and weekend (midday) hours.

Future Conditions, Phase II (2014)

Traffic Conditions Analysis: Cumulative Base Without Project

The completion of Phase II is approximated to occur in the year 2014. Therefore, future traffic volume forecasts were projected to with 2010 as the target year. These estimates reflect the general regional growth in traffic over a period of eight (8) years plus the static traffic quantities expected to be generated by other future developments in the vicinity of the project. This scenario is identified as the Future (Year 2014) Cumulative Base Without Project scenario.

According to the Initial Study, the signalized intersection of Crystal Springs Drive & Riverside Drive currently will continue to experience failing levels of service conditions (LOS "F") during the weekend peak hour, while the remaining six

unsignalized intersections will be operating at acceptable levels of service (LOS "D" or better[6]) during the weekday (afternoon) and weekend (midday) hours.

Traffic Conditions Analysis: With Project

This scenario corresponds to the Future (Year 2014) Cumulative Base Without Project scenario, plus the addition of project-related traffic as a result of the total second phase expansion of the Autry Center encompassed by Phase II.

According to the Initial Study, with the addition of Phase II traffic to the cumulative base in the Year 2010, the signalized intersection of Crystal Springs Drive & Riverside Drive currently is still expected to sustain LOS "F" operations during the weekend peak hour, while the remaining six unsignalized intersections will operate at acceptable levels of service (LOS "D" or better[6]) during the weekday (afternoon) and weekend (midday) hours.

Significant Project Impacts

The *L.A. CEQA Thresholds Guide* addresses significant project impacts in Section G, titled "Significant Transportation Impact." According to the document, "a transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP (Transportation Specific Plan), ICO (Interim Control Ordinance) or CMP (Congestion Management Program):"

SIGNIFICANT TRANSPORTATION IMPACT

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

where the "Final V/C Ratio" is defined as the future V/C ratio at an intersection considering impacts with project, ambient and related project growth but without proposed traffic mitigation, and where the "Project-Related Increase in V/C" shall mean the change in V/C between the future V/C ratio with project, ambient and related project growth but without proposed traffic mitigation and the future V/C ratio

with ambient and related project growth but without project and proposed traffic mitigation.

The following information is based on summary tables found within the initial traffic study:

The project is separated by two phases: Phase I to be completed in 2010, and Phase II to be completed in 2014. According to the analysis outlined in the DTS, the project is not expected to cause any "significant transportation impact" in either the 2010 or 2014 forecast scenarios. The highest expected project-related V/C increase in the Future Year 2010 is 0.029 at Intersection #2: Riverside Dr. & Zoo Dr. The Level of Service, based on V/C thresholds set forth within LADOT's guidelines, is LOS "B" (final V/C ratio of 0.681), which deems the project-related V/C increase in 2010 to be within acceptable limits. The highest expected project-related V/C in the Future Year 2014 is 0.015 at Intersection #3: Western Heritage Way & N. Zoo Dr. The Level of Service is rated as "C" (final V/C ratio of 0.723), which deems the project-related V/C increase in 2010 to be within acceptable limits.

About the Review of DTS and T&C Element of DEIR

Minagar & Associates, Inc. has been retained by the *Greater Griffith Park Neighborhood Council*, *Hollywood United Neighborhood Council*, and *Greater Cypress Park Neighborhood Council* to conduct an independent and objective assessment of the initial Draft Traffic Study/Traffic and Circulation Elements of the DEIR.

In order to carry out the best understanding of field conditions in the most efficient manner, field data was collected at the locations and time periods indicated in the DTS as those with the "worst" existing operations and within the consultant's scope. A total of 6 weekday peak periods were counted at 6 different intersections, plus 2 worst weekend peak periods at 2 different intersections. The counts were taken in the existing year 2008 on either typical weekdays (Tue. 1/8; Wednesday 1/9; Thu. 1/10; Tue. 1/15; Wed. 1/16; Thu. 1/17) during the afternoon peak period (4:00PM to 6:00PM), or on the worst-case weekend day (Sat. 1/12 and 1/19) during the midday peak period (12:00PM to 5:00PM). In addition to traffic counts, field data is also derived from photos, measurements, and visual observations conducted at the 7 study intersections.

The subsequent turning movement counts (TMCs) were observed and recorded by TDC-12 hand-held data collectors, and entered in and processed by PETRAPro software to analyze the traffic volume from the corresponding locations and time periods. The resulting peak information, along with significant details of each

intersection, was then run through both HCS software and LADOT's Critical Movement Analysis (CMA) software, modules intended for analyzing intersection capacity. The resulting data was investigated comparatively against similar results of the initial Draft Traffic Study (DTS) and discussed in the latter half of the Discussions section, below:

2 Discussions

Minagar & Associates, Inc. has completed its review of the August 2007 Traffic and Circulation Element of the DEIR for Autry National Center and initial Draft Traffic Study. The review as outlined below has revealed the following discrepancies, inadequacies, inconsistencies and/or errors:

Initial Review of DTS and T&C Element of DEIR

Compliance With *LADOT Traffic Study Policies & Procedures* (TSPP) *Revised March 2002*

The TSPP document provides the public, private consultants and City staff with standards, guidelines, objectives and criteria to be used in the preparation of a traffic study. The DTS cites the TSPP as a pertinent reference, however, it does not completely address the means in which it complies with the policies and procedures outlined in the TSPP. In particular, the following items are observed to be absent from the DTA, are should be included in the study:

1. Per Section C, the incorporation of a Transit Impact Analysis in adherence to Section B.8.4 of Metro's 2004 Congestion Management Program (CMP) document, including:

   - Evidence that "affected transit operators received Notice of Preparation."

   - Summary of existing rail services in the project area (within a 2-mile radius of the project site). Currently, Metrolink's Glendale Rail Station, located at 400 W. Cerritos Avenue (91204) is within a 2-mile radius, and is served by both the Ventura County and Antelope Valley Lines.

2. Per Section E, the enclosure of all relevant dated maps, including:

- Map #3: Distance of project driveway(s) from the adjacent intersections on Site Map.

- Map #4: Existing average daily traffic (ADT) for study intersections and street segments. Manual traffic volume counts "presented in the standard LADOT format depicting turning movement volumes exactly as shown in Attachment 'H'" of the document.

- Map #5: Full map(s) showing future traffic volumes with ambient growth without project and related projects on study intersections and street segments.

- Map #6: Full map showing the traffic generated by related projects only.

- Map #8: Full map showing the project trip distribution percentages (inbound and outbound) at the study intersections and project driveways.

- Map #9: Full map(s) showing future traffic volumes generated by the project at the project driveways.

- Map #10: Map(s) showing total future traffic volumes (with project) on the street segments and at the project driveways.

- Map #11: Map showing "existing" and projected (if any) transit lines.

Project Trip Generation

The Project, which is distinguished in land use as a "Museum," is without the benefit of a trip generation model for standard use within the *ITE Trip Generation* manual. Therefore, a background survey was conducted to support derived trip generation rates with the necessary empirical data. The following items, however, are inconsistent may generate alterations in the presumed project trip generation rates (see Table 1 for tabulated deficiencies):

3. In Section 2.a.2.(2) of the T&C section of the DEIR, as well as Section III of the DTS, it is reported that "manual driveway counts were collected on [weekends] at each of the three Center

driveways." Observation of the existing site access plan shows, however, that there are a total of four (4) entrance/exit driveways to which adjoining parking lots may be accessed. It cannot be determined whether or not data was collected for the traffic traversing this fourth "missing" driveway. If unaccounted for, trip generation rates determined in the DTS used for future traffic projections may have been calculated using underestimated assumptions of visitor trips that the museum attracts.

4. In Appendix D - Driveway Count Data Sheets in the DTS, a total of 21 out of 31 weekday peak hour volumes (PHV) were calculated incorrectly. A calculated average of 2.3-vehicle discrepancy per PHV computation was found throughout the weekday peak hour calculations. The weekend midday peak hour identified in the report is said to occur between 12:00 noon and 1:00PM. However, upon reviewing the traffic counts in Appendix D, the weekend midday peak hour is actually found to be from 11:45AM to 12:45PM.

5. On page 23 of the DTS, the text states: "While the weekday peak occurred in early afternoon, for a conservative analysis this rate will be applied to the afternoon peak hour of traffic." Revised calculations, however, reveal that the PHV between 4:30PM and 5:30PM (78 VPH) is as much as that during the midday (also 78 VPH). Therefore, the assertion that assigning a peak hour determination to the afternoon period is "conservative" is not quantitatively accurate, as both periods may be considered as the peak.

6. In Appendix D - Driveway Count Data Sheets in the DTS, a total of 23 out of 31 critical weekend peak hour volumes were calculated incorrectly. A calculated average of 2.0-vehicle discrepancy per PHV computation was found throughout the weekday peak hour calculations.

7. The directional distribution percentages used in calculating In and Out generated trips are incorrect. The DTS reports weekday peak distributions for the total traffic arriving and departing the project site to be 34% and 66%, respectively. The correct values, based on the driveway counts found in Appendix D should be 21% entering and 79% exiting. In addition, the DTS reports peak distributions for the total weekend traffic arriving and departing the project site at 63% and 37%, respectively. The correct values,

also based on the driveway counts found in Appendix D should be 64% entering and 36% exiting.

Base Traffic Projections

8. In Section III of the DTS, it is reported that "existing traffic is expected to increase at a rate of 1% a year between 2006 and 2014 as a result of general areawide and regional growth and development. Thus, the existing 2006 traffic volumes were adjusted upward by 4% to reflect ambient traffic growth to 2010 and adjusted upward by 8% to reflect ambient traffic growth to 2014." The abovementioned multipliers of 4% and 8% (which are used to project future traffic volumes) are not completely accurate. These values are utilized under the assumption that areawide/regional traffic growth is to increase at a linear rate, whereas the industry standard is to presume a compounded growth over the fixed time if there is a known or decided-upon growth rate. The more accurate adjustment factors for traffic growth for future years 2010 and 2014 are 4.1% and 8.3%, respectively.

Intersection Traffic Impact Analysis

9. All of the Cumulative Base Year 2010 (Without Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are based on wrong traffic volumes. The volumes shown on Figure 29 in the T&C (Future 2010 Without Project Conditions, DTS Figure 5A) represent the "traffic to be generated as a result of ambient growth and related projects up to the year 2010" (p.245), yet do not match the inputted traffic volumes in the HCM/CalcaDB Intersection Level of Service worksheets found in the Appendix for 2010 Cumulative Base weekend and weekday scenarios. The average deficiency is calculated at about 42 vehicles per hour per intersection for the midday analyses, and 38 vehicles per hour per intersection for the afternoon analyses (see Table 2).

10. All of the Cumulative Base Year 2010 (With Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are also based on wrong traffic volumes. The volumes shown on Figure 30 in the T&C (Future 2010 With Project Conditions, DTS Figure 9B), represent the traffic to be generated as a result of adding the

Phase I trips to the Cumulative Base Year 2010 Without Project conditions, yet they do not match with the inputted traffic volumes in the HCM/CalcaDB Intersection Level of Service worksheets found in the Appendix the 2010 Cumulative Base Plus Project weekend and weekday scenarios. The average deficiency is 63 vehicles per hour per intersection for the midday analyses (see Table 3).

Comparison of DTS and T&C Element of DEIR with Minagar & Associates, Inc. Findings

11. At Intersection #3: Western Heritage Way & North Zoo Drive, all the consultant's HCM and CalcaDB and computer analyses are based on interpretively wrong geometries. The independent field investigation reveals the existing northbound lane configuration to be that which includes an 18' northbound exclusive free right-turn lane traversing onto North Zoo Drive from Crystal Springs Drive. All analyses conducted for this intersection in the DTS consider the far right northbound lane as a shared through/right-turn lane. In lieu of 1) the accommodatingly wide lane width of the northbound right-turn movement, and 2) the comparison to the westbound exclusive free right-turn lane at this intersection, as well as both the eastbound and westbound exclusive free right-turn lanes at the signalized Riverside Dr. & Los Feliz Blvd. intersection, this geometric lane configuration is incorrect and will produce different LOS'. See Figure 3 for the intersection lane configurations comparison.

12. At Intersection #4: N. Zoo Dr. & I-5 NB Off-Ramp/SR-134 EB On-Ramp, the 2006 ramp volumes used in the "existing" analysis approaching the intersection from the I-5 NB Off-Ramp segment appear to be approximately 58% less than the expected ramp volumes in the approaching direction for the year 2006. Estimated 2006 ramp volumes are based on previous trends derived from Caltrans peak hour databases (see Table 4).

13. A series of analyses of the existing Year 2008 weekday operational capacities at Intersections #2 (weekend also) and #5 shows that the average delay and subsequent Levels of Service are significantly worse than those reported in the previous "existing" year of 2006. Using the CMA intersection capacity analysis methodologies for the remaining intersections (with the

exception of Intersection #4: N. Zoo Dr. & I-5 NB On-/134 EB Off-Ramps) due to geometric lane configuration incompatibility with the HCM method, LOS' results were drawn from V/C-based, LADOT standards. Including ATSAC and ATCS capacity improvements, the results show a 19.5% variation in V/C for signalized intersection #7 at Crystal Springs Dr./Riverside Dr. & Los Feliz Blvd. between the 2008 Existing Year (V/C = 1.067) and the 2006 Existing Year (V/C = 0.872). See Table 5 for full tabulation.

Several active projects in the vicinity appear unaccounted for in the Draft Traffic Study's assemblage of related projects within the Autry National Center's area of influence:

- **Greater Los Angeles Zoo** (approximately 0.1 miles from Autry National Center Project Site):

14. **Campo Gorilla Reserve** – Opened November 7, 2007. This $19 million habitat brought gorilla back to the Zoo after a four-year absence. According to the Daily News (December 11, 2007), the exhibit drew a 25% increase in visitation over the previous month: 156,000 guests came to the Zoo, a November record since monthly tallies were first taken starting in 1986. Zoo officials believe it is the all-time record.

15. **Golden Monkey Exhibit** - Planned completion date of March 2008. This exhibit will bring visitors face to face with the Golden Monkey, a "beautiful and rare animal who stands out with a magnificent blue face and unique vocalization." A garden pavilion viewing shelter, accessed via a rustic bridge, will place the visitor right into the tree canopy where the monkeys are most active. The Zoo website speculates on the new exhibit's potential for attraction, in that "revered as a national treasure in their native China, the golden monkeys will be an exciting feature exhibit in the Zoo's new Asian Forest."

16. **Pachyderm Forest Exhibit** – Planned completion date of November 2009. $40 million project will be the largest and most expensive elephant exhibits at the LA Zoo, as well as one of the largest of any urban zoo. The exhibit will contain more than six acres, with a visitor experience that will provide information on human impact on elephants in the wild as well as providing

opportunities for up-close encounters with the elephants and their keeper staff.

17. **HISS Center** - Planned completion date of May 2010. This new Reptile and Insect Interpretive Center is to provide sumptuous new shelters for the Los Angeles Zoo's vast assortment of reptiles—claimed by the Zoo to be one of the rarest collections among North American zoos.

18. **Rainforest of the Americas** - Planned completion date of September 2010. This hillside exhibit will provide a new sensory experience to the visitor. The LA Zoo website reports that, "this immersion experience in the rainforest will envelope the visitors as they enter into a lush, tropical setting." A walk through this exhibit will give visitors a chance to experience on both small and large scales, the world the animals inhabit. Mixed species (mammals, reptiles, birds, and insects) will be presented in seamless exhibits that protect the individual needs of the animals included while also allowing special enhancement opportunities to be presented to the animal and the visitor.

19. **Atwater Creek Stream Restoration** in Griffith Park (approximately 1.15 miles from Autry National Center Project Site) - Located on the east bank of the L.A. River near Chevy Chase Drive (nearest intersection at Study Location #7: Riverside Dr. & Los Feliz Blvd.), the restoration will add a new public area and visitor amenities as well as a new parking lot to Griffith Park. The project will be the first of many in the L.A. River Restoration Master Plan's pipeline that is expected to attract more visitors to Griffith Park.

3 Conclusions

As set forth in detail with all the supporting independent & objective field and computer analyses, the Transportation & Circulation Element as well as the Draft Traffic Study for the DEIR of Autry National are inadequate due to the aforementioned nineteen (19) items. Outlined below is a synopsis of the salient areas of inadequacy and deficiency:

1. Non-compliance With *LADOT Traffic Study Policies & Procedures* (TSPP) *Revised March 2002*

2. Omission of surrounding/ambient trip assignments/ distributions figures/diagrams at the seven (7) study intersections

3. In lieu of a defensive trip generation rate for a similar facility, the entire analyses have relied upon field counts of the existing facility in which in Appendix D - Driveway Count Data Sheets in the DTS, a total of 21 out of 31 weekday peak hour volumes (PHV) were calculated incorrectly

4. Based on the revelation that the PHV between 4:30PM and 5:30PM (78 VPH) is as much as that during the midday (also 78 VPH) at an intersection, the assertion of assigning a peak hour determination to the afternoon period is "conservative" is not quantitatively accurate, as both midday and PM periods may be considered as the peaks

5. The directional distribution percentages used in calculating In and Out generated trips are incorrect. The DTS reports weekday peak distributions for the total traffic arriving and departing the project site to be 34% and 66%, respectively. The correct values, based on the driveway counts found in Appendix D should be 21% entering and 79% exiting

6. Due to the aforementioned inaccuracies in trip generation figures, all the subsequent trip distribution, CalcaDB and HCM/HCS computer analyses are not reliable and accurate

7. All of the Cumulative Base Year 2010 (Without Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are based on wrong traffic volumes

8. All of the Cumulative Base Year 2010 (With Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are also based on wrong traffic volumes

9. At Intersection #3: Western Heritage Way & North Zoo Drive, all the consultant's HCM and CalcaDB and computer analyses are based on interpretively wrong geometries. It is a norm in the industry and the state-of-practice in the urban areas of the U.S. to conduct field observation on how the intersection is being used by the motoring public

10. At Intersection #4: N. Zoo Dr. & I-5 NB Off-Ramp/SR-134 EB On-Ramp, the 2006 ramp volumes used in the "existing" analysis approaching the intersection from the I-5 NB Off-Ramp segment appear to be approximately 58% less than the expected ramp volumes in the approaching direction for the year 2006. Estimated 2006 ramp volumes are based on previous trends derived from Caltrans peak hour databases (see Table 4)

11. The LOS results reveal a widespread deviation between the existing "2006" in the DEIR and the independent existing "2008" in this report

12. Omission of *Campo Gorilla Reserve* – Opened November 7, 2007, as an ambient project

13. Omission of the proposed *Golden Monkey Exhibit* - Planned completion date of March 2008, as an ambient project

14. Omission of the proposed *Pachyderm Forest Exhibit* – Planned completion date of November 2009, as an ambient project

15. Omission of the proposed *HISS Center* - Planned completion date of May 2010, as an ambient project

16. Omission of the proposed *Rainforest of the Americas* - Planned completion date of September 2010, as an ambient project

17. Omission of the proposed *Atwater Creek Stream Restoration* in Griffith Park as a potential trip generator

REFERENCES

In accordance with this evaluation, the following technical studies were reviewed:

1. *Autry National Center's Griffith Park Campus Improvements* (DEIR), Section H: Transportation & Circulation. City of Los Angeles, State Clearinghouse No. 2007051084, August 2007.

2. *Draft Traffic Study* (DTS) *for the Autry National Center Los Angeles, California.* Fehr & Peers/Kaku Associates, August 2007.

3. *2006 Traffic Volumes on California State Highways*, California Department of Transportation, 2006 (URL: http://www.traffic-counts.dot.ca.gov/)

4. *Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, July 2004.

5. *Highway Capacity Manual* (HCM), Transportation Research Board, 2000.

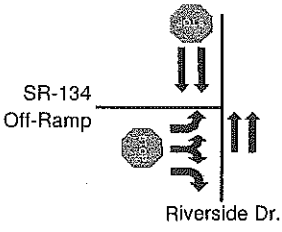
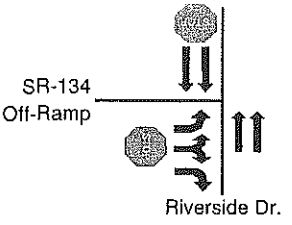
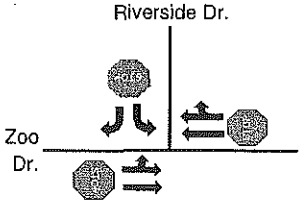
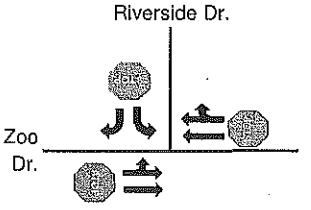
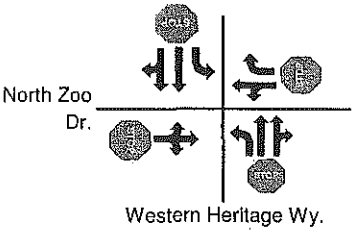
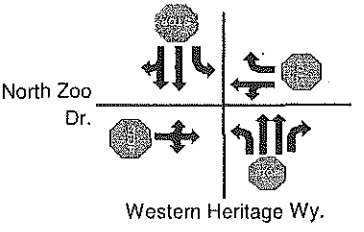
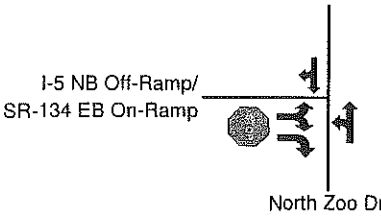
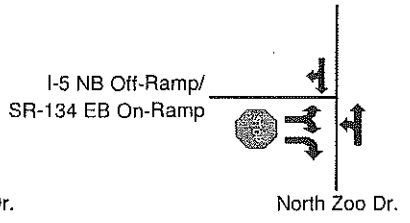
6. *L.A. CEQA Thresholds Guide*, City of Los Angeles, November 2006.

7. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board (TRB), 1980.

8. *Trip Generation, 7th Edition*, Institute of Transportation Engineers (ITE), 2003.

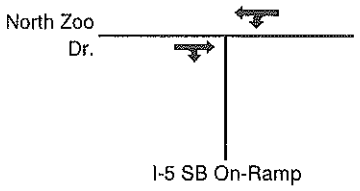
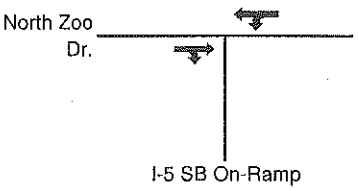
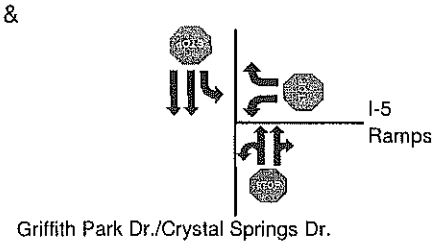
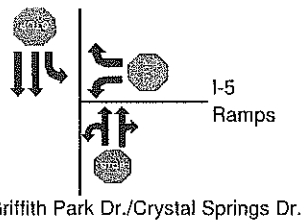
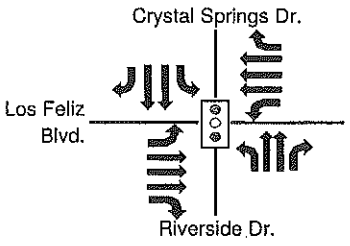
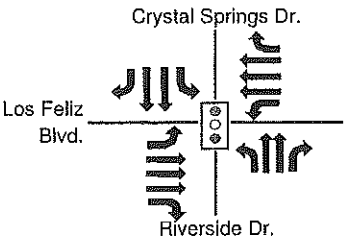
ADDITIONAL FIGURES

Figure 3
Intersection Lane Configurations Comparison
Existing Conditions

	Draft Traffic Study (DTS)	Minagar & Associates, Inc.
1. Riverside Dr. & SR-134 SB Off-Ramp		
2. Riverside Dr. & Zoo Dr.		
3. Western Heritage Wy. & North Zoo Dr.		
4. North Zoo Dr. & I-5 NB Off-Ramp / SR-134 EB On-Ramp		

Legend: Stop-controlled Approach
Signalized Intersection

Figure 3 (cont.'d)
Intersection Lane Configurations Comparison
Existing Conditions

	Draft Traffic Study (DTS)	Minagar & Associates, Inc.
5. I-5 SB On-Ramp & North Zoo Dr.		
6. Griffith Park Dr./Crystal Springs Dr. & I-5 Ramps (NB-Off/SB-On)		
7. Crystal Springs Dr./Riverside Dr. & Los Feliz Blvd.		

Legend: Stop-controlled Approach
Signalized Intersection

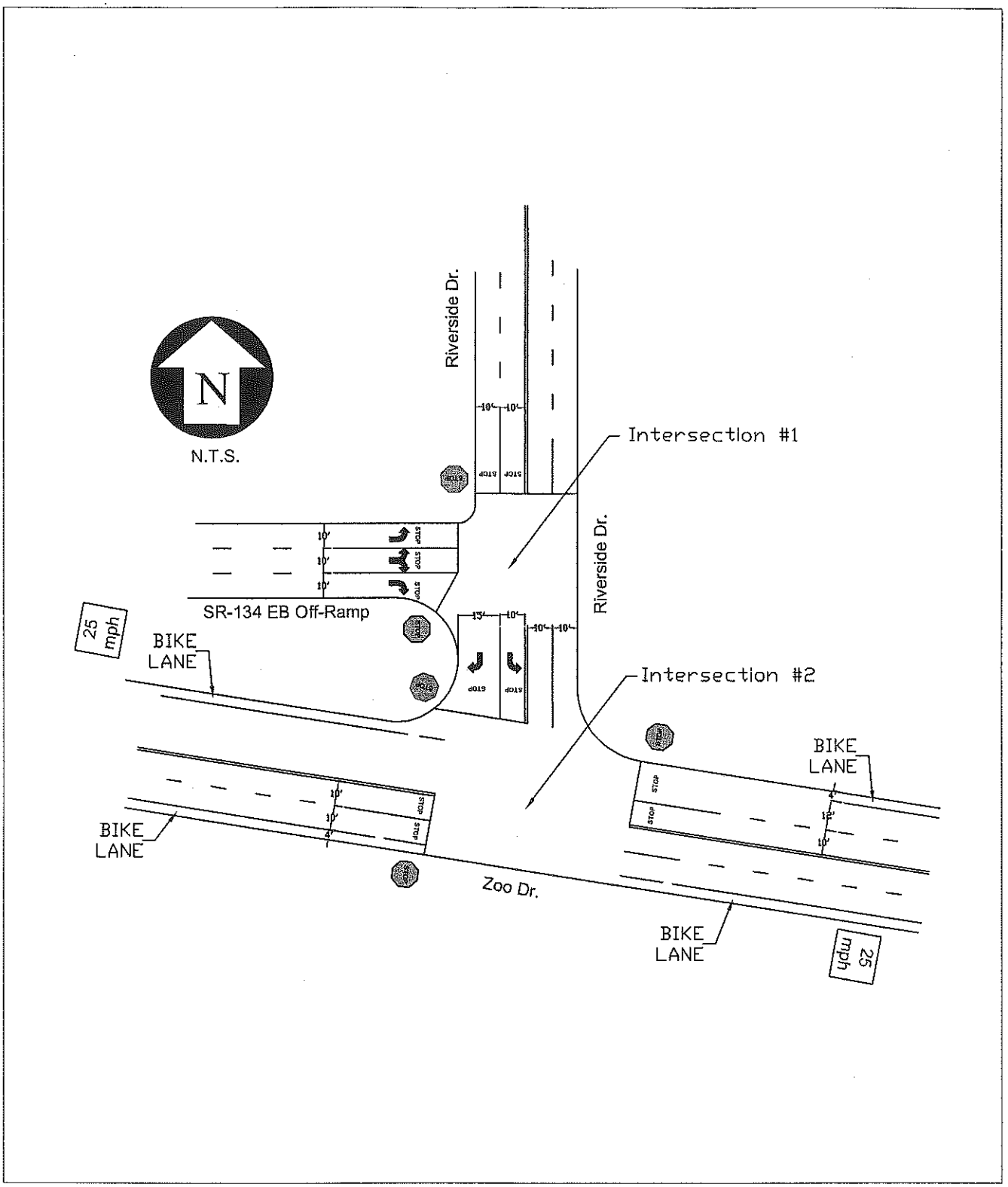


FIGURE 4 - Intersection Layout

Int. #1: Riverside Dr. & SR-134 EB Off-Ramp

Review of Autry National Center Draft Traffic Study

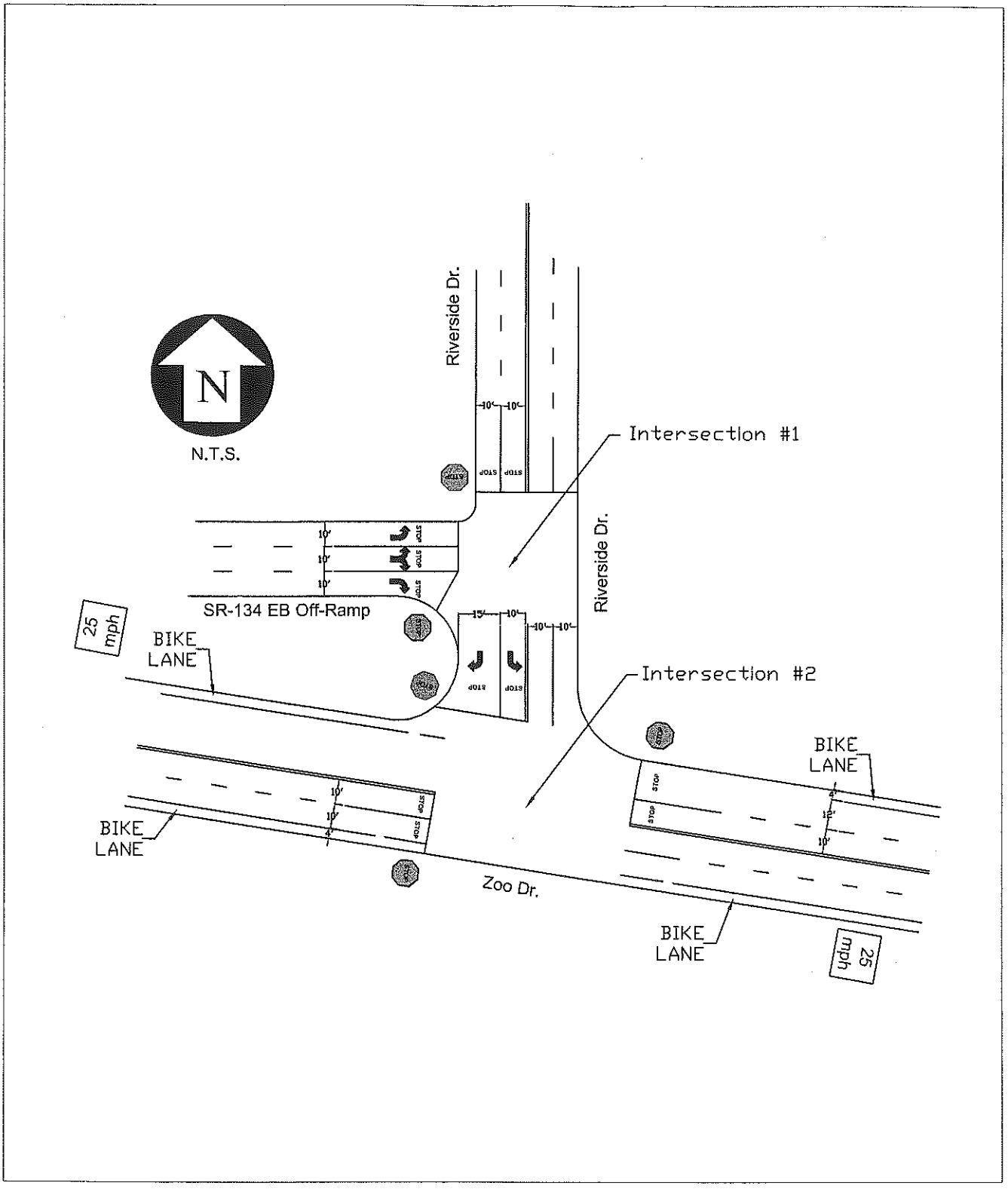


FIGURE 5 - Intersection Layout

Int. #2: Riverside Dr. & Zoo Drive

Review of Autry National Center Draft Traffic Study

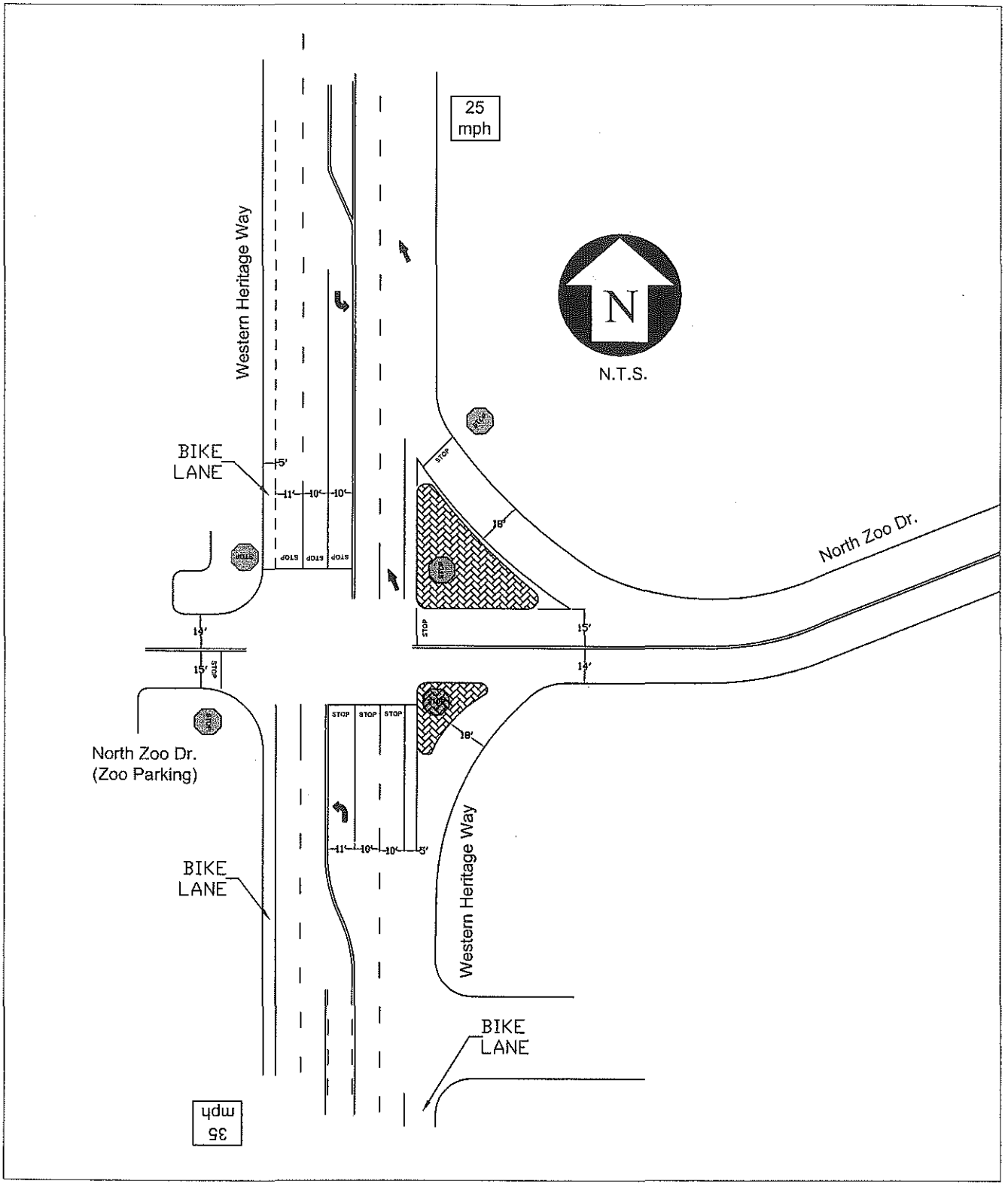


FIGURE 6 - Intersection Layout

Int. #3: Western Heritage Way & North Zoo Drive

Review of Autry National Center Draft Traffic Study

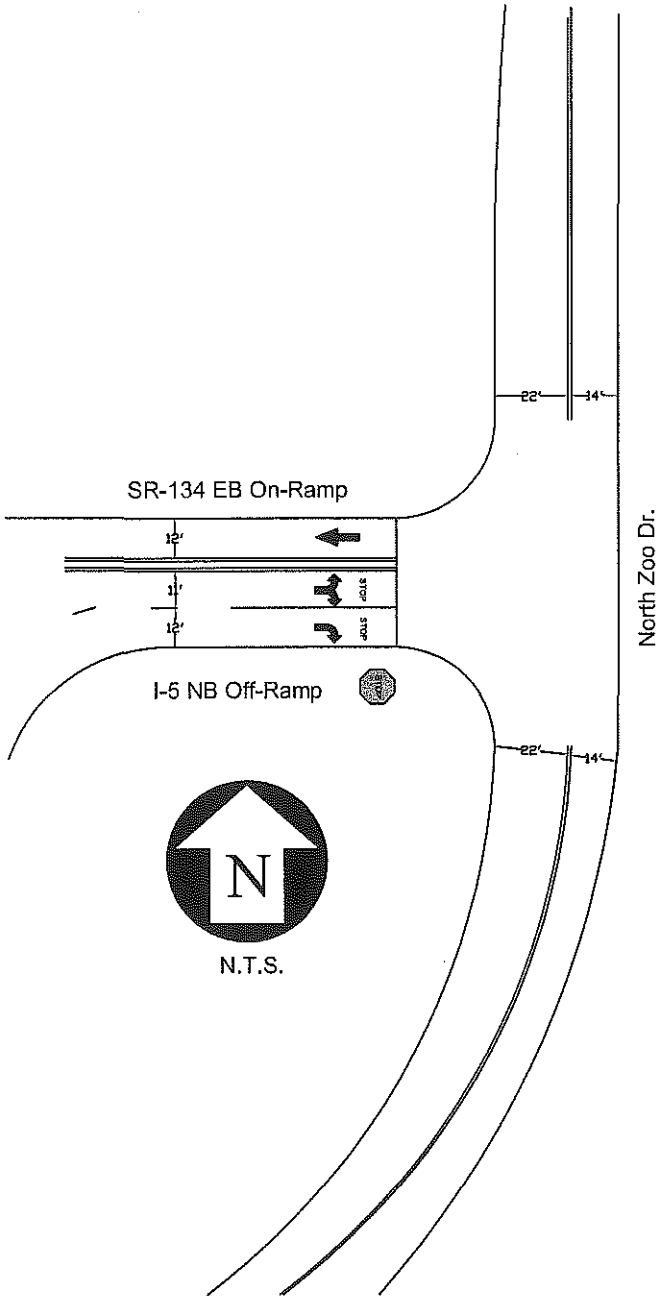


FIGURE 7- Intersection Layout

Int. #4: North Zoo Drive & I-5 NB Off-Ramp/SR-134 EB On-Ramp

Review of Autry National Center Draft Traffic Study

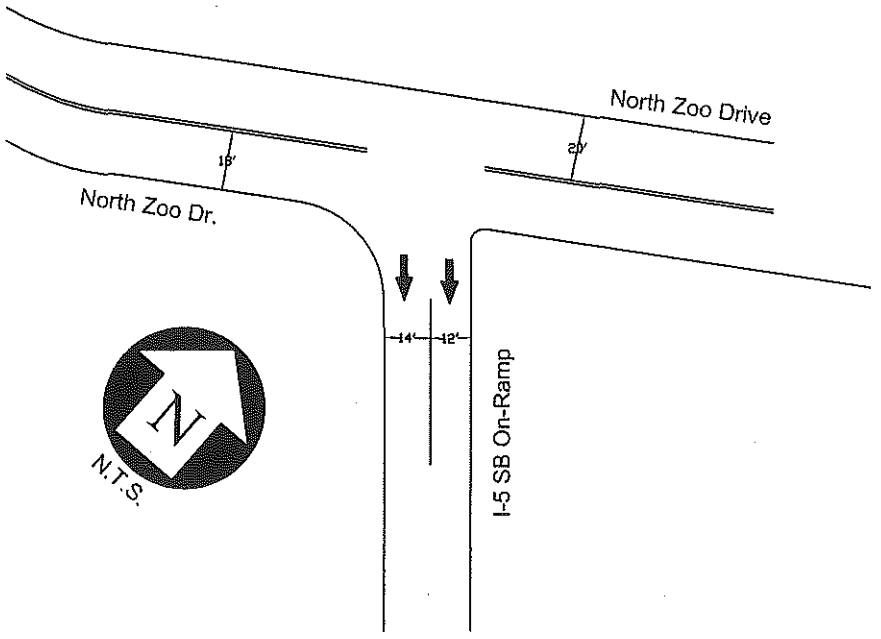


FIGURE 8 - Intersection Layout

Int. #5: I-5 SB On-Ramp & North Zoo Drive

Review of Autry National Center Draft Traffic Study

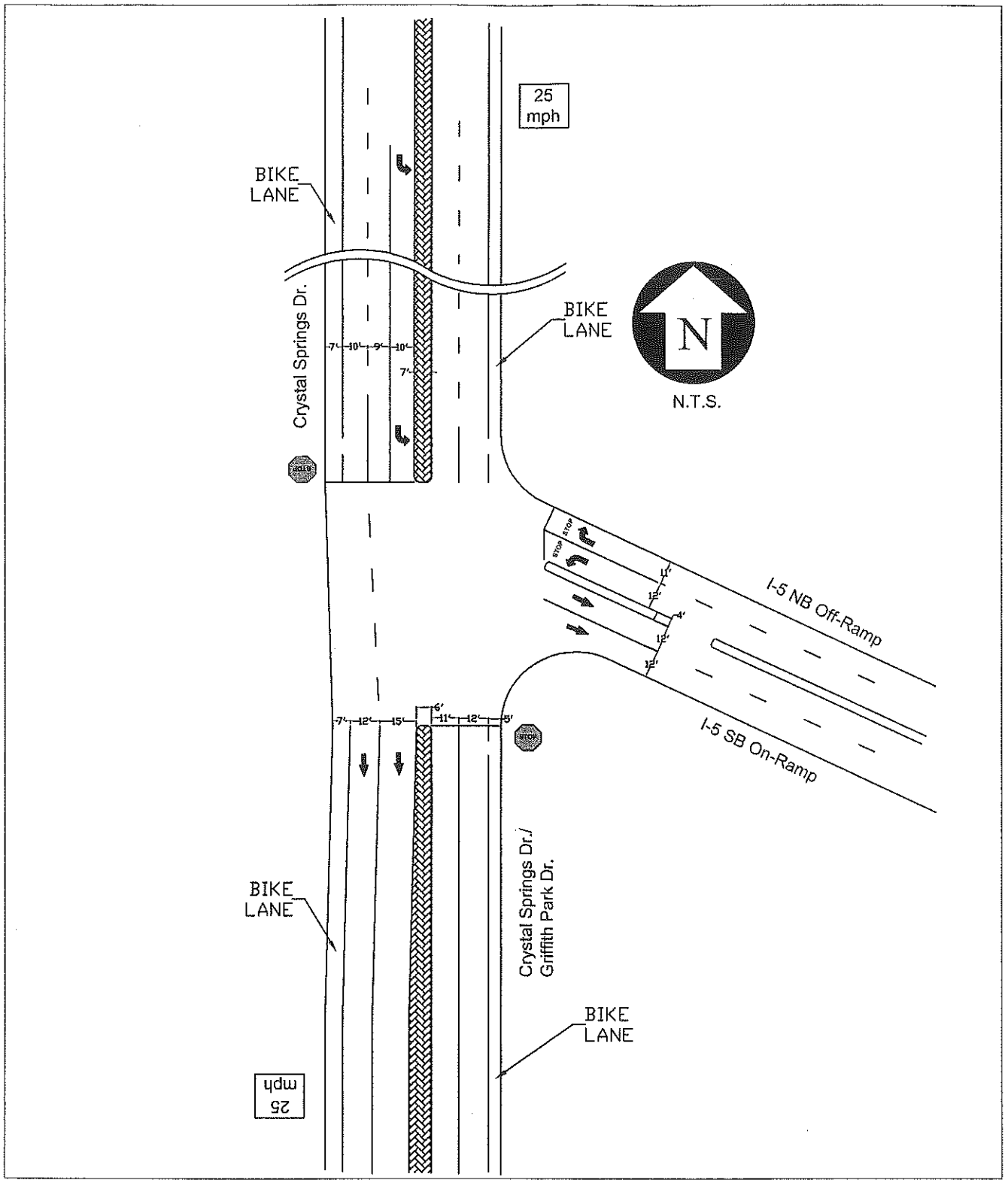


FIGURE 9 - Intersection Layout

Int. #6: Griffith Park Dr./Crystal Springs Dr. & I-5 NB Off-/SB On-Ramps

Review of Autry National Center Draft Traffic Study

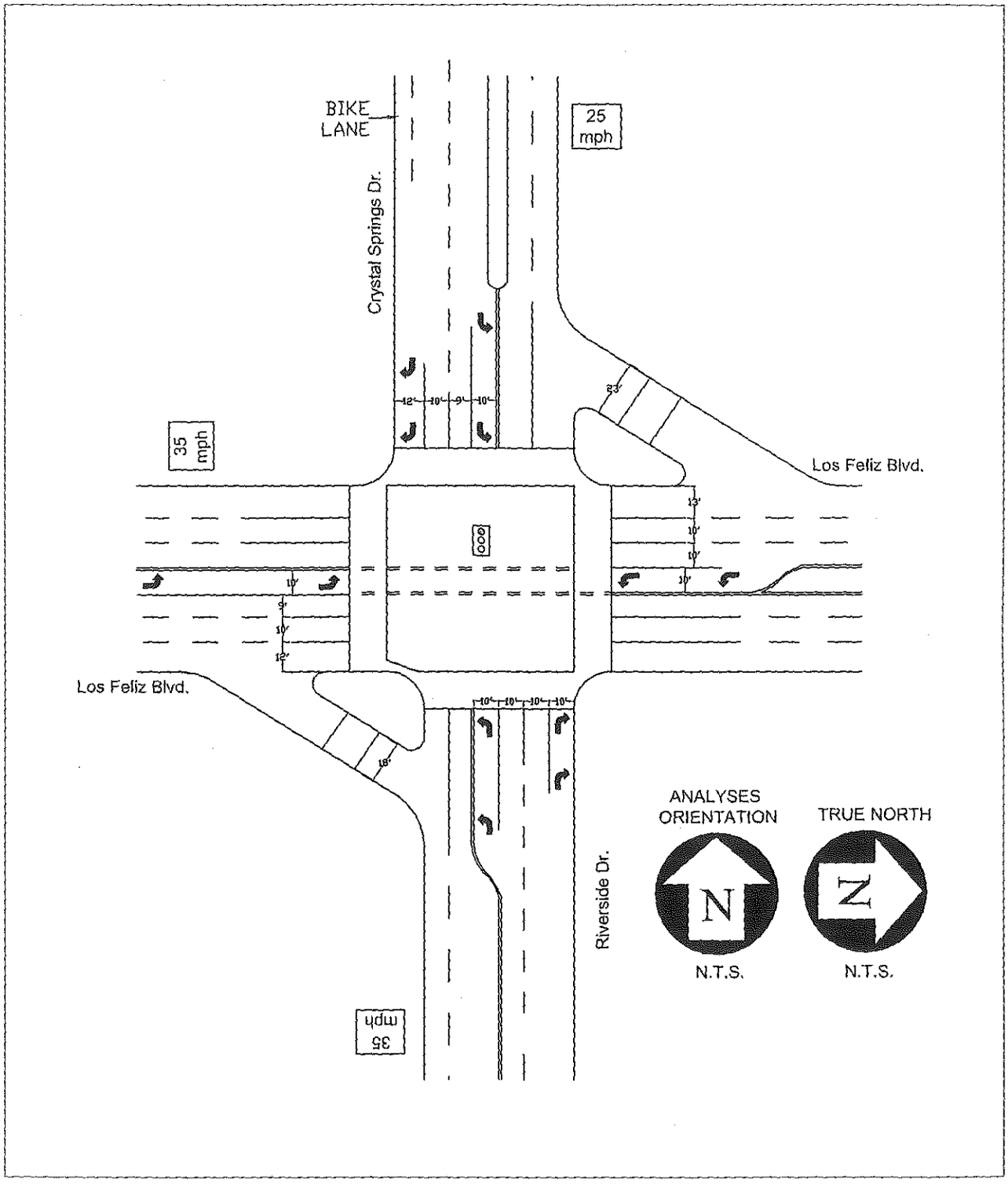


FIGURE 10 - Intersection Layout

Int. #7: Crystal Springs Dr./Riverside Dr. & Los Feliz Boulevard

Review of Autry National Center Draft Traffic Study

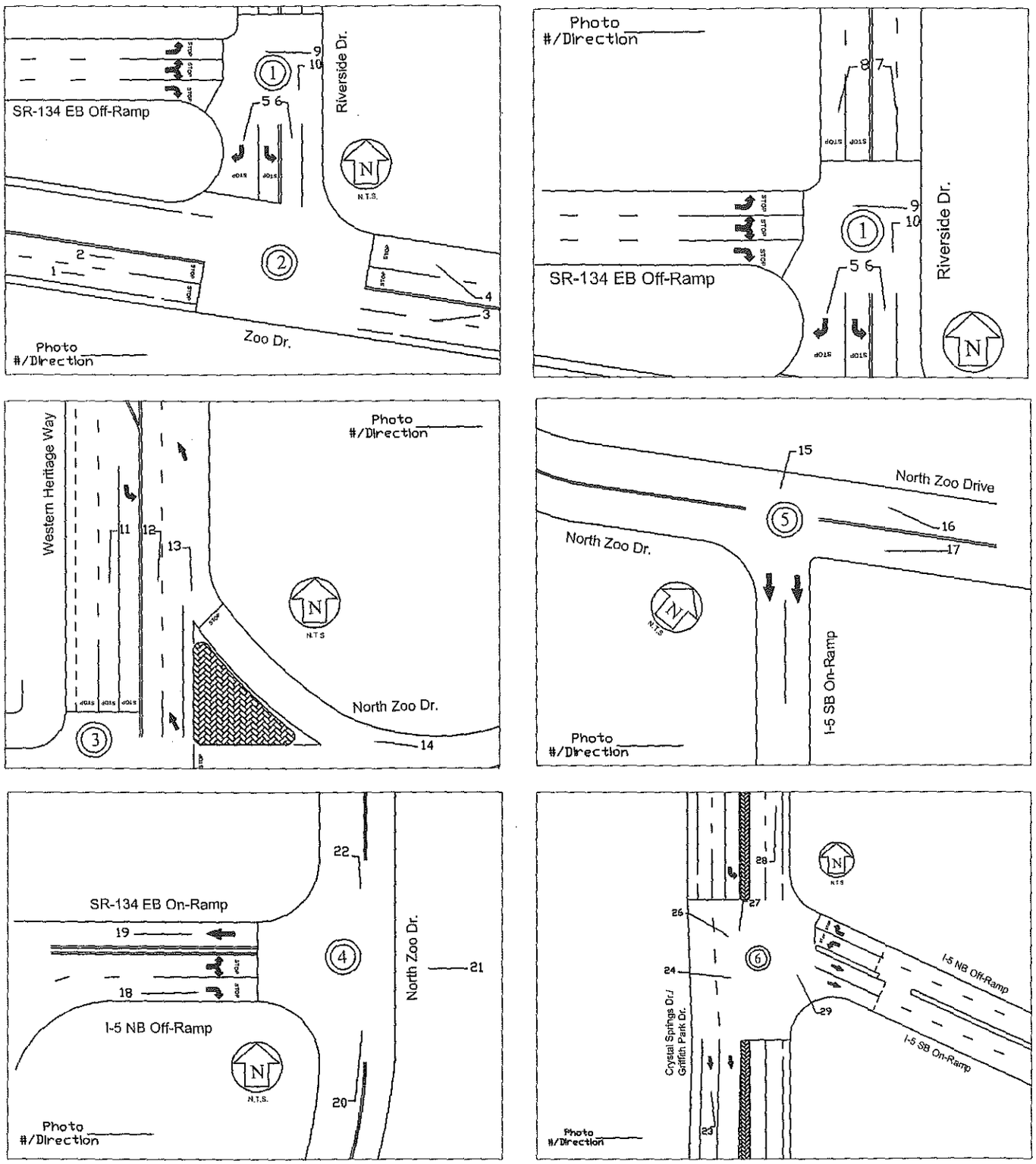


FIGURE 11 - Digital Photos Location Diagram

Intersections #1 - #6

Review of Autry National Center Draft Traffic Study

TABLES

Table 1
Discrepancies in Peak Hour Volume Determinations

	WEEKDAY (Wed.)							WEEKEND (Sat., critical)						
$t_{Beg.}$	In	Out	Σ	M&A	DTS	Δ	$t_{Beg.}$	In	Out	Σ	M&A	DTS	Δ
9:15 AM	11	2	13	51	56	5		8	3	11	41	45	4
9:30 AM	11	2	13	51	55	4		1	4	5	45	45	0
9:45 AM	10	3	13	54	57	3		4	1	5	50	50	0
10:00 AM	4	8	12	62	64	2	10-11	14	6	20	56	57	1
10:15 AM	10	3	13	65	67	2		11	4	15	56	58	2
10:30 AM	12	4	16	65	68	3		8	2	10	68	71	3
10:45 AM	12	9	21	64	67	3		6	5	11	79	82	3
11:00 AM	5	10	15	58	62	4	11-12	14	6	20	87	91	4
11:15 AM	7	6	13	65	69	4		17	10	27	76	79	3
11:30 AM	9	6	15	76	79	3		14	7	21	68	70	2
11:45 AM	8	7	15	**78**	81	3		12	7	19	74	76	2
12:00 PM	14	8	22	75	80	5	12-1	5	4	9	86	86	0
12:15 PM	8	16	24	69	75	6		15	4	19	97	97	0
12:30 PM	1	16	17	55	62	7		16	11	27	100	100	0
12:45 PM	4	8	12	52	57	5		18	13	31	121	121	0
1:00 PM	7	9	16	52	54	2	1-2	12	8	20	140	141	1
1:15 PM	4	6	10	54	55	1		15	7	22	**149**	**153**	4
1:30 PM	5	9	14	52	52	0		32	16	48	144	148	4
1:45 PM	6	6	12	51	53	2		31	19	50	116	121	5
2:00 PM	7	11	18	47	49	2	2-3	18	11	29	94	98	4
2:15 PM	2	6	8	42	44	2		8	9	17	91	92	1
2:30 PM	7	6	13	40	42	2		6	14	20	89	90	1
2:45 PM	4	4	8	36	36	0		10	18	28	83	85	2
3:00 PM	4	9	13	45	45	0	3-4	7	19	26	75	77	2
3:15 PM	3	3	6	44	44	0		7	8	15	90	92	2
3:30 PM	3	6	9	48	48	0		5	9	14	114	116	2
3:45 PM	10	7	17	54	54	0		5	15	20	135	135	0
4:00 PM	4	8	12	49	49	0	4-5	5	36	41	138	138	0
4:15 PM	6	4	10	68	68	0		2	37	39	127	129	2
4:30 PM	4	11	15	**78**	78	0		5	30	35	102	106	4
4:45 PM	4	8	12	76	76	0		6	17	23	77	81	4
5:00 PM	2	29	31			**70**		4	26	30			**62**
5:15 PM	6	14	20			Δ		4	10	14			Δ
5:30 PM	4	9	13					3	7	10			
	218	273	491					348	403	751			
Daily:	**44%**	**56%**					**Daily:**	**46%**	**54%**				
$Peak_{MD}$:	40%	60%	16%				$Peak_{MD}$:	64%	36%	20%			
$Peak_{PM}$:	21%	79%	16%										

		Ex. 2006		Phase 2010 (Ph. I)		2014 (Ph. II)	
		WkDay	WkEnd	WkDay	WkEnd	WkDay	WkEnd
Bldg. Area (ksf)		142.884		79		50	
Daily Volume		512	772	282	426	179	270
	M&A	491	751	271	415	172	263
Rate (tr/ksf)		3.58	5.40	-11	-11	-7	-7
	M&A	3.44	5.26				
PHV*							
Total		82	154	45	85	29	54
	M&A	78	149	43	82	27	52
Rate		0.16	0.20	-2	-3	-2	-2
	M&A	0.16	0.20				
In		28	97	15	54	10	34
	M&A	16	96	9	53	6	34
Rate		34%	66%	-6	-1	-4	0
	M&A	21%	64%				
Out		54	57	30	32	19	20
	M&A	62	53	34	29	22	19
Rate		66%	37%	4	-3	3	-1
	M&A	79%	36%				

= Peak

* (WkDay=PM, WkEnd=MD)

DTS = Draft Traffic Study (for Transportation & Circulation Element of DEIR)

Table 2
Discrepancies Between Applied Traffic Volume Values (2010 w/o Project)

Study Int's
1. Riverside Drive & SR-134 EB Off-Ramp
2. Riverside Drive & Zoo Drive
3. Western Heritage Way & North Zoo Drive
4. North Zoo Drive & I-5 NB Off-Ramp/SR-134 EB On-Ramp
5. I-5 SB On-Ramp & North Zoo Drive
6. Griffith Park/Crystal Springs Drive & I-5 Ramps
7. Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard

	Location	Int.	MD or PM	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R	∑ΔMD	∑ΔPM
2010 Cumulative Base (Without Project)	Figure	1	MD	-	479	-	-	492	-	519	-	109	-	-	-		
	HCS/CalcaDB			-	470	-	-	482	-	510	-	107	-	-	-		
			ΔMD		**9**			**10**		**9**		**2**				30	
	Figure		PM	-	497	-	-	270	-	499	-	55	-	-	-		
	HCS/CalcaDB			-	488	-	-	265	-	490	-	54	-	-	-		
			ΔPM		**9**			**5**		**9**		**1**					24
	Figure	2	MD	-	-	-	518	-	102	116	147	-	-	101	374		
	HCS/CalcaDB			-	-	-	508	-	100	113	145	-	-	99	367		
			ΔMD				**10**		**2**	**3**	**2**			**2**	**7**	26	
	Figure		PM	-	-	-	255	-	77	262	400	-	-	61	297		
	HCS/CalcaDB			-	-	-	250	-	76	257	392	-	-	60	291		
			ΔPM				**5**		**1**	**5**	**8**			**1**	**6**		26
	Figure	3	MD	18	329	239	118	359	16	119	249	45	143	31	93		
	HCS/CalcaDB			18	323	234	115	352	16	116	244	45	140	30	92		
			ΔMD	0	**6**	**5**	**3**	**7**	0	**3**	**5**	0	**3**	**1**	1	34	
	Figure		PM	8	235	104	488	461	25	24	33	5	32	12	124		
	HCS/CalcaDB			8	231	102	478	453	25	24	32	5	31	11	122		
			ΔPM	0	**4**	**2**	**10**	**8**	0	0	**1**	0	**1**	**1**	**2**		29
	Figure	4	MD	118	53	-	-	207	37	53	-	277	-	-	-		
	HCS/CalcaDB			115	52	-	-	203	36	52	-	271	-	-	-		
			ΔMD	**3**	**1**			**4**	**1**	**1**		**6**				16	
	Figure		PM	376	35	-	-	153	20	14	-	38	-	-	-		
	HCS/CalcaDB			369	34	-	-	150	20	14	-	37	-	-	-		
			ΔPM	**7**	**1**			**3**	0	0		**1**					12
	Figure	5	MD	-	-	-	-	-	-	-	235	371	43	266	-		
	HCS/CalcaDB			-	-	-	-	-	-	-	231	364	43	261	-		
			ΔMD								4	7	0	5		16	
	Figure		PM	-	-	-	-	-	-	-	409	212	16	167	-		
	HCS/CalcaDB			-	-	-	-	-	-	-	401	208	16	164	-		
			ΔPM								8	4	0	3			15
	Figure	6	MD	0	432	31	105	534	-	-	-	-	89	-	70		
	HCS/CalcaDB			0	424	30	103	524	-	-	-	-	87	-	69		
			ΔMD	0	8	1	2	10					2		1	24	
	Figure		PM	6	315	11	158	585	-	-	-	-	12	-	41		
	HCS/CalcaDB			6	309	10	155	574	-	-	-	-	11	-	41		
			ΔPM	0	6	1	3	11					1		0		22
	Figure	7	MD	178	192	239	98	403	364	367	2481	313	213	3246	185		
	HCS/CalcaDB			176	188	235	97	395	357	360	2436	308	209	3185	182		
			ΔMD	2	4	4	1	8	7	7	45	5	4	61	3	151	
	Figure		PM	143	151	201	90	325	313	145	2467	727	187	2375	97		
	HCS/CalcaDB			141	148	197	89	319	307	142	2421	713	183	2331	95		
			ΔPM	2	3	4	1	6	6	3	46	14	4	44	2		135
																297	263
																42 (veh/hr)	38 (veh/hr)
																MD	PM

Total volume variation (all intersections) for Cumulative Base 2010

Avg. variation per intersection Cumulative Base 2010

DTS = Draft Traffic Study

T&C = Transportation & Circulation Element of Draft EIR

MD = Midday Peak Hour (Weekend)

PM = Afternoon Peak Hour (Weekday)

Bold indicates discrepancy in applied traffic volume values

Table 3
Discrepancies Between Applied Traffic Volume Values (2010 w/ Project)

Study Int's
1. Riverside Drive & SR-134 EB Off-Ramp
2. Riverside Drive & Zoo Drive
3. Western Heritage Way & North Zoo Drive
4. North Zoo Drive & I-5 NB Off-Ramp/SR-134 EB On-Ramp
5. I-5 SB On-Ramp & North Zoo Drive
6. Griffith Park/Crystal Springs Drive & I-5 Ramps
7. Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard

	Location	Int.	MD or PM	Northbound			Southbound			Eastbound			Westbound			∑ΔMD	∑ΔPM
				L	T	R	L	T	R	L	T	R	L	T	R		
2014 Cumulative Base (With Project)	Figure	1	MD	-	500	-	-	508	-	519	-	127	-	-	-	50	
	HCS/CalcaDB			-	483	-	-	493	-	510	-	118	-	-	-		
			ΔMD		**17**			**15**		**9**		**9**					
	Figure		PM	-	516	-	-	275	-	499	-	60	-	-	-		
	HCS/CalcaDB			-	516	-	-	275	-	499	-	60	-	-	-		
			ΔPM		0			0		0		0					0
	Figure	2	MD	-	-	-	552	-	102	116	152	-	-	103	395	51	
	HCS/CalcaDB			-	-	-	529	-	100	113	147	-	-	100	380		
			ΔMD				**23**		**2**	**3**	**5**			**3**	**15**		
	Figure		PM	-	-	-	264	-	77	262	401	-	-	64	316		
	HCS/CalcaDB			-	-	-	264	-	77	262	401	-	-	64	316		
			ΔPM				0		0	0	0			0	0		0
	Figure	3	MD	18	352	259	118	398	16	119	249	46	178	31	93	79	
	HCS/CalcaDB			18	337	247	115	376	16	116	244	45	162	30	92		
			ΔMD	0	**15**	**12**	**3**	**22**	0	**3**	**5**	**1**	**16**	**1**	**1**		
	Figure		PM	8	257	123	488	472	25	24	33	5	42	12	124		
	HCS/CalcaDB			8	257	123	488	472	25	24	33	5	42	12	124		
			ΔPM	0	0	0	0	0	0	0	0	0	0	0	0		0
	Figure	4	MD	128	53	-	-	224	37	53	-	294	-	-	-	33	
	HCS/CalcaDB			122	50	-	-	214	36	52	-	282	-	-	-		
			ΔMD	**6**	**3**			**10**	**1**	**1**		**12**					
	Figure		PM	386	35	-	-	158	20	14	-	43	-	-	-		
	HCS/CalcaDB			386	35	-	-	158	20	14	-	43	-	-	-		
			ΔPM	0	0			0	0	0		0					0
	Figure	5	MD	-	-	-	-	-	-	-	246	381	43	301	-	38	
	HCS/CalcaDB			-	-	-	-	-	-	-	237	370	43	283	-		
			ΔMD								**9**	**11**	0	**18**			
	Figure		PM	-	-	-	-	-	-	-	419	222	16	177	-		
	HCS/CalcaDB			-	-	-	-	-	-	-	419	222	16	177	-		
			ΔPM								0	0	0	0			0
	Figure	6	MD	0	441	31	107	540	-	-	-	-	89	-	73	31	
	HCS/CalcaDB			0	430	30	104	528	-	-	-	-	87	-	71		
			ΔMD	0	11	1	3	12					2		2		
	Figure		PM	6	318	11	160	591	-	-	-	-	12	-	42		
	HCS/CalcaDB			6	318	11	160	591	-	-	-	-	12	-	42		
			ΔPM	0	0	0	0	0					0		0		0
	Figure	7	MD	178	197	239	99	406	365	370	2481	313	213	3246	187	157	
	HCS/CalcaDB			176	191	235	97	397	358	362	2436	308	209	3185	183		
			ΔMD	2	6	4	2	9	7	8	45	5	4	61	4		
	Figure		PM	143	152	201	91	328	314	146	2467	727	187	2375	97		
	HCS/CalcaDB			143	152	201	91	328	314	146	2467	727	187	2375	97		
			ΔPM	0	0	0	0	0	0	0	0	0	0	0	0		0

DTS = Draft Traffic Study
T&C = Transportation & Circulation Element of Draft EIR
MD = Midday Peak Hour (Weekend)
PM = Afternoon Peak Hour (Weekday)
Bold indicates discrepancy in applied traffic volume values

	∑ΔMD	∑ΔPM
Total volume variation (all intersections) for Cumulative Base 2010	439	0
Avg. variation per intersection Cumulative Base 2010	63 (veh/hr)	0 (veh/hr)
	MD	PM

Table 4
Caltrans Ramp Volumes vs. DTS Ramp Volumes

Interstate 5 - District 7 - Los Angeles County										
Post-mile	Location	ADT							PHV	PHV (WkDay, DTS)
		1999	2000	2001	2002	2003	2004	2005	2006	2006
24.463	NB - Off - Griffith Park Dr. (Int#6)	-	-	-	900	-	-	950	***34***	39
24.481	SB - Seg - Griffith Park (Int#6)	-	-	-	1100	-	-	2150	***102***	159
26.345	SB - On - Zoo Dr. (Int#5)	~~1900~~	-		1500	-	-	4101	166	215
26.481	NB - Seg Off - Zoo Dr. (Int#4)	1300	-		1400	***1433***	***1467***	1950	***85***	49
State Route 134 - District 7 - Los Angeles County										
Post-mile	Location	ADT							PHV	PHV (WkDay, DTS)
		1999	2000	2001	2002	2003	2004	2005	2006	2006
4.686	EB - Off - Victory Bl./Riverside Dr. (Int#1)	~~11000~~		10400			10200	***10133***	***410***	523
5.621	EB - Seg On - Zoo Dr. (Int#4)	~~1200~~	-	1700	-	-	1750	-	***72***	374

Notes: **Bold**+*Italicized* volumes are results from best-fit curve based on available Caltrans ramp volume data (as of 1/20/08) and converted to PHV values by using Caltrans' Peak Hour volume data factors for KD%:

- I-5 Route: 3.49(NB) and 4.06(SB) at nearest recorded PM 33.98 along highway segment
- SR-134: 4.05(WB average) and 4.07(EB) at nearest recorded PM 5.667 along highway segment

~~Strikethrough~~ volumes are neglected from interpolation calculations due to inconsistency in curve behavior

DTS = Draft Traffic Study (for Transportation & Circulation Element of DEIR)

Table 5
Intersection Analysis Comparison: "Existing" Conditions

Intersection	HCM Methodology				CMA Methodology (LADOT standard)			
	DTS (Year 2006)		M & A (Year 2008)		DTS (Year 2006)		M & A (Year 2008)	
	Avg. Delay*	LOS	Avg. Delay	LOS	V/C	LOS	V/C	LOS
1. Riverside Dr. & SR-134 EB Off-Ramp					N/A	N/A	0.481	A
2. Riverside Dr. & Zoo Dr.	14.5	B	42.84	D				
(SATURDAY)	26.7	D	55.57	F				
3. Western Heritage Wy & N. Zoo Dr.					0.506	A	0.509	A
4. N. Zoo Dr. & I-5 NB Off-Ramp/SR-134 EB On-Ramp	-	-	-	-	-	-	-	-
5. N. Zoo Dr. & I-5 SB On-Ramp	8.7	A	14.4	B				
6. Crystal Springs Dr. & I-5 SB On-/NB Off0					0.231	A	0.399	A
7. Crystal Springs Dr./Riverside Dr. & Los Feliz Blvd.					0.872	D	1.067	F
(SATURDAY)					1.225	F	0.777	C

* In seconds per vehicle

-: Intersection not analyzed for Review

N/A: Information not provided in DTS

APPENDIX A

HCS+ / LADOT CMA PRINTOUTS

CMA Calculation Worksheet

N-S Street:	Riverside Dr.	Year of Count:	2,008	Conducted by:	GG	Date:	1/23/2008
E-W Street:	SR-134 EB Off-Ramp	Projection Year:				Project:	Review of Autry National Center DTS
Peak Hour:	PM, 5:00PM - 6:00PM					Reviewed by:	
	Ambient Growth: (%)						

	2008 EXISTING COND.			0 W/ AMBIENT GROWTH				0 W/ RELATED PROJECTS				0 W/ PROJECT				0 W/ TRAFFIC MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T		0	0			0	0			0	0			0	0			0	0
NB Thru	562	2	281	0	562	2	281	0	562	2	281	0	562	2	281	0	562	2	281
Comb. T-R		0	0			0	0			0	0			0	0			0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T		0	0			0	0			0	0			0	0			0	0
SB Thru	444	2	222	0	444	2	222	0	444	2	222	0	444	2	222	0	444	2	222
Comb. T-R		0	0			0	0			0	0			0	0			0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
EB Left	423	1	296	0	423	1	296	0	423	1	296	0	423	1	296	0	423	1	296
Comb. L-T		0	0			0	0			0	0			0	0			0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
EB Right	38	1	27	0	38	1	27	0	38	1	27	0	38	1	27	0	38	1	27
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		1	138			1	138			1	138			1	138			1	138
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T		0	0			0	0			0	0			0	0			0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0

Crit. Volumes	N-S: 281	N-S: 281	N-S: 281	N-S: 281	N-S: 281
	E-W: 296	E-W: 296	E-W: 296	E-W: 296	E-W: 296
	SUM: 577	SUM: 577	SUM: 577	SUM: 577	SUM: 577

Override Capacity	0	0	0	0	0
No. of Phases	0	0	0	0	0
Opposed N-S?	N	N	N	N	N
Opposed E-W?	N	N	N	N	N
ATSAC?	N	N	N	N	N
ATCS?	N	N	N	N	N
Overlap Direction?	NB|SB N I N EB|WB N I N	NB|SB N I N EB|WB N I N	NB|SB N I N EB|WB N I N	NB|SB N I N EB|WB N I N	NB|SB N I N EB|WB N I N

Volume/Capacity:	0.481	0.481	0.481	0.481	0.481
ATSAC/ATCS Adjust:	0.481	0.481	0.481	0.481	0.481
Level of Service:	A	A	A	A	A

Project Impact: Significance:	Before Mitigation: 0.000 Significant? NO	After Mitigation: 0.000 Mitigated? N/A

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	GG	Intersection	2 - Riverside Dr & Zoo Dr
Agency/Co.	Minagar & Associates, Inc.	Jurisdiction	City of Los Angeles
Date Performed	01/20/2008	Analysis Year	Existing 2008
Analysis Time Period	PM Peak (Weekday 4-6)		

Project ID *Review of T&C Element of DEIR, Autry Nat'l Center*

East/West Street: *Zoo Drive* | North/South Street: *Riverside Drive*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	303	658	0	0	78	326
%Thrus Left Lane	27			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	417	0	56
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	T	T	TR			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	480	481	39	365			417	56
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Prop. Left-Turns	0.6	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	0.9			0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	7.34	7.34	7.34	7.34			7.34	7.34

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.43	0.43	0.03	0.32			0.37	0.05
hd, final value	7.34	7.34	7.34	7.34			7.34	7.34
x, final value	0.98	0.94	0.08	0.72			0.80	0.10
Move-up time, m	2.3		2.3				2.0	
Service Time	5.0	4.7	5.0	4.7	5.0	4.7	5.0	4.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	490	513	289	503			517	306
Delay	62.45	51.98	11.09	25.51			32.30	9.75
LOS	F	F	B	D			D	A
Approach: Delay	57.21		24.12				29.63	
LOS	F		C				D	
Intersection Delay	42.84							
Intersection LOS	E							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	GG	Intersection	2 - Riverside Dr & Zoo Dr
Agency/Co.	Minagar & Associates, Inc.	Jurisdiction	City of Los Angeles
Date Performed	01/20/2008	Analysis Year	Existing 2008
Analysis Time Period	MD Peak (Weekend 12-5)		

Project ID *Review of T&C Element of DEIR, Autry Nat'l Center*

East/West Street: *Zoo Drive* | North/South Street: *Riverside Drive*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	173	149	0	0	140	529
%Thrus Left Lane	0			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	506	0	97
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	T	T	TR			L	R
PHF	1.00	1.00	1.00	1.00			1.00	1.00
Flow Rate	173	149	70	599			506	97
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	0.9			0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	8.23	8.23	8.23	8.23			8.23	8.23

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.15	0.13	0.06	0.53			0.45	0.09
hd, final value	8.23	8.23	8.23	8.23			8.23	8.23
x, final value	0.40	0.32	0.14	1.10			0.94	0.16
Move-up time, m	2.3		2.3				2.0	
Service Time	5.9	5.4	5.9	5.4	5.9	5.4	5.9	5.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	423	399	320	599			535	347
Delay	16.21	13.99	11.12	92.69			52.22	10.04
LOS	C	B	B	F			F	B
Approach: Delay	15.18		84.15				45.43	
LOS	C		F				E	
Intersection Delay	55.57							
Intersection LOS	F							

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CMA Calculation Worksheet

N-S Street:	Western Heritage Way	Year of Count:	2008	Conducted by:	GG	Date:	1/23/2008
E-W Street:	North Zoo Dr./Zoo Pkg. Lot	Projection Year:				Project:	Review of Autry National Center DTS
Peak Hour:	PM, 5:00PM - 6:00PM					Reviewed by:	
Ambient Growth: (%)							

	2008 EXISTING COND.			0 W/ AMBIENT GROWTH				0 W/ RELATED PROJECTS				0 W/ PROJECT				0 W/ TRAFFIC MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6
Comb. L-T		0	0			0	0			0	0			0	0			0	0
NB Thru	216	1	155	0	216	1	155	0	216	1	155	0	216	1	155	0	216	1	155
Comb. T-R		1	155			1	155			1	155			1	155			1	155
NB Right	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
SB Left	405	1	405	0	405	1	405	0	405	1	405	0	405	1	405	0	405	1	405
Comb. L-T		0	0			0	0			0	0			0	0			0	0
SB Thru	285	1	148	0	285	1	148	0	285	1	148	0	285	1	148	0	285	1	148
Comb. T-R		1	148			1	148			1	148			1	148			1	148
SB Right	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
EB Left	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Comb. L-T		0	0			0	0			0	0			0	0			0	0
EB Thru	31	0	0	0	31	0	0	0	31	0	0	0	31	0	0	0	31	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
EB Right	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0
Comb. L-T-R		1	51			1	51			1	51			1	51			1	51
Comb. L-R		0	0			0	0			0	0			0	0			0	0
WB Left	17	0	0	0	17	0	0	0	17	0	0	0	17	0	0	0	17	0	0
Comb. L-T		1	17			1	17			1	17			1	17			1	17
WB Thru	9	0	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
WB Right	73	1	0	0	73	1	0	0	73	1	0	0	73	1	0	0	73	1	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0

Crit. Volumes																				
	N-S:	560			N-S:	560			N-S:	560			N-S:	560			N-S:	560		
	E-W:	51			E-W:	51			E-W:	51			E-W:	51			E-W:	51		
	SUM:	611			SUM:	611			SUM:	611			SUM:	611			SUM:	611		

Override Capacity			0				0				0				0				0	
No. of Phases			0				0				0				0				0	
Opposed N-S?			N				N				N				N				N	
Opposed E-W?			N				N				N				N				N	
ATSAC?			N				N				N				N				N	
ATCS?			N				N				N				N				N	
Overlap Direction?	NB|SB	N	N		NB|SB	N	N		NB|SB	N	N		NB|SB	N	N		NB|SB	N	N
	EB|WB	N	N		EB|WB	N	N		EB|WB	N	N		EB|WB	N	N		EB|WB	N	N

Volume/Capacity:			0.509				0.509				0.509				0.509				0.509	
ATSAC/ATCS Adjust:			0.509				0.509				0.509				0.509				0.509	
Level of Service:			A				A				A				A				A	

Project Impact: Significance:		Before Mitigation:	0.000	After Mitigation: 0.000
		Significant?	NO	Mitigated? N/A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*GG*	Intersection	*I-5 SB On-Ramp & N. Zoo Dr.*
Agency/Co.	*Minagar & Associates, Inc.*	Jurisdiction	*City of Los Angeles*
Date Performed	*01/20/2008*	Analysis Year	*Existing 2008*
Analysis Time Period	*5:00 pm*		

Project Description	*Review of T&C Element of DEIR, Autry Nat'l Center*
East/West Street: *PM Peak (Weekday 4-6)*	North/South Street: *I-5 SB On-Ramp*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume						
Peak-Hour Factor, PHF	*0.92*	*1.00*	*0.92*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume		*387*	*187*	*21*	*103*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*387*	*187*	*21*	*103*	*0*
Percent Heavy Vehicles	*0*	*2*	*2*	*2*	*2*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*LT*					*TR*
v (vph)			*124*					*574*
C (m) (vph)			*719*					*950*
v/c			*0.17*					*0.60*
95% queue length			*0.62*					*4.20*
Control Delay			*11.0*					*14.4*
LOS			*B*					*B*
Approach Delay	--	--	*11.0*			*14.4*		
Approach LOS	--	--	*B*			*B*		

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CMA Calculation Worksheet

N-S Street:	Crystal Springs Dr/Griffith Park Dr.	Year of Count:	2008	Conducted by:	GG
E-W Street:	I-5 NB Off-Ramps/SB On-Ramps	Projection Year:			
Peak Hour:	PM, 4:30PM - 5:30PM				
Ambient Growth: (%)					

	2008 EXISTING COND.			0 W/ AMBIENT GROWTH				0 W/ RELATED PROJECTS				0 W/ PROJECT				0 W/ TRAFFIC MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T		1	0			1	0			1	0			1	0			1	0
NB Thru	308	0	0	0	308	0	0	0	308	0	0	0	308	0	0	0	308	0	0
Comb. T-R		1	167			1	167			1	167			1	167			1	167
NB Right	25	0	0	0	25	0	0	0	25	0	0	0	25	0	0	0	25	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
SB Left	308	1	308	0	308	1	308	0	308	1	308	0	308	1	308	0	308	1	308
Comb. L-T		0	0			0	0			0	0			0	0			0	0
SB Thru	874	2	437	0	874	2	437	0	874	2	437	0	874	2	437	0	874	2	437
Comb. T-R		0	0			0	0			0	0			0	0			0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T		0	0			0	0			0	0			0	0			0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
WB Left	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T		0	0			0	0			0	0			0	0			0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R		0	0			0	0			0	0			0	0			0	0
WB Right	51	1	0	0	51	1	0	0	51	1	0	0	51	1	0	0	51	1	0
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0

Crit. Volumes	N-S:	475		N-S:	475			N-S:	475			N-S:	475			N-S:	475		
	E-W:	4		E-W:	4			E-W:	4			E-W:	4			E-W:	4		
	SUM:	479		SUM:	479			SUM:	479			SUM:	479			SUM:	479		
Override Capacity		0			0				0				0				0		
No. of Phases		0			0				0				0				0		
Opposed N-S?		N			N				N				N				N		
Opposed E-W?		N			N				N				N				N		
ATSAC?		N			N				N				N				N		
ATCS?		N			N				N				N				N		
Overlap Direction?	NB|SB	N	N	NB|SB	N	N		NB|SB	N	N		NB|SB	N	N		NB|SB	N	N
	EB|WB	N	N	EB|WB	N	N		EB|WB	N	N		EB|WB	N	N		EB|WB	N	N
Volume/Capacity:		0.399			0.399				0.399				0.399				0.399		
ATSAC/ATCS Adjust:		0.399			0.399				0.399				0.399				0.399		
Level of Service:		A			A				A				A				A		

Project Impact: Significance:	Before Mitigation:	0.000	After Mitigation: 0.000
	Significant?	NO	Mitigated? N/A

CMA Calculation Worksheet

N-S Street:	Crystal Springs Dr./Riverside Dr.	Year of Count:	2008	Conducted by:	GG	Date:	1/23/2008
E-W Street:	Los Feliz Blvd.	Projection Year:				Project:	Review of Autry National Center DTS
Peak Hour:	PM, 4:00PM - 5:00PM					Reviewed by:	
	Ambient Growth: (%)						

	2008 EXISTING COND.			0 W/ AMBIENT GROWTH				0 W/ RELATED PROJECTS				0 W/ PROJECT				0 W/ TRAFFIC MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195
Comb. L-T		0	0			0	0			0	0			0	0			0	0
NB Thru	123	2	62	0	123	2	62	0	123	2	62	0	123	2	62	0	123	2	62
Comb. T-R		0	0			0	0			0	0			0	0			0	0
NB Right	336	1	256	0	336	1	256	0	336	1	256	0	336	1	256	0	336	1	256
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
SB Left	118	1	118	0	118	1	118	0	118	1	118	0	118	1	118	0	118	1	118
Comb. L-T		0	0			0	0			0	0			0	0			0	0
SB Thru	235	2	118	0	235	2	118	0	235	2	118	0	235	2	118	0	235	2	118
Comb. T-R		0	0			0	0			0	0			0	0			0	0
SB Right	291	1	118	0	291	1	118	0	291	1	118	0	291	1	118	0	291	1	118
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
EB Left	173	1	173	0	173	1	173	0	173	1	173	0	173	1	173	0	173	1	173
Comb. L-T		0	0			0	0			0	0			0	0			0	0
EB Thru	2397	3	799	0	2397	3	799	0	2397	3	799	0	2397	3	799	0	2397	3	799
Comb. T-R		0	0			0	0			0	0			0	0			0	0
EB Right	964	1	867	0	964	1	867	0	964	1	867	0	964	1	867	0	964	1	867
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
WB Left	160	1	160	0	160	1	160	0	160	1	160	0	160	1	160	0	160	1	160
Comb. L-T		0	0			0	0			0	0			0	0			0	0
WB Thru	1573	3	524	0	1573	3	524	0	1573	3	524	0	1573	3	524	0	1573	3	524
Comb. T-R		0	0			0	0			0	0			0	0			0	0
WB Right	156	1	97	0	156	1	97	0	156	1	97	0	156	1	97	0	156	1	97
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0

Crit. Volumes	N-S:	374		N-S:	374			N-S:	374			N-S:	374			N-S:	374		
	E-W:	1027		E-W:	1027			E-W:	1027			E-W:	1027			E-W:	1027		
	SUM:	1401		SUM:	1401			SUM:	1401			SUM:	1401			SUM:	1401		
Override Capacity		0			0				0				0				0		
No. of Phases		6			0				0				0				0		
Opposed N-S?		N			N				N				N				N		
Opposed E-W?		N			N				N				N				N		
ATSAC?		Y			Y				Y				Y				Y		
ATCS?		Y			Y				Y				Y				Y		
Overlap Direction?	NB|SB	N	Y	NB|SB	N	Y		NB|SB	N	Y		NB|SB	N	Y		NB|SB	N	Y	
	EB|WB	N	N	EB|WB	N	N		EB|WB	N	N		EB|WB	N	N		EB|WB	N	N	
Volume/Capacity:		1.019			1.167				1.167				1.167				1.167		
ATSAC/ATCS Adjust:		0.919			1.067				1.067				1.067				1.067		
Level of Service:		E			F				F				F				F		

Project Impact: Significance:	Before Mitigation:	0.000		After Mitigation:	0.000
	Significant?	NO		Mitigated?	N/A

CMA Calculation Worksheet

N-S Street:	Crystal Springs Dr./Riverside Dr.	Year of Count:	2008	Conducted by:	GG	Date:	1/23/2008
E-W Street:	Los Feliz Blvd.	Projection Year:				Project:	Review of Autry National Center DTS
Peak Hour:	MD, 12:15PM - 1:15PM					Reviewed by:	
	Ambient Growth: (%)						

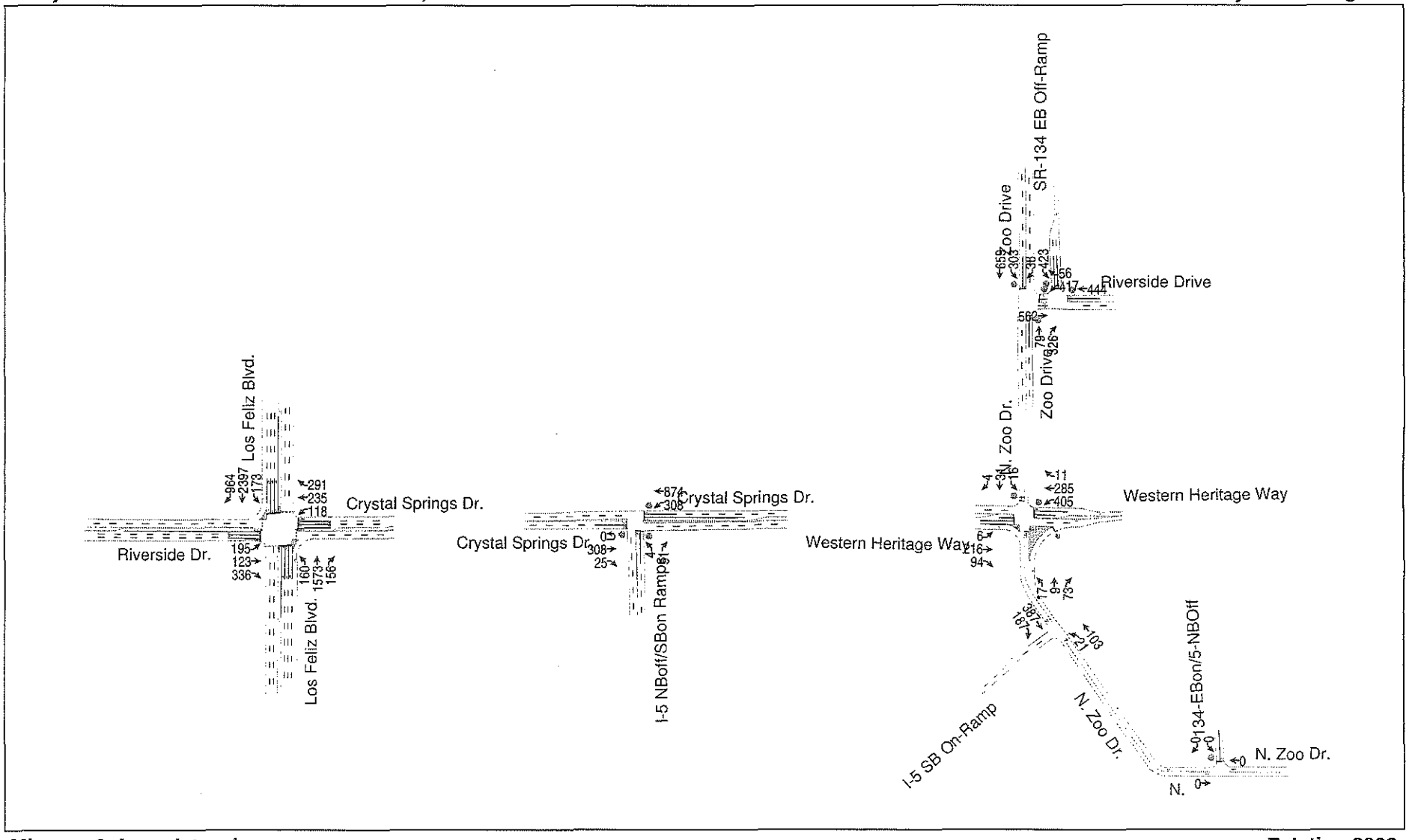
	2008 EXISTING COND.			0 W/ AMBIENT GROWTH				0 W/ RELATED PROJECTS				0 W/ PROJECT				0 W/ TRAFFIC MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129
Comb. L-T		0	0			0	0			0	0			0	0			0	0
NB Thru	112	2	56	0	112	2	56	0	112	2	56	0	112	2	56	0	112	2	56
Comb. T-R		0	0			0	0			0	0			0	0			0	0
NB Right	244	1	162	0	244	1	162	0	244	1	162	0	244	1	162	0	244	1	162
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
SB Left	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T		0	0			0	0			0	0			0	0			0	0
SB Thru	134	2	67	0	134	2	67	0	134	2	67	0	134	2	67	0	134	2	67
Comb. T-R		0	0			0	0			0	0			0	0			0	0
SB Right	209	1	51	0	209	1	51	0	209	1	51	0	209	1	51	0	209	1	51
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
EB Left	158	1	158	0	158	1	158	0	158	1	158	0	158	1	158	0	158	1	158
Comb. L-T		0	0			0	0			0	0			0	0			0	0
EB Thru	1776	3	592	0	1776	3	592	0	1776	3	592	0	1776	3	592	0	1776	3	592
Comb. T-R		0	0			0	0			0	0			0	0			0	0
EB Right	533	1	469	0	533	1	469	0	533	1	469	0	533	1	469	0	533	1	469
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0
WB Left	165	1	165	0	165	1	165	0	165	1	165	0	165	1	165	0	165	1	165
Comb. L-T		0	0			0	0			0	0			0	0			0	0
WB Thru	1392	3	464	0	1392	3	464	0	1392	3	464	0	1392	3	464	0	1392	3	464
Comb. T-R		0	0			0	0			0	0			0	0			0	0
WB Right	184	1	117	0	184	1	117	0	184	1	117	0	184	1	117	0	184	1	117
Comb. L-T-R		0	0			0	0			0	0			0	0			0	0
Comb. L-R		0	0			0	0			0	0			0	0			0	0

Crit. Volumes	N-S:	296		N-S:	296			N-S:	296			N-S:	296			N-S:	296		
	E-W:	757		E-W:	757			E-W:	757			E-W:	757			E-W:	757		
	SUM:	1053		SUM:	1053			SUM:	1053			SUM:	1053			SUM:	1053		
Override Capacity		0			0				0				0				0		
No. of Phases		6			0				0				0				0		
Opposed N-S?		N			N				N				N				N		
Opposed E-W?		N			N				N				N				N		
ATSAC?		Y			Y				Y				Y				Y		
ATCS?		Y			Y				Y				Y				Y		
Overlap Direction?	NB|SB	N	Y	NB|SB	N	Y		NB|SB	N	Y		NB|SB	N	Y		NB|SB	N	Y
	EB|WB	N	N	EB|WB	N	N		EB|WB	N	N		EB|WB	N	N		EB|WB	N	N
Volume/Capacity:		0.765			0.877				0.877				0.877				0.877		
ATSAC/ATCS Adjust:		0.865			0.777				0.777				0.777				0.777		
Level of Service:		B			C				C				C				C		

Project Impact: Significance:	Before Mitigation:	0.000	After Mitigation: 0.000
	Significant?	NO	Mitigated? N/A

APPENDIX B

PETRAPRO TMC
& Aerial Photo PRINTOUTS


Los Feliz Blvd.
Crystal Springs Dr.
Riverside Dr.
Los Feliz Blvd.
Crystal Springs Dr.
I-5 NBoff/SBon Ramps
Crystal Springs Dr.
Western Heritage Way
SR-134 EB Off-Ramp
Zoo Drive
Riverside Drive
Zoo Drive
N. Zoo Dr.
Western Heritage Way
I-5 SB On-Ramp
N. Zoo Dr.
0134-EBon/5-NBOff
N. Zoo Dr.
N.

MINAGAR & ASSOCIATES, INC.
18662 MacArthur Blvd., Suite 435
Airport Business Center
Irvine, CA 92612
Tel: (949) 727-3399, Fax: (949) 727-4418

Agency Name:
City of Los Angeles

File Name : 1 - Riverside Dr_134 EB Off
Site Code : 001
Start Date : 1/10/2008
Page No : 1

Groups Printed- Passenger Cars

	SR 134 EB Off-Ramp Eastbound		Riverside Drive Northbound		Riverside Drive Southbound		
Start Time	Left	Right	Left	Thru	Thru	Right	Int. Total
04:00 PM	121	8	0	105	81	0	315
04:15 PM	120	11	0	95	105	0	331
04:30 PM	122	12	0	94	81	0	309
04:45 PM	114	12	0	127	91	0	344
Total	477	43	0	421	358	0	1299
05:00 PM	74	18	0	131	115	0	338
05:15 PM	135	10	0	155	121	0	421
05:30 PM	100	4	0	149	94	0	347
05:45 PM	114	6	0	127	114	0	361
Total	423	38	0	562	444	0	1467
Grand Total	900	81	0	983	802	0	2766
Apprch %	91.7	8.3	0	100	100	0	
Total %	32.5	2.9	0	35.5	29	0	

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File Name : 1 - Riverside Dr_134 EB Off
Site Code : 001
Start Date : 1/10/2008
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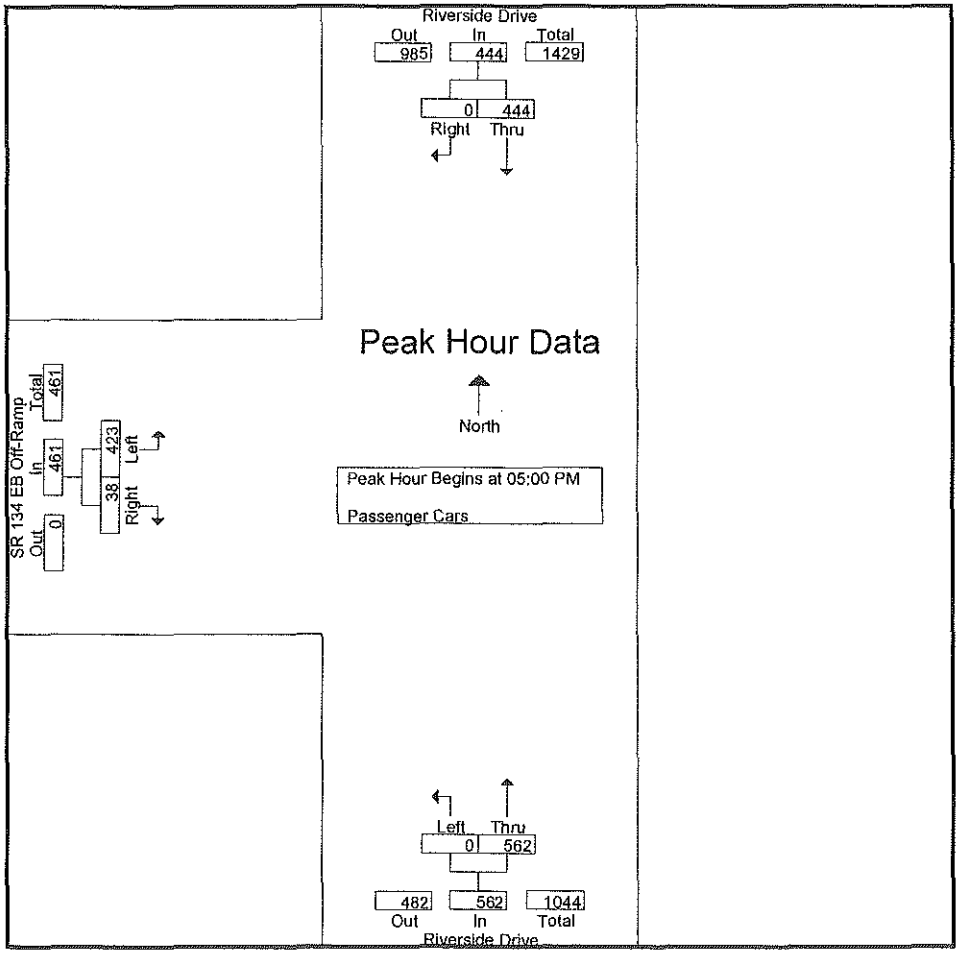
	SR 134 EB Off-Ramp Eastbound			Riverside Drive Northbound			Riverside Drive Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	74	**18**	92	0	131	131	115	0	115	338
05:15 PM	**135**	10	**145**	0	**155**	**155**	**121**	0	**121**	**421**
05:30 PM	100	4	104	0	149	149	94	0	94	347
05:45 PM	114	6	120	0	127	127	114	0	114	361
Total Volume	423	38	461	0	562	562	444	0	444	1467
% App. Total	91.8	8.2		0	100		100	0		
PHF	.783	.528	.795	.000	.906	.906	.917	.000	.917	.871



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File Name : 1 - Riverside Dr_134 EB Off
Site Code : 001
Start Date : 1/10/2008
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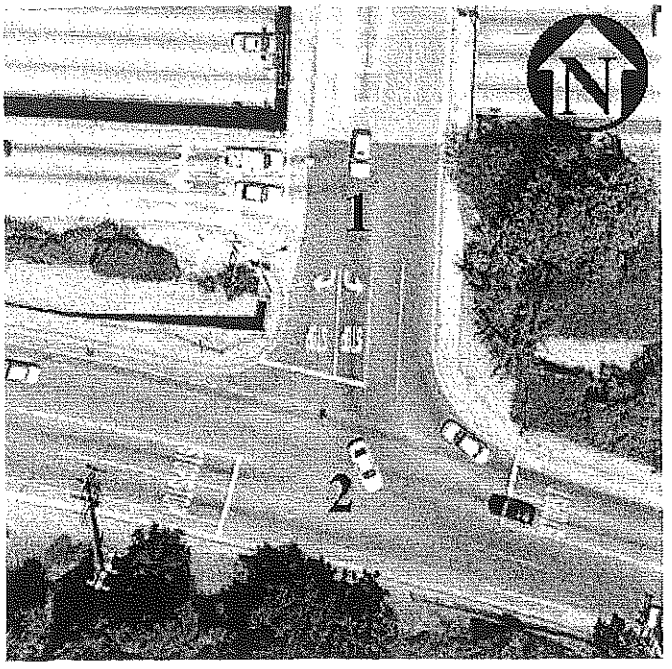
Image 1



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File Name : 2 - Riverside Dr_Zoo Dr
Site Code : 002
Start Date : 1/15/2008
Page No : 1

Groups Printed- Passenger Cars

	Zoo Dr Eastbound		Zoo Dr Westbound		Riverside Drive Southbound		
Start Time	Left	Thru	Thru	Right	Left	Right	Int. Total
04:00 PM	76	93	22	79	63	19	352
04:15 PM	58	73	17	70	71	17	306
04:30 PM	93	122	23	66	79	20	403
04:45 PM	60	129	26	84	109	15	423
Total	287	417	88	299	322	71	1484
05:00 PM	64	148	18	92	85	9	416
05:15 PM	57	189	37	100	98	15	496
05:30 PM	107	159	12	81	129	14	502
05:45 PM	75	163	12	53	105	18	426
Total	303	659	79	326	417	56	1840
Grand Total	590	1076	167	625	739	127	3324
Apprch %	35.4	64.6	21.1	78.9	85.3	14.7	
Total %	17.7	32.4	5	18.8	22.2	3.8	

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File Name : 2 - Riverside Dr_Zoo Dr
Site Code : 002
Start Date : 1/15/2008
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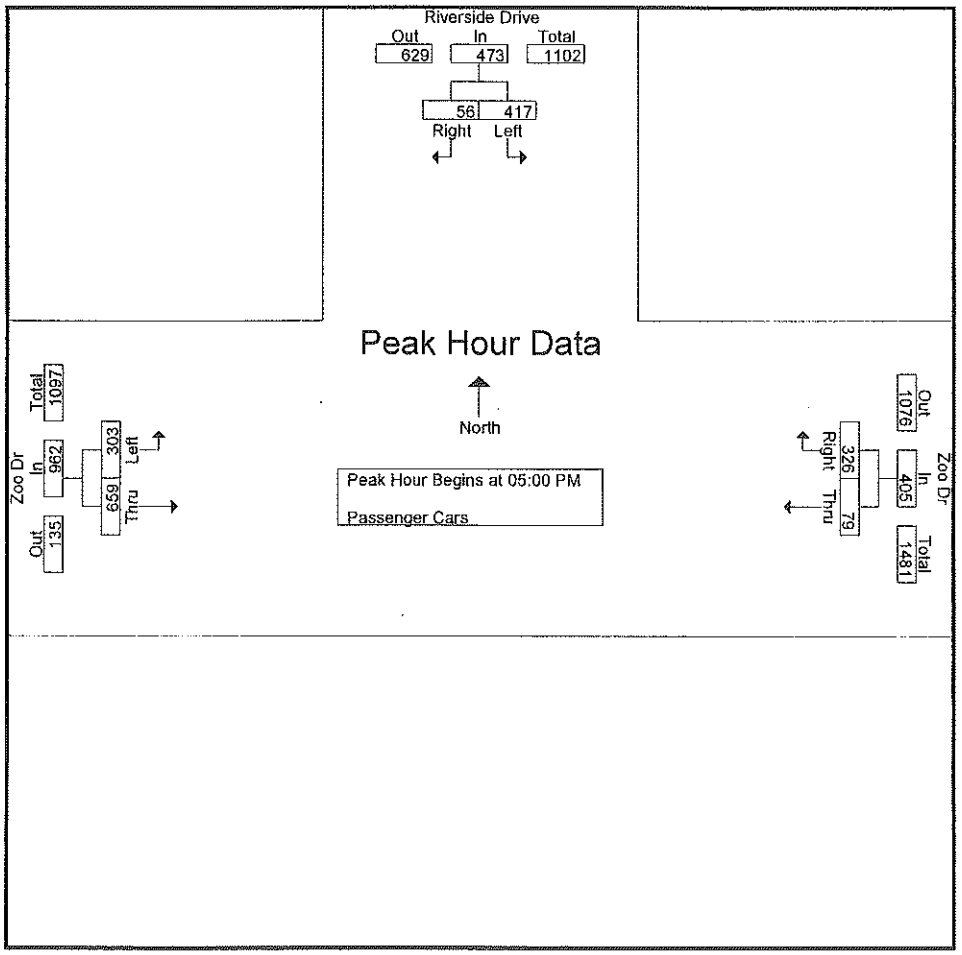
	Zoo Dr Eastbound			Zoo Dr Westbound			Riverside Drive Southbound			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	64	148	212	18	92	110	85	9	94	416
05:15 PM	57	**189**	246	**37**	**100**	**137**	98	15	113	496
05:30 PM	**107**	159	**266**	12	81	93	**129**	14	**143**	**502**
05:45 PM	75	163	238	12	53	65	105	**18**	123	426
Total Volume	303	659	962	79	326	405	417	56	473	1840
% App. Total	31.5	68.5		19.5	80.5		88.2	11.8		
PHF	.708	.872	.904	.534	.815	.739	.808	.778	.827	.916



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Site Code : 002
Start Date : 1/15/2008
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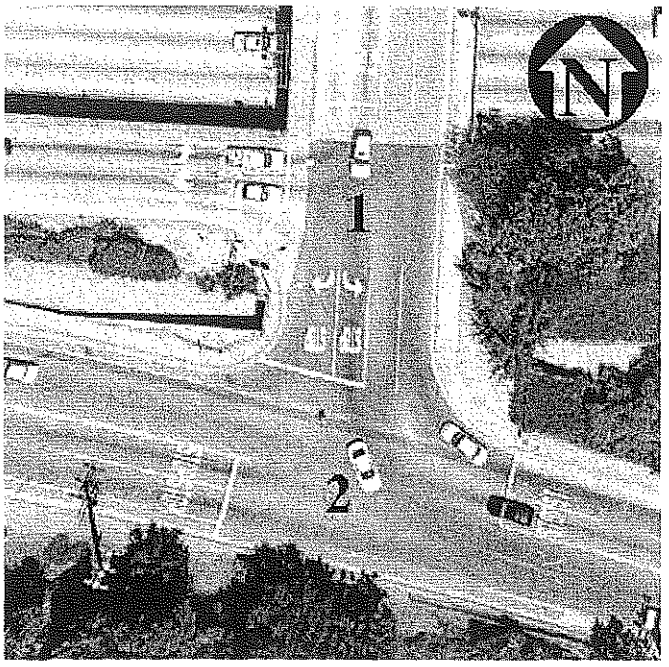
Image 1



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File Name : 2 - Riverside Dr_Zoo Dr_SAT
Site Code : 002
Start Date : 1/12/2008
Page No : 1

Groups Printed- Passenger Cars

	Zoo Drive Eastbound		Zoo Drive Westbound		Riverside Drive Southbound		
Start Time	Left	Thru	Thru	Right	Left	Right	Int. Total
12:00 PM	17	31	20	65	90	16	239
12:15 PM	16	37	34	55	106	24	272
12:30 PM	42	43	31	92	97	27	332
12:45 PM	22	27	31	97	100	27	304
Total	97	138	116	309	393	94	1147
01:00 PM	18	31	30	75	89	29	272
01:15 PM	37	43	27	80	68	18	273
01:30 PM	35	39	34	111	110	19	348
01:45 PM	23	36	23	81	97	34	294
Total	113	149	114	347	364	100	1187
02:00 PM	50	25	54	101	92	32	354
02:15 PM	41	52	37	71	86	21	308
02:30 PM	47	57	33	80	73	26	316
02:45 PM	33	33	27	73	90	40	296
Total	171	167	151	325	341	119	1274
03:00 PM	31	49	31	100	97	18	326
03:15 PM	40	40	60	91	86	22	339
03:30 PM	40	47	28	92	82	22	311
03:45 PM	45	38	44	127	95	23	372
Total	156	174	163	410	360	85	1348
04:00 PM	42	42	23	139	111	30	387
04:15 PM	56	46	39	104	149	19	413
04:30 PM	30	23	34	159	151	25	422
04:45 PM	50	46	24	115	116	21	372
Total	178	157	120	517	527	95	1594
Grand Total	715	785	664	1908	1985	493	6550
Apprch %	47.7	52.3	25.8	74.2	80.1	19.9	
Total %	10.9	12	10.1	29.1	30.3	7.5	

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File Name : 2 - Riverside Dr_Zoo Dr_SAT
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Start Date : 1/12/2008
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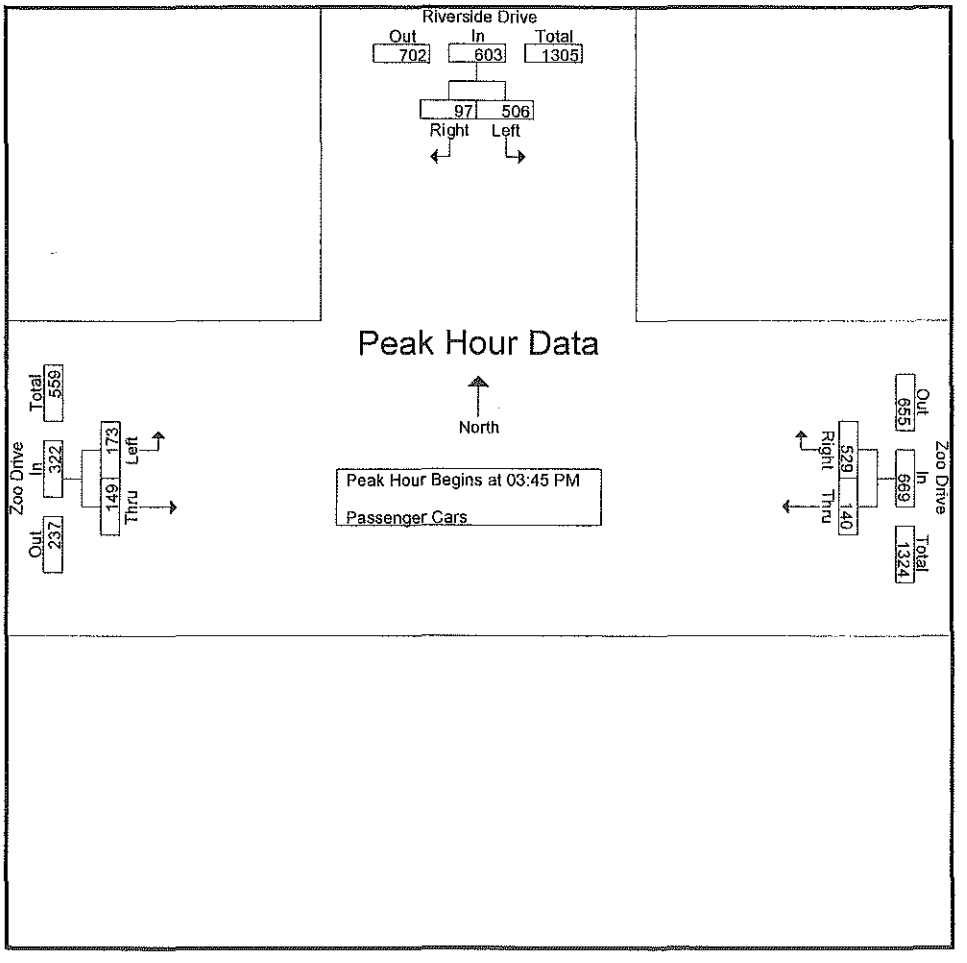
	Zoo Drive Eastbound			Zoo Drive Westbound			Riverside Drive Southbound			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:45 PM										
03:45 PM	45	38	83	**44**	127	171	95	23	118	372
04:00 PM	42	42	84	23	139	162	111	**30**	141	387
04:15 PM	**56**	**46**	**102**	39	104	143	149	19	168	413
04:30 PM	30	23	53	34	**159**	**193**	**151**	25	**176**	**422**
Total Volume	173	149	322	140	529	669	506	97	603	1594
% App. Total	53.7	46.3		20.9	79.1		83.9	16.1		
PHF	.772	.810	.789	.795	.832	.867	.838	.808	.857	.944



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File Name : 2 - Riverside Dr_Zoo Dr_SAT
Site Code : 002
Start Date : 1/12/2008
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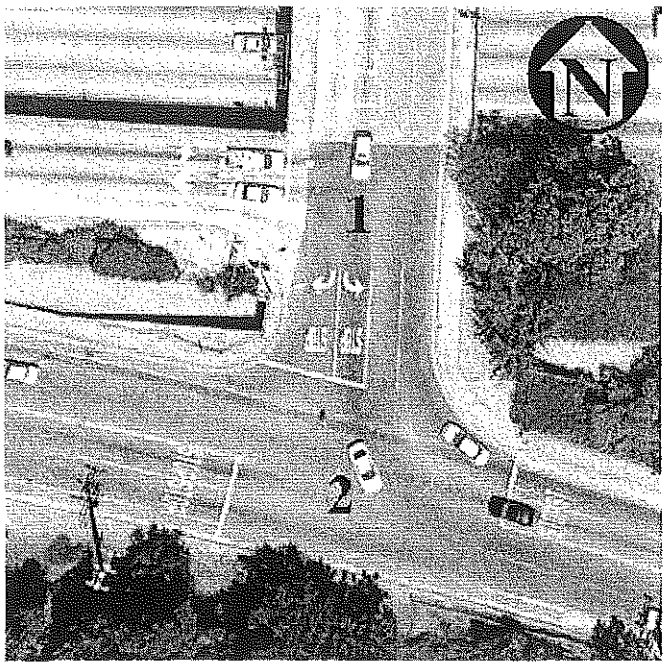
Image 1



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File Name : 3 - Wn. Heritage Wy_N. Zoo Dr
Site Code : 003
Start Date : 1/8/2008
Page No : 1

Groups Printed- Passenger Cars

	North Zoo Dr. Eastbound			North Zoo Dr. Westbound			Western Heritage Way Northbound			Western Heritage Way Southbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	9	11	3	4	1	10	0	52	26	46	49	3	214
04:15 PM	10	8	2	8	1	23	4	43	21	39	46	3	208
04:30 PM	3	16	4	3	5	16	0	58	23	48	39	6	221
04:45 PM	9	11	0	0	1	26	1	68	28	47	45	5	241
Total	31	46	9	15	8	75	5	221	98	180	179	17	884
05:00 PM	7	14	3	6	2	26	0	67	32	71	83	3	314
05:15 PM	6	12	1	3	2	12	0	59	33	106	53	2	289
05:30 PM	2	2	0	6	2	21	3	41	17	101	79	4	278
05:45 PM	1	3	0	2	3	14	3	49	12	127	70	2	286
Total	16	31	4	17	9	73	6	216	94	405	285	11	1167
Grand Total	47	77	13	32	17	148	11	437	192	585	464	28	2051
Apprch %	34.3	56.2	9.5	16.2	8.6	75.1	1.7	68.3	30	54.3	43.1	2.6	
Total %	2.3	3.8	0.6	1.6	0.8	7.2	0.5	21.3	9.4	28.5	22.6	1.4	

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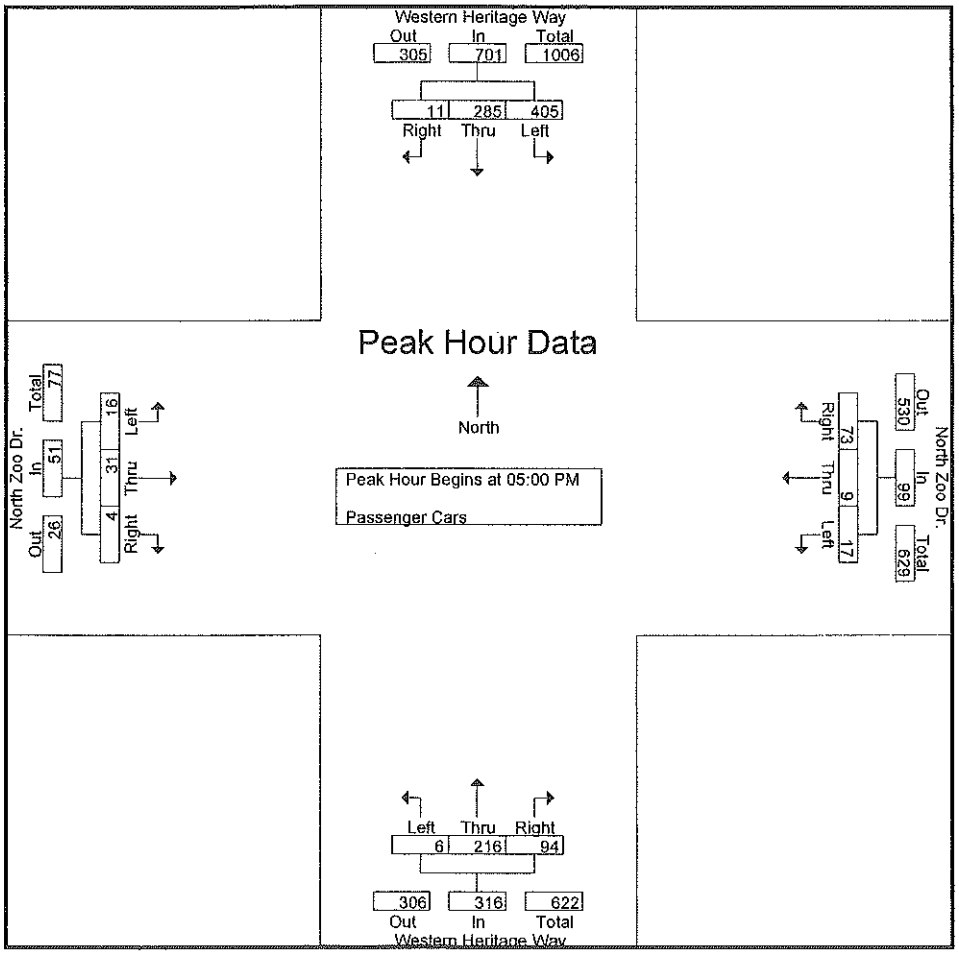
File Name : 3 - Wn. Heritage Wy_N. Zoo Dr
Site Code : 003
Start Date : 1/8/2008
Page No : 2

	North Zoo Dr. Eastbound				North Zoo Dr. Westbound				Western Heritage Way Northbound				Western Heritage Way Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**7**	**14**	**3**	**24**	**6**	2	**26**	**34**	0	**67**	32	**99**	71	**83**	3	157	**314**
05:15 PM	6	12	1	19	3	2	12	17	0	59	**33**	92	106	53	2	161	289
05:30 PM	2	2	0	4	6	2	21	29	**3**	41	17	61	101	79	**4**	184	278
05:45 PM	1	3	0	4	2	**3**	14	19	3	49	12	64	**127**	70	2	**199**	286
Total Volume	16	31	4	51	17	9	73	99	6	216	94	316	405	285	11	701	1167
% App. Total	31.4	60.8	7.8		17.2	9.1	73.7		1.9	68.4	29.7		57.8	40.7	1.6		
PHF	.571	.554	.333	.531	.708	.750	.702	.728	.500	.806	.712	.798	.797	.858	.688	.881	.929



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File Name : 3 - Wn. Heritage Wy_N. Zoo Dr
Site Code : 003
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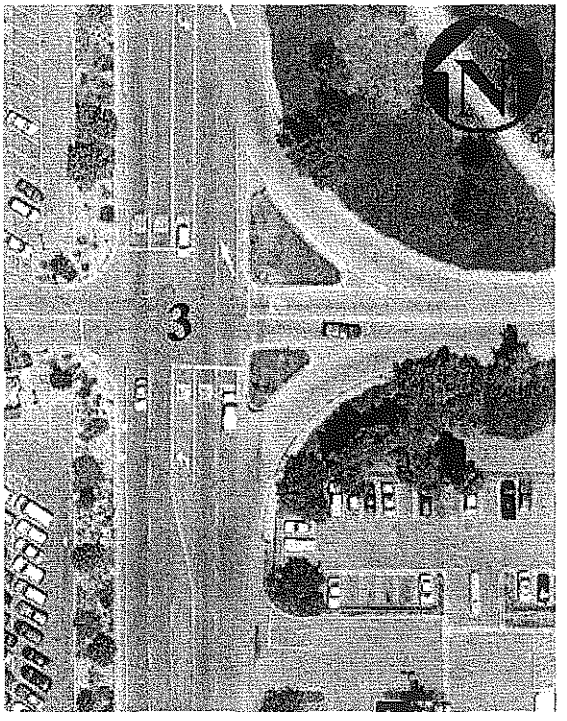
Image 1



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File Name : (image only) 4 - N. Zoo Dr_134 5 Ramps
Site Code : 001
Start Date : 1/10/2008
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Image 1

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File Name : 5 - I-5SB On_N. Zoo Dr
Site Code : 005
Start Date : 1/9/2008
Page No : 1

Groups Printed- Passenger Cars

	North Zoo Drive Eastbound		North Zoo Drive Westbound		I-5 SB On-Ramp Northbound		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
04:00 PM	41	41	8	25	0	0	115
04:15 PM	44	27	2	32	0	0	105
04:30 PM	49	51	3	39	0	0	142
04:45 PM	46	51	2	31	0	0	130
Total	180	170	15	127	0	0	492
05:00 PM	70	44	3	16	0	0	133
05:15 PM	107	51	2	24	0	0	184
05:30 PM	101	41	9	44	0	0	195
05:45 PM	109	51	7	19	0	0	186
Total	387	187	21	103	0	0	698
Grand Total	567	357	36	230	0	0	1190
Apprch %	61.4	38.6	13.5	86.5	0	0	
Total %	47.6	30	3	19.3	0	0	

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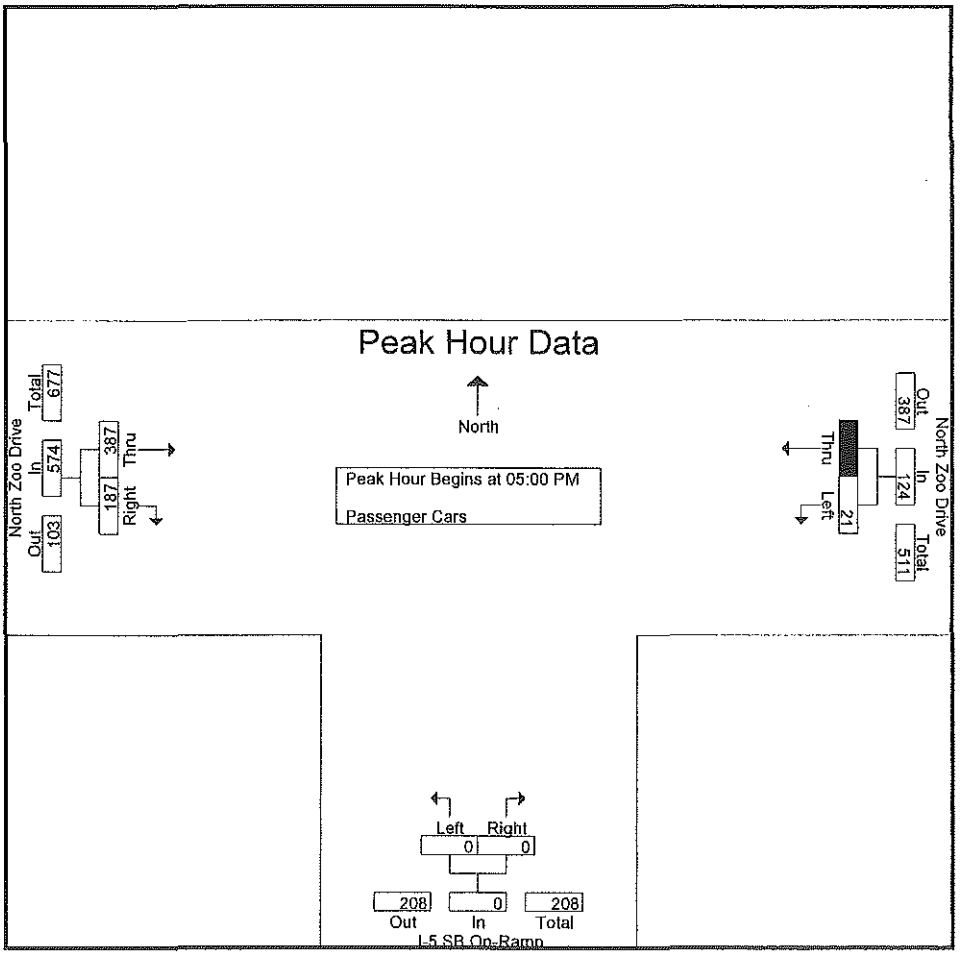
File Name : 5 - I-5SB On_N. Zoo Dr
Site Code : 005
Start Date : 1/9/2008
Page No : 2

	North Zoo Drive Eastbound			North Zoo Drive Westbound			I-5 SB On-Ramp Northbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	70	44	114	3	16	19	0	0	0	133
05:15 PM	107	**51**	158	2	24	26	0	0	0	184
05:30 PM	101	41	142	**9**	**44**	**53**	0	0	0	**195**
05:45 PM	**109**	51	**160**	7	19	26	0	0	0	186
Total Volume	387	187	574	21	103	124	0	0	0	698
% App. Total	67.4	32.6		16.9	83.1		0	0		
PHF	.888	.917	.897	.583	.585	.585	.000	.000	.000	.895



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File Name : 5 - I-5SB On_N. Zoo Dr
Site Code : 005
Start Date : 1/9/2008
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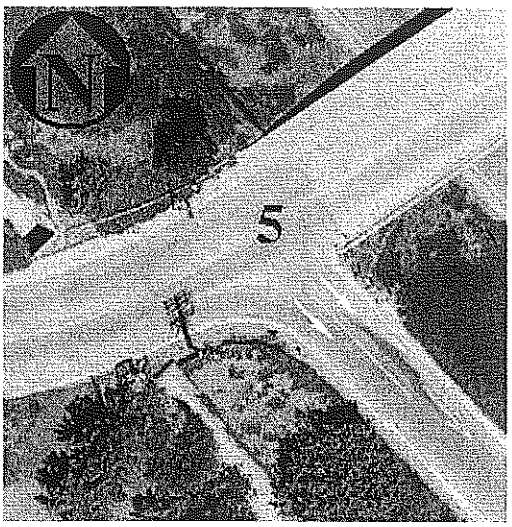
Image 1



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File Name : 6 - GP Dr-CrystalSpgs Dr_5Ramps
Site Code : 006
Start Date : 1/16/2008
Page No : 1

Groups Printed- Passenger Cars

	I-5 NB Off-Ramp/SB On-Ramp Westbound		Crystal Spring Dr/Griffith Park Dr Northbound		Crystal Spring Dr/Griffith Park Dr Southbound		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:00 PM	2	18	94	2	29	141	286
04:15 PM	0	18	95	4	42	154	313
04:30 PM	3	20	79	9	75	182	368
04:45 PM	0	10	72	3	74	242	401
Total	5	66	340	18	220	719	1368
05:00 PM	1	17	86	9	87	177	377
05:15 PM	0	4	71	4	72	273	424
05:30 PM	0	4	69	9	47	231	360
Grand Total	6	91	566	40	426	1400	2529
Apprch %	6.2	93.8	93.4	6.6	23.3	76.7	
Total %	0.2	3.6	22.4	1.6	16.8	55.4	

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File Name : 6 - GP Dr-CrystalSpgs Dr_5Ramps
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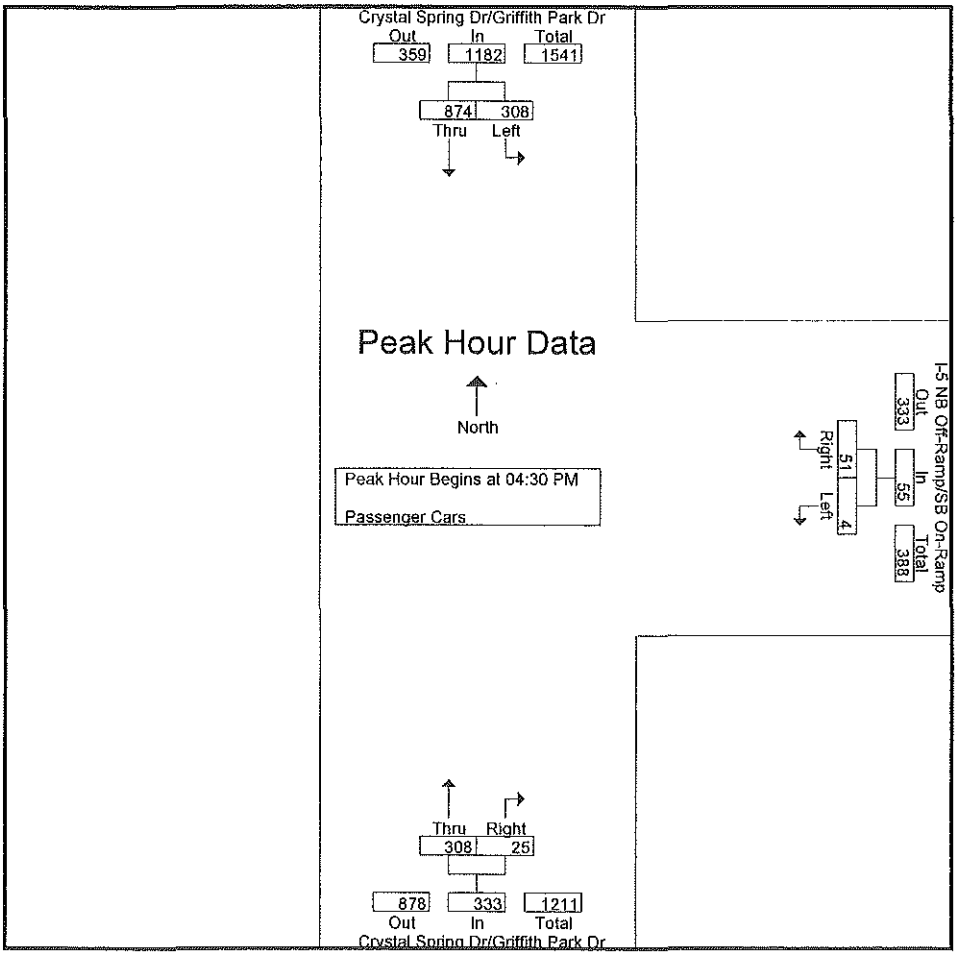
	I-5 NB Off-Ramp/SB On-Ramp Westbound			Crystal Spring Dr/Griffith Park Dr Northbound			Crystal Spring Dr/Griffith Park Dr Southbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**3**	**20**	**23**	79	**9**	88	75	182	257	368
04:45 PM	0	10	10	72	3	75	74	242	316	401
05:00 PM	1	17	18	**86**	9	**95**	**87**	177	264	377
05:15 PM	0	4	4	71	4	75	72	**273**	**345**	**424**
Total Volume	4	51	55	308	25	333	308	874	1182	1570
% App. Total	7.3	92.7		92.5	7.5		26.1	73.9		
PHF	.333	.638	.598	.895	.694	.876	.885	.800	.857	.926



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File Name : 6 - GP Dr-CrystalSpgs Dr_5Ramps
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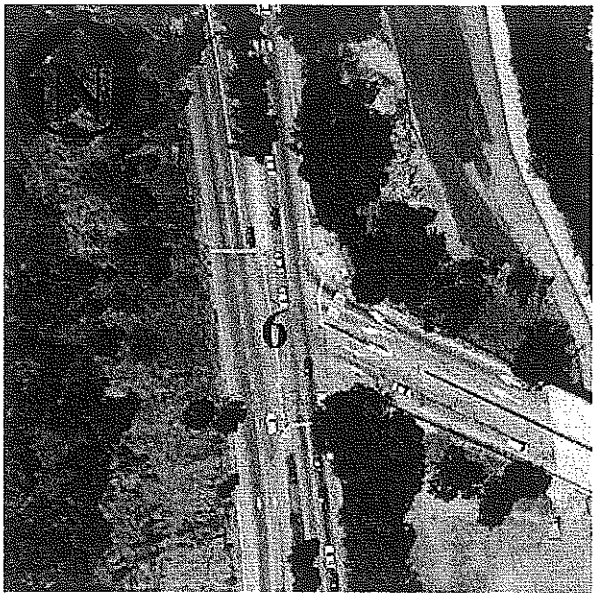

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File Name : 7 - CS Dr-RiversideDr_LosFelizBl
Site Code : 007
Start Date : 1/17/2008
Page No : 1

Groups Printed- Passenger Cars

	Los Feliz Blvd. Eastbound			Los Feliz Blvd. Westbound			Riverside Dr. Northbound			Crystal Springs Dr. Southbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	31	619	237	30	410	30	42	27	88	31	44	68	1657
04:15 PM	51	607	250	42	408	43	48	33	97	32	58	79	1748
04:30 PM	45	598	266	45	388	44	51	32	82	27	69	89	1736
04:45 PM	46	573	211	43	367	39	54	31	69	28	64	55	1580
Total	173	2397	964	160	1573	156	195	123	336	118	235	291	6721
05:00 PM	35	476	202	40	311	26	75	24	74	29	71	47	1410
05:15 PM	26	489	194	30	325	21	70	41	99	24	74	32	1425
05:30 PM	21	526	213	39	315	18	48	49	89	20	107	36	1481
05:45 PM	19	450	204	36	290	16	33	37	76	18	104	27	1310
Total	101	1941	813	145	1241	81	226	151	338	91	356	142	5626
Grand Total	274	4338	1777	305	2814	237	421	274	674	209	591	433	12347
Apprch %	4.3	67.9	27.8	9.1	83.8	7.1	30.8	20	49.2	17	47.9	35.1	
Total %	2.2	35.1	14.4	2.5	22.8	1.9	3.4	2.2	5.5	1.7	4.8	3.5	

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City of Los Angeles

File Name : 7 - CS Dr-RiversideDr_LosFelizBl
Site Code : 007
Start Date : 1/17/2008
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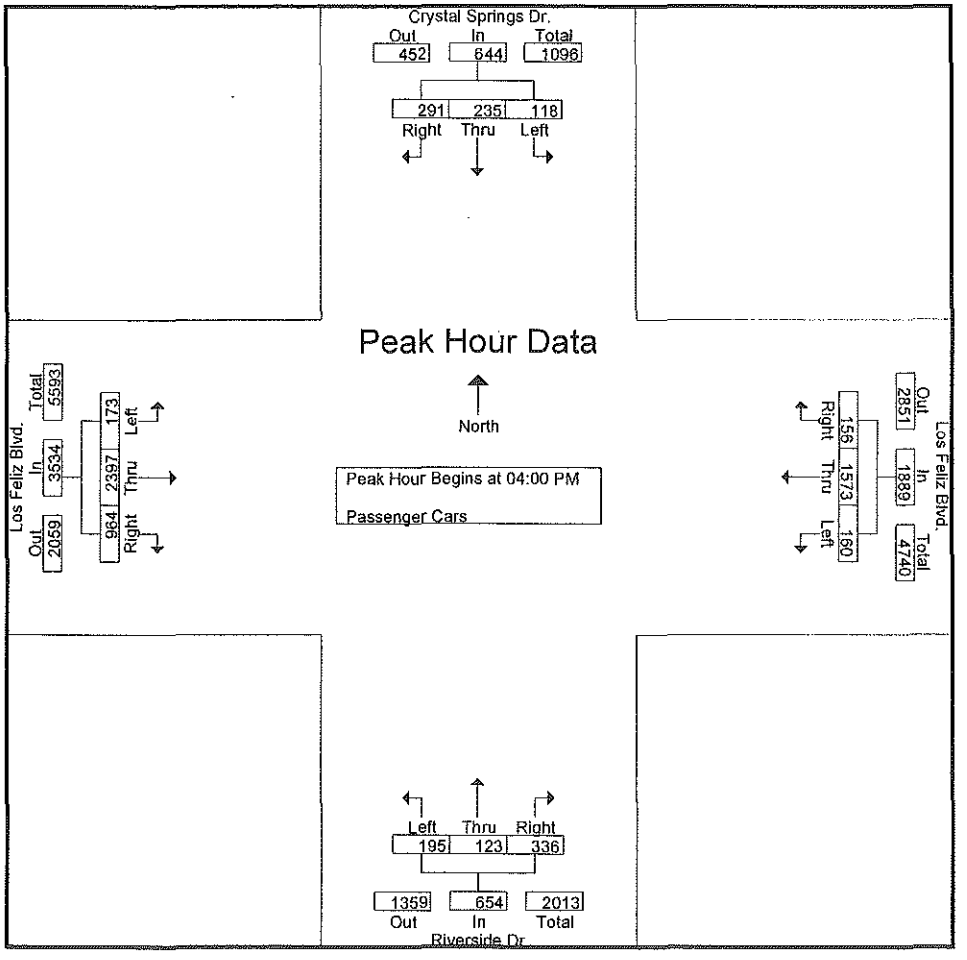
	Los Feliz Blvd. Eastbound				Los Feliz Blvd. Westbound				Riverside Dr. Northbound				Crystal Springs Dr. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	31	**619**	237	887	30	**410**	30	470	42	27	88	157	31	44	68	143	1657
04:15 PM	**51**	607	250	908	42	408	43	**493**	48	**33**	**97**	**178**	**32**	58	79	169	**1748**
04:30 PM	45	598	**266**	**909**	**45**	388	**44**	477	51	32	82	165	27	**69**	**89**	**185**	1736
04:45 PM	46	573	211	830	43	367	39	449	**54**	31	69	154	28	64	55	147	1580
Total Volume	173	2397	964	3534	160	1573	156	1889	195	123	336	654	118	235	291	644	6721
% App. Total	4.9	67.8	27.3		8.5	83.3	8.3		29.8	18.8	51.4		18.3	36.5	45.2		
PHF	.848	.968	.906	.972	.889	.959	.886	.958	.903	.932	.866	.919	.922	.851	.817	.870	.961



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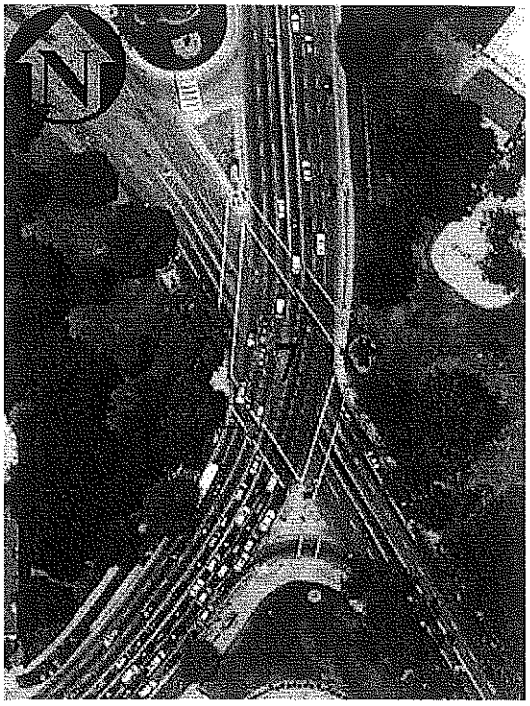
File Name : 7 - CS Dr-RiversideDr_LosFelizBl
Site Code : 007
Start Date : 1/17/2008

Image 1



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City of Los Angeles

File Name : 7 - CS Dr-RiversideDr_LosFelizBl_SAT
Site Code : 007
Start Date : 1/19/2008
Page No : 1

Groups Printed- Passenger Cars

	Los Feliz Blvd. Eastbound			Los Feliz Blvd. Westbound			Riverside Dr. Northbound			Crystal Springs Dr. Southbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	50	398	137	28	342	44	28	26	72	31	39	27	1222
12:15 PM	38	427	148	38	374	45	35	32	66	44	25	51	1323
12:30 PM	41	458	122	42	359	45	35	31	77	33	37	53	1333
12:45 PM	43	445	127	43	333	50	29	28	59	32	35	49	1273
Total	172	1728	534	151	1408	184	127	117	274	140	136	180	5151
01:00 PM	36	446	136	42	326	44	30	21	42	25	37	56	1241
01:15 PM	26	405	115	43	314	41	34	34	46	38	38	65	1199
01:30 PM	25	314	155	47	253	34	27	34	31	22	33	73	1048
01:45 PM	28	298	134	40	216	21	35	25	62	27	34	62	982
Total	115	1463	540	172	1109	140	126	114	181	112	142	256	4470
02:00 PM	23	315	143	36	225	25	27	20	53	32	46	58	1003
02:15 PM	21	364	121	42	236	27	29	27	69	29	44	49	1058
02:30 PM	32	415	137	48	225	21	27	21	74	25	47	68	1140
02:45 PM	33	381	130	59	194	24	31	33	62	19	50	47	1063
Total	109	1475	531	185	880	97	114	101	258	105	187	222	4264
03:00 PM	23	342	145	45	185	18	36	30	53	19	36	41	973
03:15 PM	17	438	161	48	262	22	33	26	74	20	44	52	1197
03:30 PM	24	456	139	43	291	30	40	25	43	28	46	72	1237
03:45 PM	30	381	146	35	245	24	40	28	47	36	48	75	1135
Total	94	1617	591	171	983	94	149	109	217	103	174	240	4542
04:00 PM	36	440	144	38	270	21	41	24	42	30	53	61	1200
04:15 PM	28	433	154	39	271	17	40	18	51	37	57	61	1206
04:30 PM	23	458	153	47	317	20	45	20	54	43	55	58	1293
04:45 PM	20	376	126	40	277	18	33	18	68	32	57	48	1113
Total	107	1707	577	164	1135	76	159	80	215	142	222	228	4812
Grand Total	597	7990	2773	843	5515	591	675	521	1145	602	861	1126	23239
Apprch %	5.3	70.3	24.4	12.1	79.4	8.5	28.8	22.3	48.9	23.3	33.3	43.5	
Total %	2.6	34.4	11.9	3.6	23.7	2.5	2.9	2.2	4.9	2.6	3.7	4.8	

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File Name : 7 - CS Dr-RiversideDr_LosFelizBl_SAT
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	Los Feliz Blvd. Eastbound				Los Feliz Blvd. Westbound				Riverside Dr. Northbound				Crystal Springs Dr. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	38	427	**148**	613	38	**374**	45	**457**	**35**	**32**	66	133	**44**	25	51	120	1323
12:30 PM	41	**458**	122	**621**	42	359	45	446	35	31	**77**	**143**	33	**37**	53	**123**	**1333**
12:45 PM	**43**	445	127	615	**43**	333	**50**	426	29	28	59	116	32	35	49	116	1273
01:00 PM	36	446	136	618	42	326	44	412	30	21	42	93	25	37	**56**	118	1241
Total Volume	158	1776	533	2467	165	1392	184	1741	129	112	244	485	134	134	209	477	5170
% App. Total	6.4	72	21.6		9.5	80	10.6		26.6	23.1	50.3		28.1	28.1	43.8		
PHF	.919	.969	.900	.993	.959	.930	.920	.952	.921	.875	.792	.848	.761	.905	.933	.970	.970

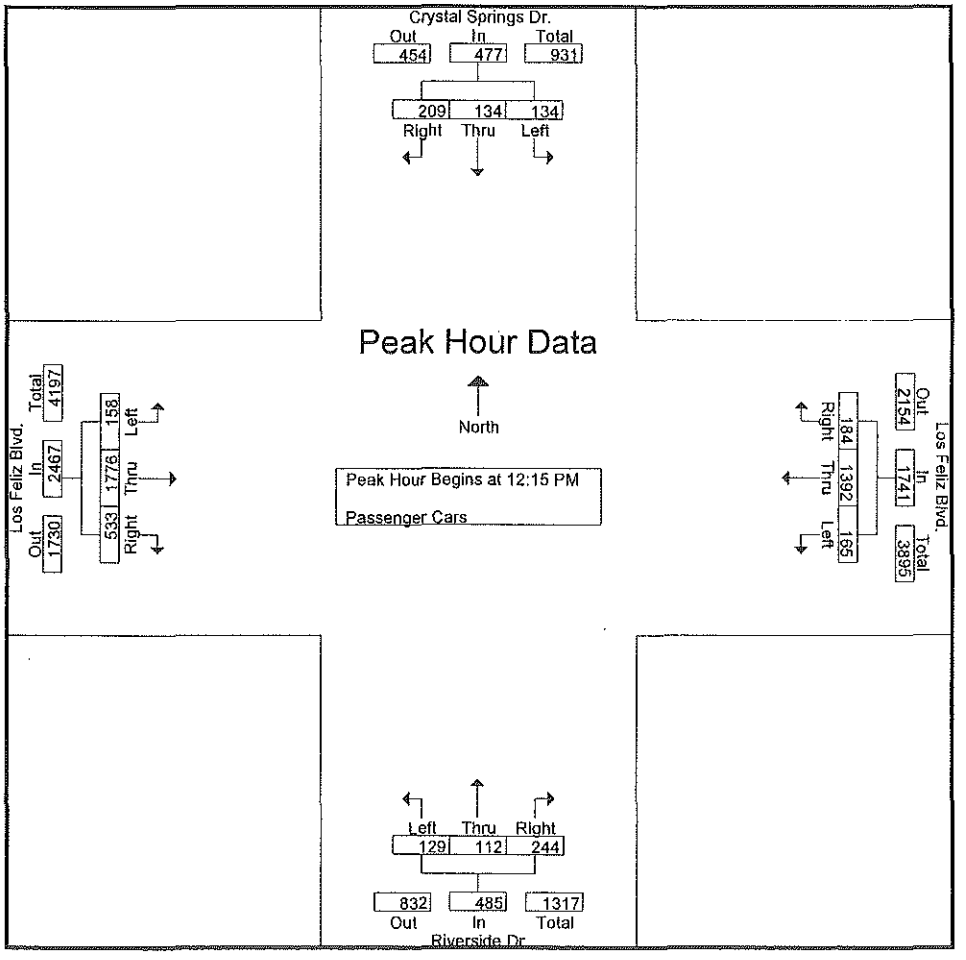

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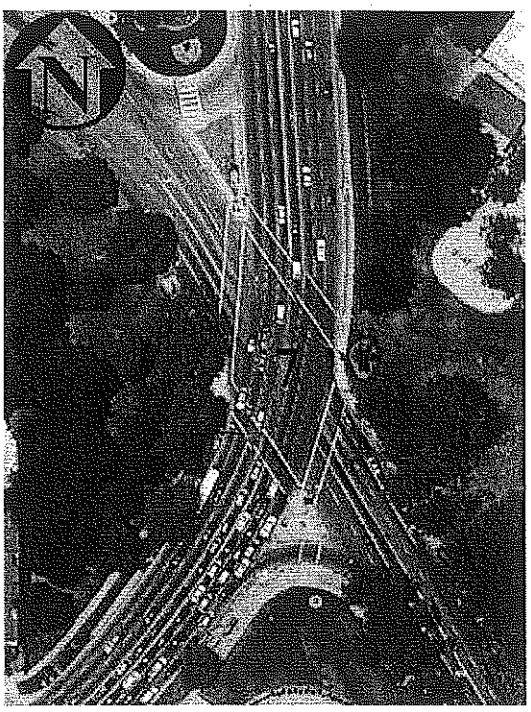
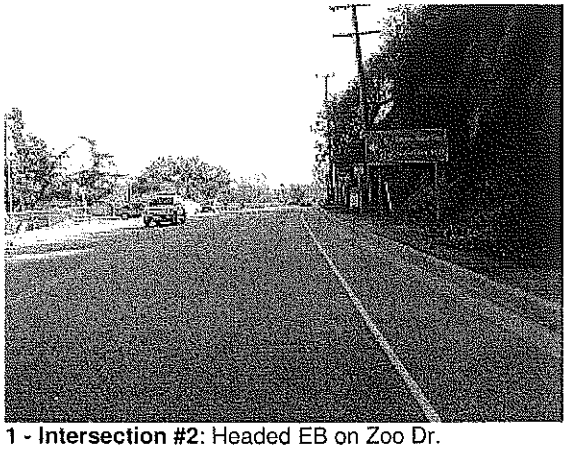
Image 1



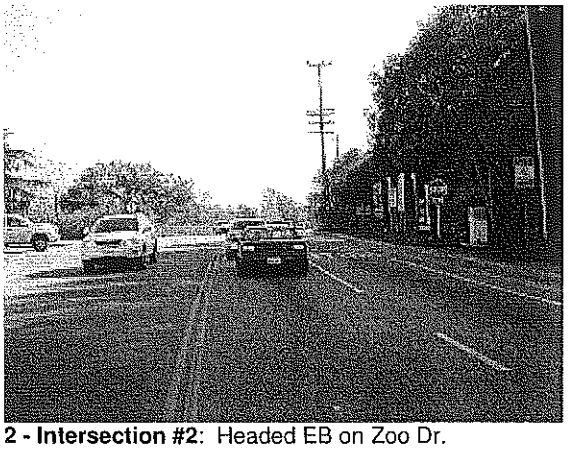
APPENDIX C

DIGITAL PHOTO LOG

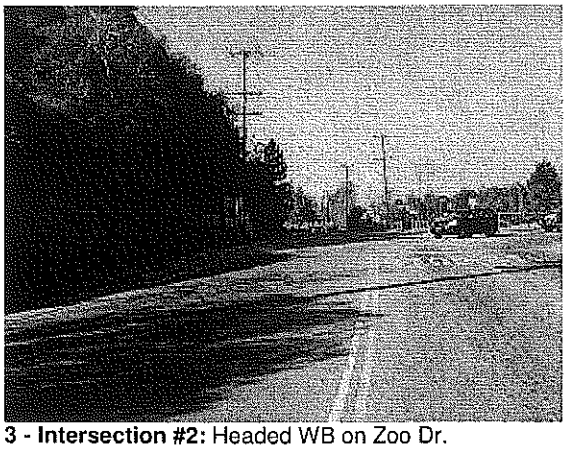
APPENDIX C
Digital Photo Gallery



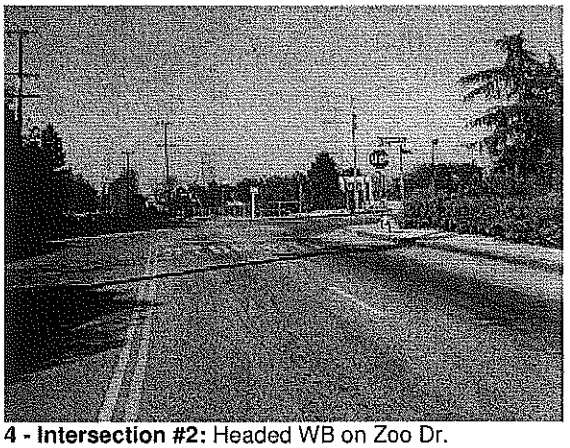
1 - Intersection #2: Headed EB on Zoo Dr.



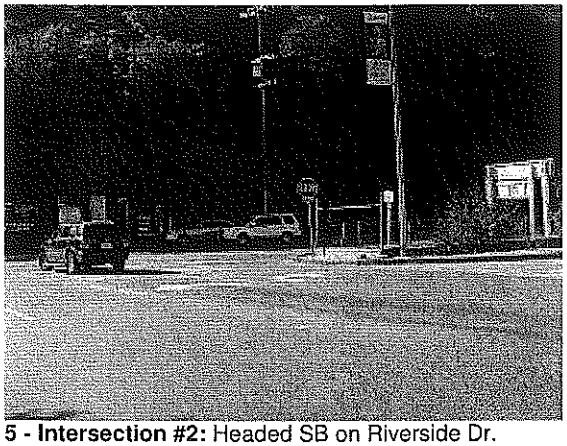
2 - Intersection #2: Headed EB on Zoo Dr.



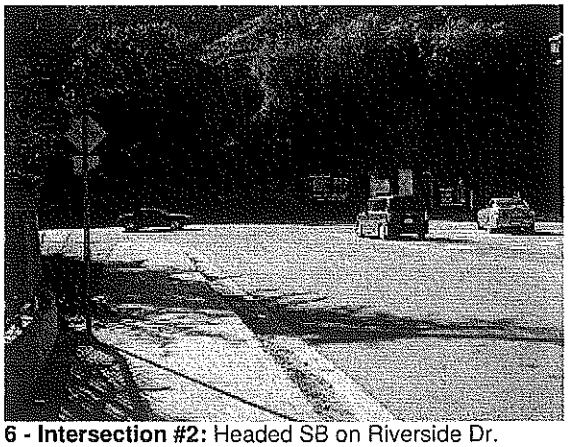
3 - Intersection #2: Headed WB on Zoo Dr.



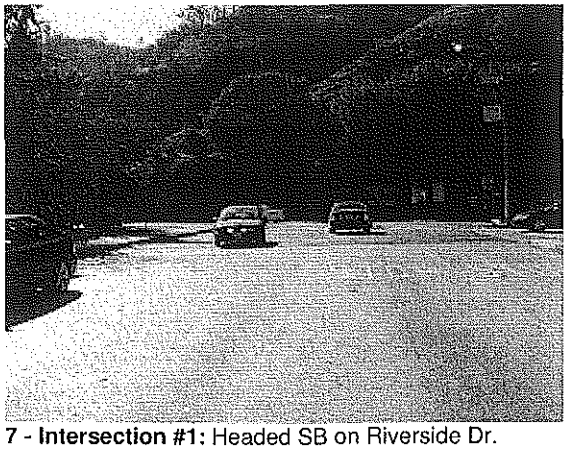
4 - Intersection #2: Headed WB on Zoo Dr.



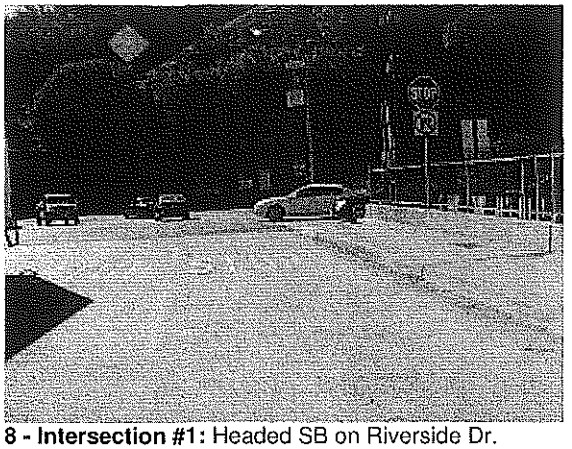
5 - Intersection #2: Headed SB on Riverside Dr.



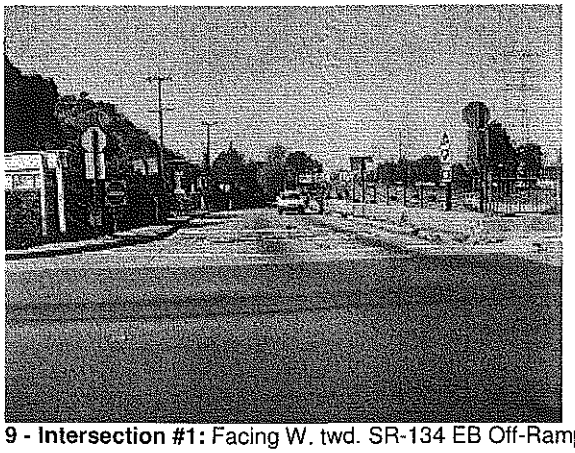
6 - Intersection #2: Headed SB on Riverside Dr.



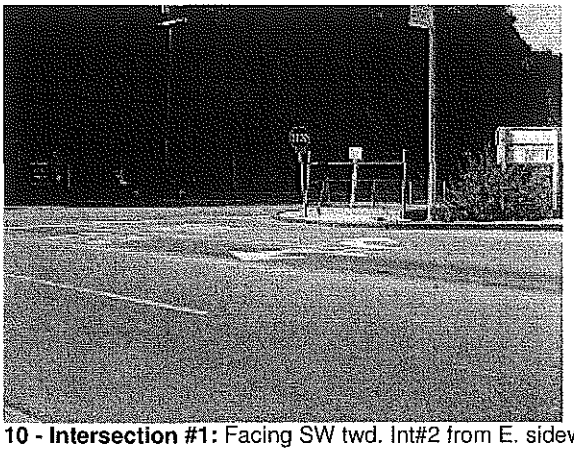
7 - **Intersection #1:** Headed SB on Riverside Dr.



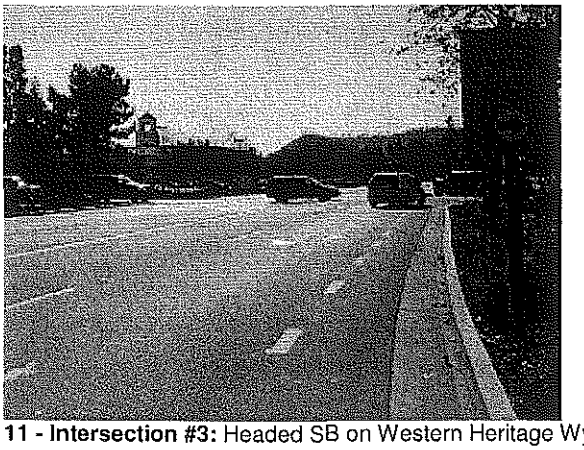
8 - **Intersection #1:** Headed SB on Riverside Dr.



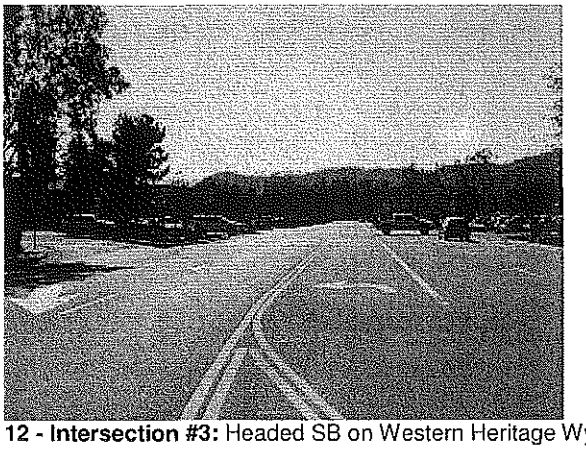
9 - **Intersection #1:** Facing W. twd. SR-134 EB Off-Ramp



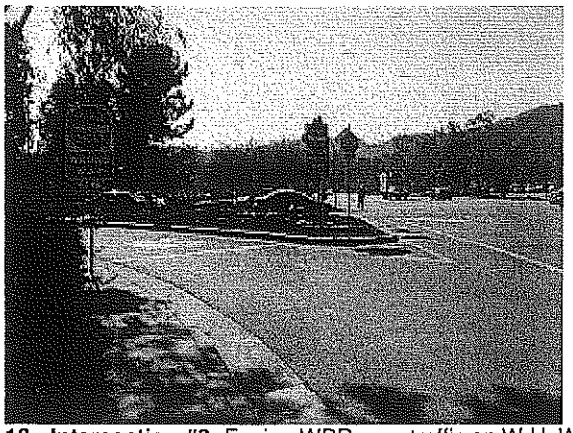
10 - **Intersection #1:** Facing SW twd. Int#2 from E. sidewalk



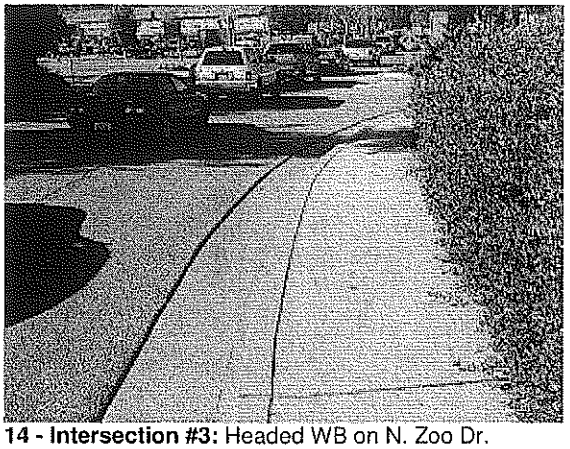
11 - **Intersection #3:** Headed SB on Western Heritage Wy.



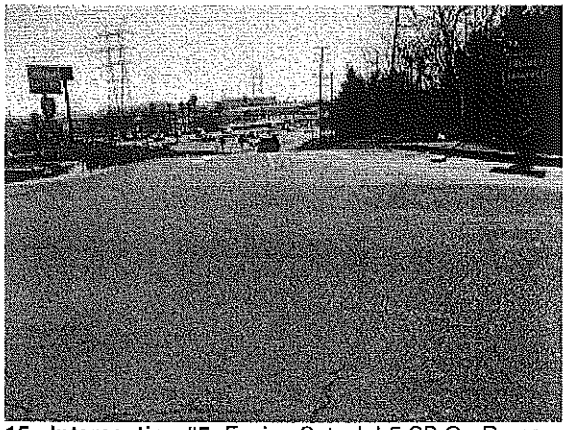
12 - **Intersection #3:** Headed SB on Western Heritage Wy.



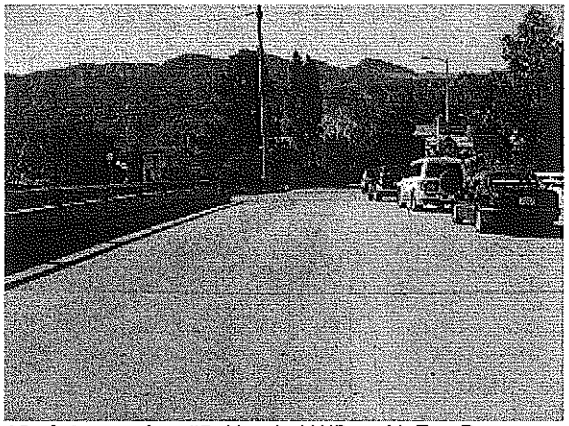
13 - Intersection #3: Facing WBR opp. traffic on W.H. Way



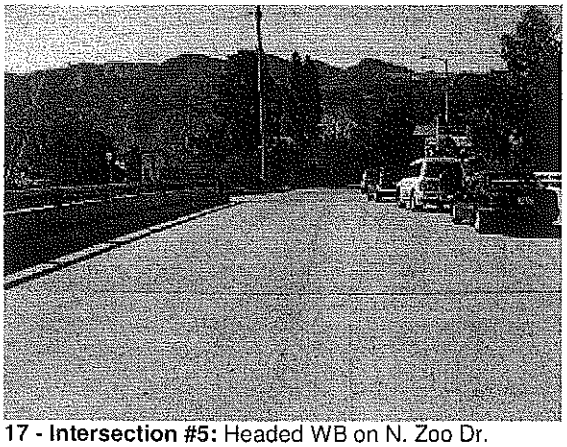
14 - Intersection #3: Headed WB on N. Zoo Dr.



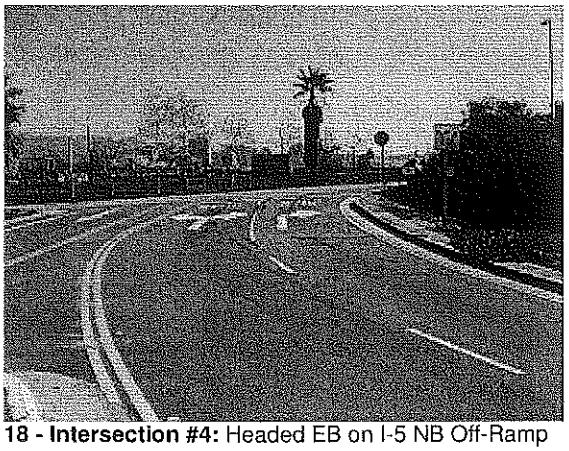
15 - Intersection #5: Facing S. twd. I-5 SB On-Ramp



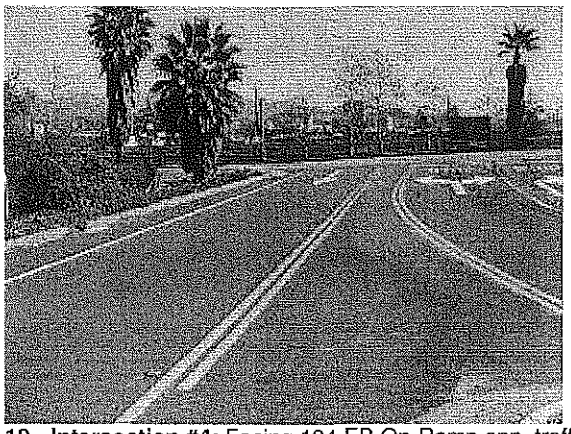
16 - Intersection #5: Headed WB on N. Zoo Dr.



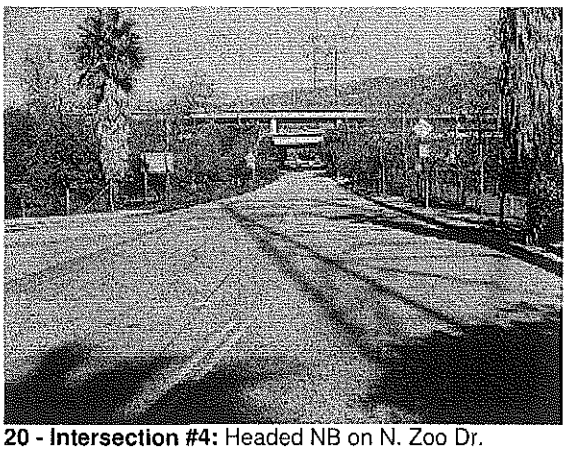
17 - Intersection #5: Headed WB on N. Zoo Dr.



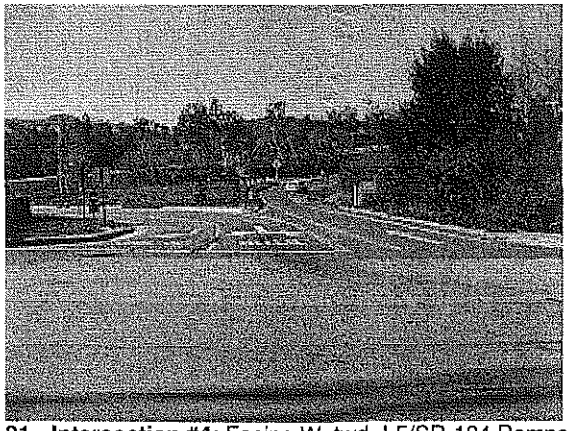
18 - Intersection #4: Headed EB on I-5 NB Off-Ramp



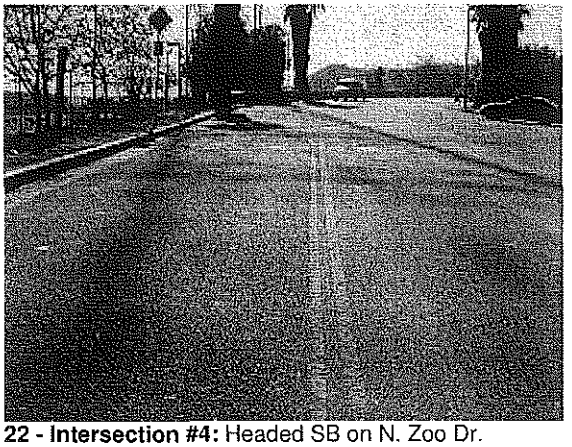
19 - Intersection #4: Facing 134 EB On-Ramp opp. traffic



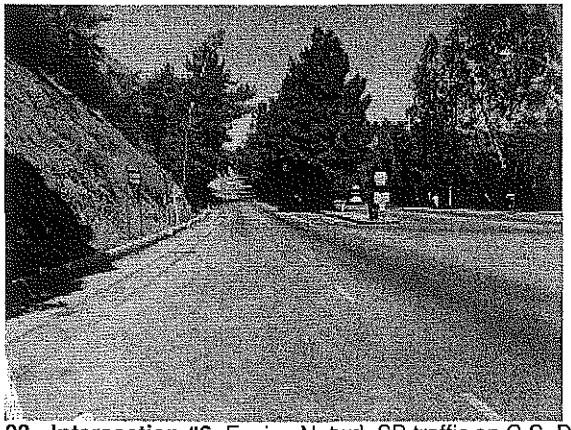
20 - Intersection #4: Headed NB on N. Zoo Dr.



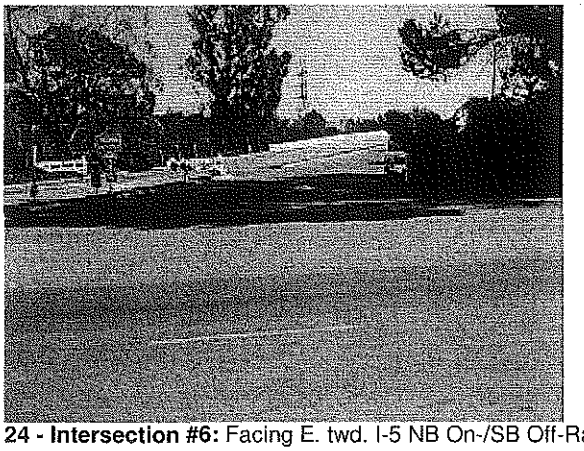
21 - Intersection #4: Facing W. twd. I-5/SR-134 Ramps



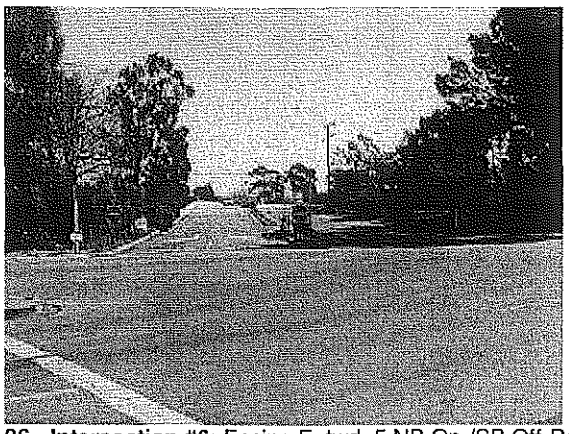
22 - Intersection #4: Headed SB on N. Zoo Dr.



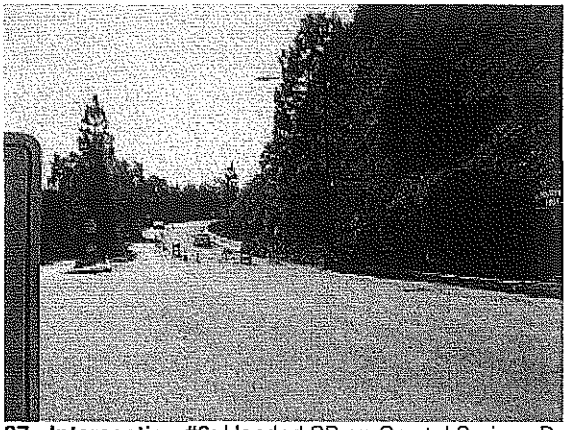
23 - Intersection #6: Facing N. twd. SB traffic on C.S. Dr.



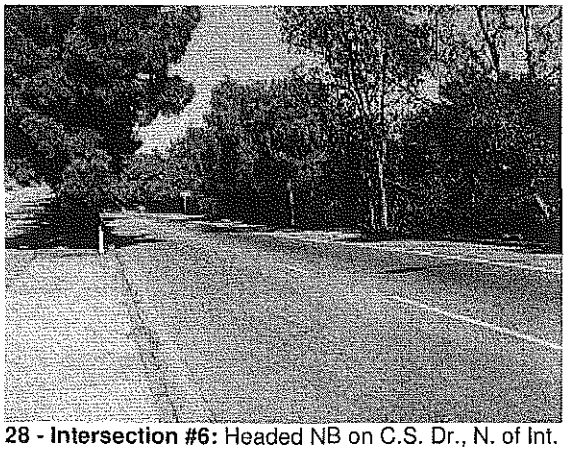
24 - Intersection #6: Facing E. twd. I-5 NB On-/SB Off-Ramps



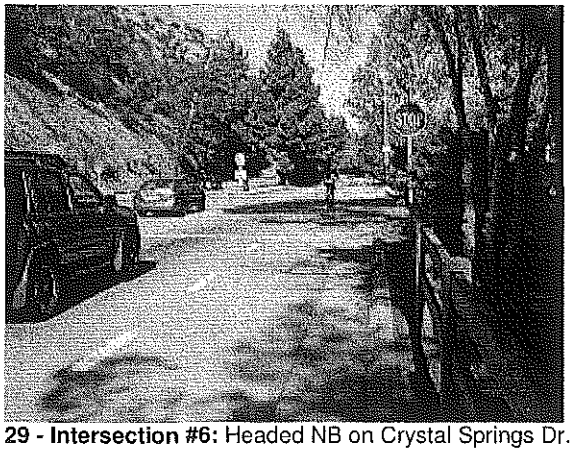
26 - Intersection #6: Facing E. twd. 5 NB On-/SB Off-Ramps



27 - Intersection #6: Headed SB on Crystal Springs Dr.



28 - Intersection #6: Headed NB on C.S. Dr., N. of Int.



29 - Intersection #6: Headed NB on Crystal Springs Dr.

COMMENTS OF SUMMARY RESPONSE BY FEHR/PEER/KAKU TO FEBRUARY 18, 2008 MINAGAR & ASSOCIATES REVIEW OF AUTRY NATIONAL CENTER (ANC) TRAFFIC STUDY

Comments under Category 1 (1,2)

Response
F & P coordinated with LADOT throughout the process, including development of an approved memorandum of understanding (MOU) outlining the study approach and review and approval of the Traffic Study. Thus, the study is in full compliance with LADOT Traffic Study Policies and Procedures including intersections evaluated, trip generation guidelines and related projects. Further, LADOT sent a memorandum to the Planning Department approving the Traffic Study.

COMMENTS

1.a The MOU does not outline but establishes lists of agencies to be contacted, projects to be included, specific percentage for growth, etc.; however, such a document has not been provided and no reference to coordination with anyone else is indicated in the DEIR.

1.b The DEIR includes a section regarding all organizations and persons consulted in the preparation of the DEIR. No indication is provided as to any coordination with the LADoT, CalTrans, or MTA.

1.c Differences arise between the Executive Summary, the Transportation Section (IV.H) and Appendix D which appear to result from three different authors. A MOU would have been established by any one of several groups, R&P, ANC, PSOAS, F&P, or Kaku; based on differences of authors, difference may have arisen during the preparation of the TIS..

1.d Appendix D does not provide any copies of the various submittals or documentation required for a typical LADoT MOU. Therefore no simple documentation support the contention that the LADoT has confirmed what the ANC has paid for. Yet another document (LADoT-DCP Memorandum) is referenced without any documentation of such; one would presume that the Memorandum should have gone to R&P.

Comments under Category 2 (3,4,5,6,10,11&12)

Response
We disagree with the assertion that the ANC-specific trip generation rates are not appropriate.

Trip generation rates for any land use, including a museum, vary due to a host of factors, including regional and local setting context (rural, suburban, central city), the availability and quality of the transit service serving the site, as well as the likely nature and scale of the area from which prospective patrons and visitors are drawn.

2.a Agreed but these were not included in the trip generation approach.

In particular for a museum, the vehicle trip generation is highly dependent on several other issues including the percentage of the patrons that arrive as groups in buses, the age distribution of the typical patrons (i.e., children tend to arrive in large groups), and the

2.a Agreed but these were not included in the trip generation approach.

relationship between the size of the facility as compared to the scale of the patronage (i.e., the Peterson Auto Museum needs much more space per exhibit and therefore per patron than an art museum).

2.b Different approaches can be used for trip generation:

- *Gross square footage of areas*
- *Attendee/Patronage estimates*
- *Parking spaces*
- *Other similar land use types (SIC Numbers) used in other EIRs*

F&P used counting of existing traffic for the available Museum space and resulted in X trips/1000sqft of space. Issue involves low existing traffic with less than 25% of projected attendance of future additions.

Based on comments herein, "open storage" museum approach would greatly increase the attendance/sqft and thereby traffic/sqft, for example-100,000 sqft/ 25sqft/visitor = 4000 visitors/day, 3v/vehicle = 1300 trips/day = 130vph peak hour.

As indicated in earlier layout, ANC proposed 8 bus loading/unloading which would suggest annual student attendance on weekdays of 100,000+ visitors (30 persons x four-2hr trips per day x 8 spaces x 150d/yr) with less than 50 vehicles per day.

It appears that these comments have identified a series of relatively minor issues associated with the approach used in this study,
each of which is consistent with and has been accepted and approved for use in this study by LADOT.
None of these issues results in errors or inaccuracies in the traffic volumes used in the study as contended by the comments, and
none would result in an incorrect conclusion or result, as implied in the comments.
Therefore, there is no reason to have any doubts about the accuracy or validity of the results or about the official acceptability of the findings and conclusions.

2.c "Minor" issues must be viewed as to the MOU requirements are specific. Trip generation is a key, major issue; differences between the various approaches to trip generation can be resolved by clear definition of assumptions and calculation of resulting trip.

2.d One element of the typical MOU is "special circumstances" (=event) traffic (F.6) including: summer weekend activity in recreational areas, holidays or special events,

developments with special visitor, employee or shopping hours or days (i.e. weekends), and unsignalized intersections; none was indicated in the study.

Comments under Category 3 (13-19)

Response to Comments 13-19
Per LADOT procedures, the official City of Los Angeles related projects are prepared on a Citywide basis, and project-specific related projects are provided by LADOT.

3.a Agreed but no MOU, no confirmation, and no letters are included for clear definition.

None of the projects mentioned in comments 13-19 are on the City's related projects list.

3.b No MOU, no confirmation, and no letters are included for clear definition; as Rec&Parks projects Rec&Parks should have provided to LADoT.

However, in addition to the related project trips, as part of the traffic study, a **one percent** annual growth rate was applied to existing traffic.

3.c A specific line item is reserved for the LADoT established annual growth rate and is not set specifically as 1%/one percent.

(GGPNC e-mail to Dept. of Recreation & Parks General Manager John Mukri sent 3/11/08)

Dear Mr. Mukri:
I understand from the Autry, and indirectly from Mr. Attaway of your department, that you propose to have the Commissioners of DRAP consider the expansion proposed by the Autry in Griffith Park either at their March 19 meeting or one of their meetings in April. Moreover, I understand that it is proposed that at that meeting the EIR will be considered for approval and adoption, and, further, a lease amendment allowing the expansion and providing for an extension of the lease term and "plans" will be submitted to the Commissioners for their approval.
I understand that Ms. Soter on behalf of the Parks, Open Space and River Committee has raised concerns about this with you.
I do not know how much personal involvement you have had in this matter to date. However, you should know that this schedule will not improve the reputation of DRAP within the community.
Moreover, this proposed timetable is inconsistent with the requirement of the City Charter which requires procedures to provide "notice to neighborhood councils as soon as practical, and a reasonable opportunity to provide input before decisions are made." As I am sure you are award neighborhood councils such as GGPNC meet as a board once a month and adopt a committee system to provide careful consideration of matters within their jurisdiction. Thus we need at least two full months following receipt of any proposed document in order to perform our Charter-authorized function to advise your department.
As I am sure you have been made acutely aware there are those in the community who have serious reservations regarding the candor and openness of your department based upon years of a relationship centered on the various lease arrangements and operating matters at the Greek Theater. I have not been privy to any of those matters, and I can not say who (if anyone) is right.
However, I have been involved with the Observatory, and you should know that there is a lingering concern arising from the failure to notify GGPNC and the community at large of the proposed concession agreement. I believe that once the zoning variance application was filed and we began the process of review some greater degree of trust was built up by your department. Nevertheless, that was diminished by the department's failure to send us a copy of the proposed fee schedule, in which the department proposed conditions on the concessionaire inconsistent in part with the wishes of the community, prior to its submission to the board, and failed to have it on the Internet more than a few hours before the hearing. Operations at the Observatory seem to be generally acceptable to the community, and we hope will continue as such.
But it is the process which is of concern. Rushing through documents which have not been provided to the public sufficiently in advance to allow meaningful and thoughtful comment is not fair to the public nor consistent with good government. Not only is a breach of public trust to treat the public in such fashion but a possible violation of the City Charter in failing to permit neighborhood councils properly and carefully to perform the functions established for them by the Charter.
In the case of the Autry expansion, we requested your department to allow us and the rest of the public additional time to comment on the draft EIR. We requested until December 31, 2007, and we and the public were given less than three additional weeks, forcing us and the public to make comments by October 18.
Those comments were extensive, and we expect that there will be substantial response to those comments in the next draft EIR. However, we do not have the responses although we understand they have been in your department for about a month. The Autry has refused to provide them to us.
One of the concerns mentioned in our comment letter related to the very technical issue of the effect of the proposed expansion on traffic both within and without the park. GGPNC and two other neighborhood councils were so concerned as to fund a peer review study of this section of the draft EIR. The 93-page study submitted to Mr. Attaway last month finds a number of deficiencies and concludes that the

transportation study is so defective as to make it impossible to determine whether the proposed expansion will or will not have a significant negative impact requiring re-circulation for public comment and mitigation.
We have asked Mr. Attaway a number of questions including his proposed schedule. We have been given no responses.
The only response has been from the Autry as set forth above.
We ask you to consider this matter and to establish a schedule to consider each and every component part of the proposed expansion such as to allow full and meaningful comment by the public and to permit GGPNC to exercise its advisory role as provided in Section 900 of the City Charter.
Not having received such assurance from Mr. Attaway or anyone else in the department, our committee will consider the matter of a lease amendment at our meeting on March 12.
The Autry has again refused to provide us with a current draft. I ask you to provide it to us.
However, because of the apparent shortness of time based upon the only information we have we are going to discuss the proposed lease amendment in the abstract.
I attach a copy of a memorandum regarding the salient terms of the current lease and areas which we will discuss this Wednesday.
It would be helpful to have a representative present for such discussion, one who is familiar with the department's thinking on this and the project generally.We ask this under Section 910 of the Charter which specifies that we will have periodic meetings with "responsible officials of City departments." We believe this requires a person of significant authority to respond to our issues.
This request is sent to you with the authority of the President of GGPNC.

Kenneth E. Owen, Chair, Planning, Zoning and Historic Preservation Committee, Greater Griffith Park Neighborhood Council

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Los Angeles Zoo Bond & Capital Improvement Program

General Information

In 1992, the Los Angeles Zoo Master Plan was approved. This Master Plan includes the Zoo's development priorities for the next decade and listed the exhibits to be built, renovated and expanded. The Zoo acquired funding for these projects from several sources namely, County Propositions A-1 and A-2, the Greater Los Angeles Zoo Association (GLAZA), the Zoo's Enterprise Trust Fund, Proposition K, and Proposition CC, a City bond measure approved by the voters of the City of Los Angeles in November 1998. The total cost of the program is $169 million.

The management of the planning, design and construction of these projects was assigned to the Department of Public Work's Bureau of Engineering (BOE). In partnership with the Los Angeles Zoo Department (ZOO), the Bureau of Engineering has completed numerous projects. To date, these include a new Orangutan Exhibit, a new Animal Health Center, the Winnick Family Children's Zoo, a new Front Entry Plaza, a new Sea Lion Exhibit, the Children's Discovery Center, two major artwork installations and numerous utility system improvements.

The Zoo Bond and Capital Improvement Program is currently completing the following projects:

- Gorilla Exhibit - Grand Opening held on Nov. 8, 2007
- Golden Monkey Exhibit - in construction
- Pachyderm Exhibit - in design & in construction
- Rain Forest of the Americas Exhibit - in design
- Reptile and Insect Center - in design

The Golden Monkey Exhibit will be complete by Spring 2008; the Pachyderm Exhibit in late 2009; and the Rainforest of the Americas and Reptile and Insect Center in projects 2010.

At the start of the Program, the Mayor and Council established the Zoo Bond Administrative Oversight Committee to oversee the projects at the Zoo. The Committee meets on the last Thursday of every month to review the progress of the program. Members of the Committee

are:

- Karen L. Sisson, City Administrative Officer - Chair
- Gerry Miller, Chief Legislative Analyst
- Christopher Espinosa, Mayor's Office
- John R. Lewis, Zoo Department General Manager

Note: In order to see detailed information on the status of the Program, please go to
Monthly Status Reports.

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FRIENDS
of the
SOUTHWEST MUSEUM
COALITION

March 4, 2008

Via email and mail

Mr. David Attaway
Environmental Management
City of Los Angeles
Department of Recreation and Parks
1200 W. Seventh Street, Suite 700
Los Angeles, CA 90017

RE: Autry National Center Expansion Project
Validity of Traffic Study in the Draft EIR (EIR-RP-013-07)

Dear Mr. Attaway:

Recently you, as the lead staff person for the lead agency (the Department of Recreation and Parks), received a copy of Minagar & Associates study for the formal record via the Greater Griffith Park Neighborhood Council. After the Draft Environmental Impact Report ("Draft EIR") for the Autry National Center Expansion Project ("Project") was released, the Neighborhood Councils of Greater Griffith Park, Hollywood United, and Greater Cypress Park jointly funded a professional peer review of the work of Autry's Traffic Study (Fehr & Peers) and the Transportation and Circulation Element of the Draft EIR. This peer review was conducted by Minagar & Associates, Inc., an exceptionally qualified firm of experts in ITS, Traffic Engineering, and Transportation Consultant. The charge to Minagar & Associates was to "conduct an independent and objective assessment of the initial Draft Traffic Study/Traffic and Circulation Elements of the DEIR."

Not only did Minagar & Associates review the Autry's draft Traffic Study for conformance with traffic engineering standards of the industry, they also went into the field and measured 6 weekday peak periods at 6 different intersections and 2 weekend peak periods at 2 intersections. The Minagar Report also was informed by field data derived from photos, measurements, and visual observations made at all 7 intersections studied by the Autry's traffic consultant.

As outlined in some detail, there were 19 deficiencies identified many of which understate or fail to assess the real traffic impact of the Autry's Project. Significant errors or omissions were identified in:

- The LADOT Traffic Study Policies and Procedures compliance fails to demonstrate that affected transit operators received notice of preparation of the EIR as part of the Congestion Management Plan compliance and at least 8 required maps are missing. (2 errors)
- The estimate of the Project's Trip Generation (5 errors)
- Calculation of Base Traffic Projections without compounding of growth (1 error)
- Intersection Traffic Impact Analysis understated peak hour vehicles per hour (2 errors)

- The calculation of the traffic volumes measured by Autry's consultant two years ago in 2006 compared to the traffic volumes measured by the Minagar Team last month in 2008. The understatement at Crystal Springs Dr./Riverside Dr. is a variation of 19.5%. (1 error)
- The calculation of 2006 ramp volumes shown by the Autry's consultant appear to be 58% less than the expected ramp volumes for that exit in 2006 based upon Caltrans data base information. This is supported by hours long back ups onto the I-5 freeway at the I-5 NB exit ramp documented on Sunday, February 10, 2008 between the hours of 11:30 a.m. and 1:30 p.m. (1 error)
- Related Projects completely fails to include existing and reasonably foreseeable related projects ignored in the cumulative impact analysis. (At least 7 foreseeable projects erroneously not analyzed.)

Given the large number and magnitude of the errors in the Autry's Draft Traffic Study and incorporated into the Traffic and Circulation Elements of the Autry's Draft EIR, Minagar & Associates concluded that the existing study cannot be considered substantial evidence in the record that the Autry's Project will not have a significant impact on traffic.

For these reasons, the DEIR needs substantial revision in order to properly and lawfully disclose to the public and City decision makers the true magnitude of impacts of the Project on the traffic in Griffith Park.

Additionally, given the close scrutiny and thoroughly documented review of the Draft Traffic Study by Minagar & Associates, the Minagar study constitutes significant evidence in the record that the Draft EIR is in error and not based on accurate facts that it cannot, as it currently stands, be considered substantial evidence supporting the Draft EIR's conclusion that the Autry's proposed Project will not have a significant negative impact on traffic in Griffith Park neighborhoods requiring mitigation strategies.

This issue is very significant for the City to make an informed decision. If the errors contained in the Draft Traffic Study are masking a significant impact, the City and the public is denied the opportunity to see a discussion of a range of mitigation measures or project alternatives to reduce the traffic impacts including the option of reducing the size of the Project in Griffith Park and increasing the public exhibition use of the Autry National Center's existing Arroyo Campus as a way to spread regional traffic impacts and increase the use of public transit to the Arroyo Campus.

For these reasons, the staff of the Department of Recreation and Parks reviewing the Draft EIR must reject the efforts of the Autry, its consultant PCR Corporation, and its special legal counsel for entitlements, Latham & Watkins, to prematurely push this fatally flawed environmental document in front of the Board of Recreation and Parks Commissioners. Based on the expert evidence of Minagar & Associates now in the City's formal record for this proposed Project, revision and re-circulation of the Draft EIR should be required.

Please feel free to contact me if there are any questions.

Most sincerely,

Nicole Possert
Chair, Friends of the Southwest Museum Coalition
124 Roselawn Place, Los Angeles, CA 90042 (323) 255-5792

FEHR & PEERS
KAKU ASSOCIATES

TRANSPORTATION MANAGEMENT PLAN

AUTRY NATIONAL CENTER

Although no significant traffic impacts are expected as a result of implementation of the proposed project, the Autry National Center (ANC) will develop a transportation management plan containing the following elements:

- Preferential on-site parking for carpoolers
- Transit service kiosks
- Enhanced visitor information via the ANC website

PREFERENTIAL ON-SITE PARKING

In the interest of reducing vehicle miles of travel, the ANC will provide preferential on-site parking spaces for employees who drive two or more per vehicle and visitors who drive three or more per vehicle.

TRANSIT INFORMATION KIOSK

The ANC will provide a transit service information kiosk at a location convenient to both employees and patrons.

ENHANCED ANC WEBSITE

The ANC's existing website will be enhanced to provide access and parking information, which will be updated as necessary for special events.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

PARKING MANAGEMENT PROJECT FEATURES

AUTRY NATIONAL CENTER

The Autry National Center (ANC) will provide 311 parking spaces at the completion of Phase I and 380 parking spaces at the completion of Phase II of the project. To assure that this parking supply is utilized effectively, ANC will include as project features several aspects designed to enhance the parking management plan, for example:

- Parking attendants on an as-need basis
- Monitoring of available parking spaces
- Validation program

PARKING ATTENDANTS ON "PEAK EVENT" DAYS

The ANC may provide parking control staff on "peak days" to assure that patrons park in a manner that allows for optimum use of available spaces.

MONITORING OF AVAILABLE PARKING SPACES

The ANC may incorporate electronic monitoring of available parking spaces within the parking structure to be developed as part of Phase II of the project.

VALIDATION PROGRAM

The ANC may institute a parking validation program to discourage Los Angeles Zoo visitors from parking in the ANC lot, which as shown by empirical evidence has been known to occur.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4700 Western Heritage Wy
DOT Case No. CEN 07-4205

Date: April 25, 2008

To: David Attaway, Environmental Supervisor II
Department of Recreation and Parks

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: RESPONSE TO MINAGAR AND ASSOCIATES REVIEW OF THE TRAFFIC IMPACT STUDY FOR THE PROPOSED AUTRY NATIONAL CENTER EXPANSION AND RENOVATION PROJECT LOCATED AT 4700 WESTERN HERITAGE WAY

On June 6, 2007, The Department of Transportation (DOT) issued an approval letter for the traffic study, prepared by traffic consultant Fehr and Peers/Kaku Associates, dated April 2007, for a proposed expansion and renovation of the existing Autry National Center located at 4700 Western Heritage Way (letter attached).

Minagar and Associates issued a report, dated February 18, 2008, reviewing the original traffic study and raising the following 19 issues:

Comment 1

Non-compliance With *DOT Traffic Study Policies & Procedures* (TSPP) *Revised March 2002.*

Response 1

On October 25, 2006, DOT approved the Memorandum of Understanding (MOU) with the traffic consultant outlining the department's requirements for the traffic study. DOT found that the submitted traffic study met the requirements of the MOU and our subsequent approval letter of the traffic study further reflected this.

Comment 2

Omission of surrounding/ambient trip assignments/distributions figures/diagrams at the seven (7) study intersections, causing a lack of precise determination with regard to identification of potential proposed project and related project impacts.

Response 2

The traffic study has precisely identified the traffic assignments of the proposed project and future traffic, including the ambient and related projects, for all the study locations included in the analysis. Figures 3, 5A and 5B in the Traffic Study present existing, 2010 cumulative base and 2014 cumulative base peak hour traffic volumes at each of the seven study intersections. These figures were prepared and included in the report specifically to the satisfaction of DOT. The traffic forecasts included in the cumulative base traffic volumes were developed by adding traffic expected to be generated by the cumulative development projects to the background existing volumes adjusted by area wide growth.

Comment 3

In lieu of a defensive trip generation rate for a similar facility, the entire analyses have relied upon field counts of the existing facility in which in Appendix D-Driveway Count Data Sheets in the Draft Traffic Study (DTS), a total of 21 out of 31 weekday peak hour volumes (PHV) were calculated incorrectly.

Response 3

See response No. 4 regarding the appropriate trip generation methodology with respect to the Appendix D-Driveway count Data Sheets.

Comment 4

The overall methodology for estimating the proposed project's trip generation is not reliable due to the fact that only existing field observations were utilized as the base for projected vehicular generation estimates. Since the ITE Trip Generation manual does not provide any trip generation model or data for "Museums" or other relevant land use, an alternative or supplementary approach involving the utilization of national research of similar facilities with comparable use is highly recommended.

Response 4

The Autry National Center (ANC)-specific trip generation rates are appropriate. As indicated, the ITE does not provide trip generation rates or standards for museums that would be appropriate for this analysis. Moreover, trip generation rates for any land use vary due to a host of factors, including regional and local setting context (rural, suburban, central city), the availability and quality of the transit service serving the site, as well as the likely nature and scale of the area from which prospective patrons and visitors are drawn. This is especially true for a museum. The vehicle trip generation for museums is highly dependent on several other issues, including the percentage of patrons that arrive in a group on buses, the age distribution of the typical patrons (i.e., children tend to arrive in large groups), and the relationship between the size of the facility as compared to the profile of the patronage (i.e., the Peterson Auto Museum needs much more space per exhibit, and therefore per patron than an art museum).

The empirical approach to trip generation provided for in the traffic study, as approved by DOT, is appropriate and the most logical since it provides the best chance that all characteristics would be similar and not require modifications or adjustments. If the ANC were starting as a new facility, other museums of a similar type in the region would be the best source of data to be surveyed. Other national museums of a similar type would be a second choice if no regional examples are available for the reasons discussed above. However, the ANC is an existing museum proposing

to expand. Similarly, the driveway counts taken in October and November 2006 were taken during the "Yosemite, Art of an American Icon" exhibit to assure that the patronage levels were higher than the norm. The basic rates used in the TS are higher than the norm, and thus conservative.

In addition, since the driveway counts capture existing employees as well as patrons, employee growth will be far less than anticipated visitor growth. All of these factors ensure that the forecasts are conservative and were taken into account with regard to the utilized trip generation rates. It should also be noted that the southernmost driveway is normally locked and is only opened for special events or logistical issues. Thus, only the three open driveways were counted.

Comment 5

Based on the revelation that the PHV between 4:30PM and 5:30PM (78 Vehicle Per Hour (VPH)) is as much as that during the midday (also 78 VPH) at an intersection, the assertion of assigning a peak hour determination to the afternoon period is "conservative" is not quantitatively accurate, as both midday and PM periods may be considered as the peaks.

Response 5

It is true that the midday and afternoon peak hour rates are both 78 VPH. However, use of the term "conservative" neither affects the accuracy of the use of this data nor the quality of the quantitative analysis and the subsequent results.

Comment 6

The directional distribution percentages used in calculating In and Out generated trips are incorrect. The DTS reports weekday peak distributions for the total traffic arriving and departing the project site to be 34% and 66%, respectively. The correct values, based on the driveway counts found in Appendix D should be 21% entering and 79% exiting.

Response 6

The current weekday peak distributions should be 21% entering and 79% exiting. This results in a difference of 11 trips. However, sensitivity analyses reveal that this would have no significant affect on the findings set forth in the traffic study.

Comment 7

Due to the aforementioned inaccuracies in trip generation figures, all the subsequent trip distribution, CalcaDB and HCM/HCS computer analyses are not reliable and accurate.

Comment 8

All of the Cumulative Base Year 2010 (Without Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are based on wrong traffic volumes.

Comment 9

All of the Cumulative Base Year 2010 (With Project) weekend and afternoon V/C results exhibited in Table 27 in the T&C element of the DEIR (Table 7A in the DTS) are also based on wrong traffic volumes.

Response to Comments 7-9

These comments do not refer to any specific potential error in the report. There are no inaccuracies in the methodologies, assumptions, techniques, data collection or data processing. The analyses of the cumulative base conditions are based on correct traffic volumes, and the results reflect an accurate assessment of the future conditions without the project. Also, the analyses of cumulative plus project conditions are based on correct traffic volumes. The results therefore reflect an accurate assessment of these future conditions with the project.

Comment 10

At Intersection #3: Western Heritage Way & North Zoo Drive, all the consultant's HCM and CalcaDB and computer analyses are based on interpretively wrong geometries. It is a norm in the industry and the state-of-practice in the urban areas of the U.S. to conduct field observation on how the intersection is being used by the motoring public.

Response 10

Specifically, the traffic study used the actual striping geometry for Intersection #3. The approach proposed in this comment, by contrast, is based on driver behavior and would lead to greater capacity and a higher LOS. Therefore, the methodological approach of the traffic study's analysis of Intersection #3 allows for conservative results and reflects a more conservative conclusion than one would draw using the comment's approach.

Comment 11

At Intersection # 4 N. Zoo Dr. & I-5 NB Off-Ramp/SR-134 EB On-Ramp, the 2006 ramp volumes used in the "existing" analysis approaching the intersection from the I-5 NB Off-Ramp segment appear to be approximately 58% less than expected ramp volumes in the approaching direction for the year 2006. Estimated 2006 ramp volumes are based on previous trends derived from Caltrans peak hour databases (see Table 4).

Response 11

The data used in the analysis for this off-ramp is data derived from peak period traffic counts conducted during the two periods of the day when the local street system experiences its highest volumes and its most significant congestion. The data source referred to by the comment is one that provides generalized numbers which reflect average overall conditions at each of the ramps. In particular, the "peak hour volumes" referred to as more accurate have no time frame attached to them, and therefore reflect the highest number for that facility regardless of time of day and do not necessarily have any relationship to the peak hour of the street system.

Comment 12

The LOS results reveal a widespread deviation between the existing "2006" in the DEIR and the independent existing "2008" in this report.

Response 12

The assertions of the comment, even if true, does not result in changes to any conclusions of the traffic study. It is natural that peak hour traffic counts taken at the same location, but on different days, could result in LOS calculations that do not precisely match. That is the nature of the flow of traffic at most locations in most urban areas. Again, this observation does not invalidate the results of the traffic study.

Comment 13

Omission of *Campo Gorilla Reserve* - Opened November 7, 2007, as an ambient project.

Comment 14

Omission of the proposed *Golden Monkey Exhibit* - Planned completion date of March 2008, as an ambient project.

Comment 15

Omission of the proposed *Pachyderm Forest Exhibit* - Planned completion date of November 2009, as an ambient project.

Comment 16

Omission of the proposed *HISS Center* - Planned completion date of May 2010, as an ambient project.

Comment 17

Omission of the proposed *Rainforest of the Americas* - Planned completion date of September 2010, as an ambient project.

Comment 18

Omission of the proposed *Atwater Creek Stream Restoration* in Griffith Park as a potential trip generator.

Comment 19

Omission of the proposed *City of Los Angeles' Bureau Sanitation Alternative Technology Facility* within the project area of influence as a potential trip generator.

General Response to Comments 13-19

The official City of Los Angeles related projects is prepared on a Citywide basis, and project-specific related projects are provided by DOT. None of the projects mentioned in comments 13-19 are on the City's related projects list, and therefore it was appropriate and consistent with standard practice to omit them from the study.

Specific Response to Los Angeles Zoo-related venue comments

As new exhibits open at the zoo, a short-term increase (spike) in attendance normally occurs. However, in each case the zoo attendance eventually returns to its long-term trend after the spike. This pattern is repeated as other new attractions are added. As part of the approach of the traffic study, related projects were analyzed and a one percent annual growth rate was applied to existing traffic. Since this one percent growth rate actually exceeds the historical growth in traffic, as measured by the local agencies on the adjacent facilities, we believe this represents a conservative forecast and includes all potential future growth that would affect the traffic volumes on these facilities. Therefore, the addition of traffic from the officially approved related list of projects from DOT is an additional level of conservatism in the forecasts. The use of both factors would likely cover the long-term growth trend for the zoo.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN07-4205_autry_center_expansion_ts review.wpd

c: Renee Weitzer, Council District No. 4
Jeannie Shen, Hollywood-Wilshire District
Fehr and Peers/Kaku Associates

SUMMARY RESPONSE TO FEBRUARY 18, 2008 MINAGAR & ASSOCIATES REVIEW OF AUTRY NATIONAL CENTER (ANC) TRAFFIC STUDY

The Minagar review raised 19 items taking issue with the Fehr & Peers (F&P) Traffic Study performed for the Autry National Center as contained in the Draft EIR. These items generally fall into three categories: (1) the official process; (2) the methods for generating the base conditions and trip data; and (3) asserted omissions of related projects. The responses by these categories are as follows:

Comments under Category 1 (1,2)

Response
F & P coordinated with LADOT throughout the process, including development of an approved memorandum of understanding (MOU) outlining the study approach and review and approval of the Traffic Study. Thus, the study is in full compliance with LADOT Traffic Study Policies and Procedures including intersections evaluated, trip generation guidelines and related projects. Further, LADOT sent a memorandum to the Planning Department approving the Traffic Study.

Comments under Category 2 (3,4,5,6,10,11&12)

Response
We disagree with the assertion that the ANC-specific trip generation rates are not appropriate. Trip generation rates for any land use, including a museum, vary due to a host of factors, including regional and local setting context (rural, suburban, central city), the availability and quality of the transit service serving the site, as well as the likely nature and scale of the area from which prospective patrons and visitors are drawn. In particular for a museum, the vehicle trip generation is highly dependent on several other issues including the percentage of the patrons that arrive as groups in buses, the age distribution of the typical patrons (i.e., children tend to arrive in large groups), and the relationship between the size of the facility as compared to the scale of the patronage (i.e., the Peterson Auto Museum needs much more space per exhibit and therefore per patron than an art museum).

It appears that these comments have identified a series of relatively minor issues associated with the approach used in this study, each of which is consistent with and has been accepted and approved for use in this study by LADOT. None of these issues results in errors or inaccuracies in the traffic volumes used in the study as contended by the comments, and none would result in an incorrect conclusion or result, as implied in the comments. Therefore, there is no reason to have any doubts about the accuracy or validity of the results or about the official acceptability of the findings and conclusions.

Comments under Category 3 (13-19)

Response to Comments 13-19
Per LADOT procedures, the official City of Los Angeles related projects are prepared on a Citywide basis, and project-specific related projects are provided by LADOT. None of the projects mentioned in comments 13-19 are on the City's related projects list. However, in addition to the related project trips, as part of the traffic study, a one percent annual growth rate was applied to existing traffic.

V. ALTERNATIVES

V. ALTERNATIVES

A. PURPOSE OF THE ALTERNATIVES ANALYSIS

The identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process under CEQA. Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, the purpose of an environmental impact report is to identify alternatives to the project.

Direction regarding the definition of project alternatives is provided in CEQA Guidelines Section 15126.6(a) as follows:

> "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[85] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice be analyzed.[86]

In selecting project alternatives for analysis, potential alternatives should be feasible. CEQA Guidelines Section 15126.6(f)(1) states that:

> "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries,...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site . . . ."

[85] *CEQA Guidelines Section 15126.6(b).*

[86] *Ibid, Section 15126.6(f).*

The CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[87]

B. SUMMARY OF ALTERNATIVES SELECTED FOR ANALYSIS

As described above, the focus of an alternatives analysis is to identify alternatives that would avoid or substantially lessen any of the significant effects of a project. Therefore, the selection of alternatives for this analysis is based on project variations that have the potential to reduce the Autry National Center's Griffith Park Campus Improvement project's single significant impact associated with air quality emissions during construction of the project. This significant impact is largely attributable to the amount of excavation and associated construction equipment that would be required to provide the new parking area and, in particular, the semi-subterranean parking structure on the project site. Therefore, alternatives have been selected that would reduce the amount of excavation required by placing the parking in an above ground structure, by placing parking at an off-site location, or by reducing the size of the project. In addition, an evaluation of an alternative site has been provided that includes an analysis of an expansion program at the Arroyo Campus in Mount Washington in lieu of expansion at the project site. A No Project Alternative has also been analyzed pursuant to the requirements of Section 15126.6(e) of the CEQA Guidelines. Accordingly, the alternatives analyzed below are as follows:

- Alternative A: No Project
- Alternative B: Reduced Program
- Alternative C: Above Ground Parking
- Alternative D: Off-site Parking
- Alternative E: Alternative Site – Expansion at the Arroyo Campus

Table 32 on page 266 summarizes the development programs for each of these alternatives. Each of these alternatives are described and evaluated in the sections that follow.

C. ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be

[87] *Ibid, Section 15126.6(e)(2).*

Table 32

Alternatives Land Use Summary

Site Uses	Total with Proposed Project	Total with Alternative A: No Project	Total with Alternative B: Reduced Program	Total with Alternative C: Above Ground Parking	Total With Alternative D: Off-Site Parking	Total with Alternative E: Alternative Site – Arroyo Campus Expansion
Exhibit Gallery	68,968	43,518	68,968	68,968	68,968	22,500
Institute/Education/Community	19,821	9,019	9,019	19,821	19,821	21,000
Retail	8,210	4,056	8,210	8,210	8,210	2,000
Food Service	11,193	4,193	11,193	11,193	11,193	5,000
Collections Management	71,953	32,834	42,934	71,953	71,953	6,500
Other/Circulation/ Non-program Space	91,735	49,260	81,556	91,735	91,735	7,500
Total	**271,880**	**142,880**	**221,880**	**271,880**	**271,880**	**64,500 (plus 142,884 existing at Griffith Park)**
Parking	476	374	376	476	on-site - 363 off-site –113	110

No accurate portrayal of parking.

used to eliminate alternatives from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected are discussed below.

Straw man.

The first alternative that was identified, but subsequently rejected from further analysis, included an alternative use mix. Under this Alternative, the mix of uses developed within the project site would be varied. For example, the project might include an expanded amount of retail space and an increased educational component, while reducing the amount of exhibit space. Altering the use mix would not necessarily change the resulting impacts of the project, and would be less supportive of the project objectives which are best met through the particular use mix selected for the project.

Would comply with legally enforceable obligations of the Autry.

A second rejected alternative included an alternative project design that would keep the Campus Building intact by expanding the Campus with new structures on the project site. For example, new exhibit space would be provided in a new stand-alone structure on the South Lawn, or the existing theatre would be used for exhibit space, with construction of a new theater on the South Lawn. Such a redesign of the project would not address the project's significant impact and would likely create new obstacles to providing the project's facilities and parking in a manner that provides the most attractive and cohesive site design/usage.

Additional alternatives that were considered and rejected included those that involve storage of a substantial part of the Autry's collections at an off-site location as well as decentralization of the various uses proposed within the Griffith Park Campus. The underlying purpose of the project is to expand and modernize the Griffith Park Campus to create an accessible, enlightening, inspiring, innovative and scholarly Campus and to provide a deeper understanding of the art, history and cultures of the American West. Key to this purpose are the objectives designed to create synergies between the Autry National Center's display, interpretation, conservation and education roles, as well as the objectives designed to create a research environmental that is supportive of artifact history and archival history, to stimulate the "convergence" dialogue among researchers, curators and the public, and to develop interpretive programs that demonstrate the interconnected stories of Native Americans and new arrivals from around the world. Other primary objectives of the project that are intended to implement the underlying purpose of the project include the objective to provide public access to larger segments of the collection and the objective to create a "museum-inside-out" design with visible collections and staff areas to reveal the dynamic inner workings of the museum functions and place the greatest amount of the collection on display. Alternatives that include storage of a substantial part of the Autry's collections at an off-site location and/or decentralization of the various uses proposed within the Griffith Park Campus would be directly counter to the underlying purpose and key objectives of the project.

Project objectives that lead to a breach of Autry's contractual obligations are not valid.

Placement of an above grade parking structure to the east of the Campus Building within the area used for employee parking and deliveries was also considered but rejected for a host of reasons. The area to the east of the Campus Building is a secure area that is also used for unloading and loading of collections and related materials. Thus, placement of a parking facility for visitors in this area would compromise the security of the area and would be inconsistent with the objective to ensure that a secure area is provided for the collections. In addition, use of this area for visitor parking would also not meet the project objective to provide an enhanced entryway that is visible to visitors since the public entrance to the building would not be visible from much of the parking area to the east.

Bogus.

In accordance with CEQA Guidelines Section 15126.6(f)(2), consideration was given to locating the project at alternative locations. Specifically, as the Autry National Center also operates the Arroyo Campus in the Mount Washington area of Los Angeles, the Arroyo Campus has been given consideration as an alternative site for expansion of some of the project uses as Alternative E, analyzed below. Consideration was also given to relocating the entire Griffith Park Campus building area, including the project's additional 129,000 square feet of development, to the Arroyo Campus. However, based on the physical constraints discussed below in the evaluation of Alternative E, the Arroyo Campus does not lend itself to development of a 271,000 square foot facility, which is the building area that would result upon completion of the proposed project within Griffith Park. Further, the physical constraints of the Arroyo Campus would also not readily accommodate the 129,000 square foot expansion proposed for the project. Thus, based on the substantially greater environmental impacts that would result, both of these scenarios were rejected from further analysis.

Any other alternatives not examined.

Misleading.

Relocation of the project to other sites not operated by the Autry National Center would not be feasible. Specifically, the project involves remodeling and enhancing an existing Campus on a site already improved with utilities and surface parking. The costs for property acquisition and construction of an entirely new building and associated infrastructure would be prohibitive. Further, the current site is ideally suited for the project's purpose, as it is located on a relatively flat, developed site in a regional visitor facility with immediate freeway access. Thus, the possibility of finding an equally suitable site would be remote. Further, construction of the project at an alternative site would most likely result in greater impacts than project development at the existing location. Specifically, the only significant project-related impact occurring at the project site is a short-term air quality impact associated with grading and use of construction equipment. An entirely new development at an alternative site would require a far greater construction program than required at the existing site, thus resulting in greater construction impacts associated with air quality, traffic, and noise. Further, operational impacts would be greater with regard to traffic as an entirely new use would be interjected into an area that would not already have that use. In addition, depending on existing conditions, including surrounding/sensitive uses, impacts associated with aesthetics and noise could possibly be substantially increased when compared with the expansion of the existing Campus at the already developed project site.

Lease ends in 40 years.

Autry has to move in 40 years.

Rejected all possible sites. Acquisition of existing sites.

Eventually will happen.

D. ANALYSIS FORMAT

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the project. Furthermore, each alternative is evaluated to determine whether the project objectives, identified in Section II, Project Description, would be substantially attained by the alternative.[4] The evaluation of each of the alternatives follows the process described below:

a. The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in the EIR.

b. Post-mitigation significant and non-significant environmental impacts of the alternative and the project are compared for each environmental issue area. Where the net impact of the alternative would be clearly less adverse or more beneficial than the impact of the project, the comparative impact is said to be "less." Where the alternative's net impact would clearly be more adverse or less beneficial than the project, the comparative impact is said to be "greater." Where the impacts of the alternative and project would be roughly equivalent, the comparative impact is said to be "similar."

c. The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose and basic project objectives are substantially attained by the alternative.

Table 33 on page 270 provides a summary matrix that compares the impacts associated with the project with the impacts of each of the proposed alternatives.

[4] *Ibid, Section 15126.6(c).*

Table 33

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative A: No Project	Alternative B: Reduced Program	Alternative C: Above Ground Parking	Alternative D: Off-Site Parking	Alternative E: Alternative Site – Arroyo Campus Expansion
A. Aesthetics						
Aesthetics/Visual Character	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Views	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)
Light and Glare	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Shade and Shadow	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
B. Air Quality						
Construction						
Regional Emissions	Significant and Unavoidable	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less than Significant)	Greater (Significant and Unavoidable)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater (Potentially Significant)
Operations						
Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater Less Than Significant)	Less (Less Than Significant)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Odors	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Consistency w/ regulatory	Less Than	Less (No Impact)	Similar (Less	Similar (Less	Similar (Less	Similar (Less

Table 33 (Continued)

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative A: No Project	Alternative B: Reduced Program	Alternative C: Above Ground Parking	Alternative D: Off-Site Parking	Alternative E: Alternative Site – Arroyo Campus Expansion
policies	Significant		Than Significant)	Than Significant)	Than Significant)	Than Significant)
C. Cultural Resources						
Paleontological Resources	Less than Significant w/Mitigation	Less (No Impact)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Similar (Less than Significant w/Mitigation)
Archeological Resources	Less Than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)
Historic Resources	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)	Greater (Less than Significant Impact)
D. Hydrology						
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Operation	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
E. Land Use						
Consistency with Plans	Less Than Significant	Less (No Impact)	Greater (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Similar (Less Than Significant
Land Use Compatibility	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant	Greater (Less Than Significant
F. Noise						
Construction	Less Than Significant w/ Mitigation	Less (No Impact)	Less (Less Than Significant w/mitigation)	Similar (Less Than Significant w/ mitigation)	Similar (Less Than Significant w/mitigation)	Greater (Significant)
Operation	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)

Table 33 (Continued)

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative A: No Project	Alternative B: Reduced Program	Alternative C: Above Ground Parking	Alternative D: Off-Site Parking	Alternative E: Alternative Site – Arroyo Campus Expansion
G. Public Services – Fire						
Construction	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less than Significant)
Operation	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)
H. Traffic & Circulation						
Construction	Less Than Significant w/Mitigation	Less (No Impact)	Less (Less Than Significant w/Mitigation)	Similar (Less Than Significant w/Mitigation)	Greater (Less Than Significant w/Mitigation)	Greater (Less Than Significant w/Mitigation)
Intersection Operations	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Potentially Significant)
Regional facilities (CMP Impact)	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Less (Less Than Significant)
Transit	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Site Access	Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less than Significant)	Greater (Less Than Significant)
Parking	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater Potentially Significant)
Pedestrian/Bicycle Safety	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Source: PCR Services Corporation, 2007.

V. ALTERNATIVES
A. NO PROJECT ALTERNATIVE

1. DESCRIPTION OF THE ALTERNATIVE

In accordance with the CEQA Guidelines, Section 15126.6(e)(3)(B), the No Project Alternative (Alternative A) assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the Griffith Park Campus, including the existing surface parking areas adjacent to the Campus, would remain as they are today. None of the existing facilities would be expanded, the existing buildings would continue to function as they currently do, and the existing on-site associated surface parking would remain unchanged. A comparative summary of the environmental impacts of the proposed project and Alternative A is presented in Table 33 on page 270.

2. ENVIRONMENTAL IMPACTS

(1) Aesthetics

The No Project Alternative would not change the aesthetic conditions within the project site. The proposed project would alter the aesthetic conditions on the project site by adding new building volume and relocating parking areas to the eastern portion of the site. At the same time, the project would present a new landscaping program intended to enhance the attractiveness of the site, and replace the existing parking frontage along Western Heritage Way with landscaping, thus better anchoring the site improvements within the natural components of Griffith Park. Nonetheless, no aesthetic impacts under the No Project Alternative would occur and such impacts would be less than under the project.

The No Project Alternative would result in no new building placement on the project site. Thus, no impacts on existing views would occur. The project's development would not notably alter view conditions in the public viewsheds of off-site population, and its potential view impacts were concluded to be less than significant. Nonetheless, view impacts associated with the No Project Alternative would be less than under the project.

The project would introduce some new lighting on-site, with an overall lighting appearance that would be similar to existing conditions and thus, less than significant. Under the No Project Alternative, no new lighting would be introduced. Thus, no impacts associated with light and glare would occur and such impacts would be less than those occurring under the project.

Under the No Project Alternative, no new development would be added to the project site and therefore there would be no new shade/shadow effects. The proposed project would add new shading to the project site. However, such shading would not adversely affect off-site sensitive receptor locations. Nonetheless, as no shading impacts would occur under the No Project Alternative, such impacts would be less when compared with the proposed project.

(2) Air Quality

Under the No Project Alternative, the project's short-term significant air quality construction impact due to construction NO_x emissions would be avoided. Further, regional construction impacts associated with other emissions (i.e. VOC, PM_{10}, $PM_{2.5}$, CO, and SO_x), and localized construction impacts on NO_x, PM_{10}, $PM_{2.5}$ and CO which are adverse, but less than significant under the proposed project, would also not occur. Also, the project's less than significant operational regional impacts on VOC, PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_x and localized operational impacts on CO would not occur. Thus, air quality impacts associated with construction and operation would be less under the No Project Alternative. Impacts regarding toxic air contaminants, odors, and consistency with SCAQMD and SCAG policies would also not occur under the No Project Alternative and such impacts would be less when compared with the proposed project.

(3) Cultural Resources

Under the No Project Alternative, grading would not occur. Thus, potential impacts associated with uncovering of archeological and paleontological resources would not occur and such impacts would be less when compared with the project.

Under the No Project Alternative no structures on the project site would be altered. However, there are no historic buildings within the project site. Thus, as with the proposed project, no impacts associated with historic resources would occur.

(4) Hydrology/Water Quality

As no construction would occur under the No Project Alternative, there would be no change in the existing site drainage conditions on the project site. There are currently no flooding conditions on the project site, nor are there runoff conditions that result in impacts on water quality that are not typical runoff conditions associated with the existing site uses, such as parking areas, etc. Development of the proposed project may result in a small increase in impermeable surface area that might potentially increase run-off potential. However, the project includes Best Management Practices (BMPs) that would comply with the requirements of a Standard Urban Stormwater Mitigation Plan (SUSMP). Such BMPs include use of detention basins to control stormwater runoff such that surface flows would be equivalent to or below

existing levels. Further, the project's BMPs would protect water quality through a variety of site design measures that control site contaminants from otherwise entering the regional water system. Nonetheless, no impacts on hydrology or water quality resulting from construction and operation would occur under the No Project Alternative and such impacts would be less when compared with the proposed project.

(5) Land Use

The No Project Alternative assumes that the project would not be developed and that the existing Campus Building within the project site would remain unchanged. The existing site uses would continue to contribute to Griffith Park's value as a regional amenity with the provision of a visitor oriented cultural/educational facility that is consistent with current plans and regulations pertaining to the project site. At the same time, the No Project Alternative would preclude an opportunity to enhance an existing facility and provide a greater service to the community in a manner that is consistent with current plans and regulations. Nonetheless, no impacts associated with consistency with land use plans and regulations would occur under the No Project Alternative and such impacts would be less than those under the proposed project.

With regard to land use compatibility, under both the No Project Alternative and the proposed project, the site would provide for a visitor oriented cultural facility lying adjacent to the freeways and across from the Zoo parking lot. Thus, neither the No Project Alternative nor the proposed project would intrude upon or interfere with off-site uses. Nonetheless, no impacts on land use compatibility would occur under the No Project Alternative and such impacts would be reduced when compared with the proposed project.

(6) Noise

Under the No Project Alternative, increased noise levels associated with short-term construction activities and an increase in vehicle trips and building area as part of ongoing operations would not occur. In contrast, the proposed project would increase construction noise levels at off-site receptors (i.e. the Zoo, golf courses and Zoo Magnet Center). However, the project includes mitigation measures that would reduce the short-term construction noise impacts to levels that would be less than significant. Overall, construction noise impacts would be less under the No Project Alternative than with the proposed project.

The project would generate increased noise due to additional mechanical equipment on the project site and additional traffic. However, the increased noise levels would not be perceptible at off-site locations. Nonetheless, no operational noise impacts would occur under the No Project Alternative and such impacts would be less than those under the proposed project.

(7) Public Services – Fire Protection

Under the No Project Alternative, no change in the existing use of the project site or the demand for fire protection, fire flow, or emergency vehicle access would occur when compared to existing conditions. In comparison, construction activities under the proposed project could increase the demand on fire services. However, the proposed project would meet required access, fire flow, hydrant, and building design specifications. Therefore, the impacts of the proposed project relative to fire services would be less than significant. Nonetheless, since the No Project Alternative would not increase the demand for fire services when compared to existing conditions, impacts relative to fire services due to operation and construction would be less under the No Project Alternative than under the proposed project.

(8) Traffic and Circulation

Under the No Project Alternative, there would be no impacts on traffic due to construction. However, construction traffic impacts associated with the proposed project would be less than significant due to the opportunity to perform construction staging on-site, worker trips occurring during off-peak hours, and the implementation of a construction traffic and parking management plan. Nonetheless, traffic impacts under the No Project Alternative would be less than those of the proposed project.

Under the No Project Alternative, there would be no increase in daily and peak-hour traffic, and circulation conditions would be the same as expected under the future baseline traffic conditions described in Section IV.H, Transportation and Circulation. Nonetheless, future traffic conditions would worsen due to anticipated ambient growth.

Under the proposed project, no significant traffic or access impacts would occur. Nonetheless, traffic and access impacts associated with operation of the project site under the No Project Alternative would be less when compared with the proposed project.

Similar to existing conditions, the proposed project would provide sufficient parking to meet the on-site demand. Nonetheless, under the No Project Alternative, an increased demand for parking would not occur and parking impacts would be less when compared with the project. However, it is important to note that the pedestrian and bus access improvements that would be provided under the project, would not be provided for under the No Project Alternative.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The No Project Alternative would not meet any of the project's basic objectives. It would not allow the Autry National Center to meet the project's Mission Objectives. Specifically, Mission Objectives that would not be met include those that regard the provision of

expanded exhibition, storage and collection management, and educational research facilities and the provision of a design that contributes to the project's intended synergy between the Autry National Center's display, interpretation, conservation and education roles, whereby these functions converge into a greater experience beyond that which occurs when provided independently. In addition, under the No Project Alternative, Mission Objectives to enhance the visitor experience, to enhance the Griffith Park Campus as a visitor destination, and to enhance the economic sustainability of the Autry National Center would be curtailed.

Further, the Program Objectives would not be met under the No Project Alternative. Specifically, the Autry National Center would not be able to create a research environment that is supportive of artifact and archival history, to stimulate the "convergence" dialogue, or to develop interpretative programs that demonstrate the interconnected stories of Native Americans and new arrivals from around the world. Other Program Objectives intended to improve the operational program of the Autry National Center would also not be met. Specifically, the No Project Alternative would not provide new exhibition spaces that would have the appropriate light, temperature and humidity controls for the protection of artifacts, nor would this Alternative provide greater public access to larger segments of the collection, or enhance the visitor experience with improved entertainment, retail and café facilities. Further, the Program Objectives regarding the needed upgrade to the buildings, infrastructure and parking would not be met.

Finally, the No Project Alternative would not meet the project's Design Objectives. The No Project Alternative would not allow the Griffith Park Campus to have a design that creates a unified campus or celebrates the convergence of the cultures that shape the American West. The No Project Alternative would also not allow the Autry National Center to provide a design of the Griffith Park Campus that better supports and enhances its Griffith Park setting. Design Objectives to create a "museum-inside-out" that reveals a greater amount of the collection, to support sustainability, and to create an enhanced visitor entryway would also not be met under the No Project Alternative.

V. ALTERNATIVES
B. REDUCED PROGRAM

1. DESCRIPTION OF THE ALTERNATIVE

The Reduced Program Alternative would reduce the project's density of development within the site by reducing the programmatic functions within the project site. Specifically, under this Alternative, the project would not include construction of the Phase 2Institute Building with semi-subterranean parking below. Thus, without the Phase 2 Institute Building, the project's increase in the educational/research functions of the Autry National Center would not occur at the Griffith Park Campus. Further, the additional space sought for storage and collections management would be severely restricted as such space would be reduced by approximately 29,019 square feet from the amount included in the proposed project. Overall, the Reduced Program would include a total of 221,880 square feet of space upon completion, 50,000 square feet less than the proposed project.

Under the Reduced Program, the physical facilities of the project would be similar to those of Phase 1 of the project. Specifically, the Campus Building would be expanded with a height that would be similar to existing building heights, and the surface parking areas would be reconfigured. Similar to the project, vehicular access to the site would occur within the northern and southern areas.

A comparative summary of the environmental impacts of the proposed project and Alternative B is presented in Table 33 on page 270.

2. ENVIRONMENTAL IMPACTS

(1) Aesthetics

The Reduced Program Alternative would limit the amount of building volume on the site to the expansion of the existing facilities. Therefore, the visual effects of the Reduced Program Alternative would be limited to the extension of the Campus Building westward toward Western Heritage Way, and eastward toward the freeway. The reduction of the building volume in the southeast part of the project site would provide a more open site appearance than would occur under the proposed project. However, similar to Phase 1 of the project, this area would be modified to provide for the relocated surface parking area. Overall, due to a reduction in new building area, the impact of the Reduced Program Alternative on the aesthetic character of the

area would be marginally less than that of the proposed project and, like the proposed project, would be less than significant.

As the visual effects of the increase in building volume would be limited to the expansion of the Campus Building with new building area to be similar in height to the existing building height, potential impacts of the Reduced Program Alternative on views would be negligible. However, the project's impacts are not notably greater, as the project's Phase 2 Institute Building is located within the more eastern portion of the site, and thus would not obstruct valued views or diminish the aesthetic character of the area. Overall, the impacts of the Reduced Program Alternative on views would be somewhat reduced when compared with the proposed project and, like the proposed project, would be less than significant.

The Reduced Program Alternative would continue to add lighting to the project in the area south of the Phase 1 Campus Building expansion for parking. Therefore, impacts on light and glare would be similar to those of the proposed project and, as is the case with the proposed project, would be less than significant.

The expansion of the existing building volume under the Reduced Program Alternative would cause only negligible additional shading. As with the project, additional shadows would fall primarily within the project site and would have negligible affects on off-site sensitive uses. Therefore, impacts of the Reduced Program Alternative on shade and shadows would be similar to those of the proposed project and, like the proposed project, would be less than significant.

(2) Air Quality

The Reduced Program Alternative would result in a reduction in grading as the semi-subterranean parking area would not be constructed. This reduction would be sufficient to reduce the project's significant construction impact on NO_x emissions to a less than significant level. Further, the reduced excavation would also incrementally reduce other emissions during construction including regional VOC, PM_{10}, $PM_{2.5}$, CO, and SO_x, emissions and localized NO_x, PM_{10}, $PM_{2.5}$ and CO emissions which are adverse, but less than significant, under the project. By eliminating the project's educational/research facilities, visitorship would be reduced, thus resulting in a corresponding decrease in operational regional impacts associated with VOC, PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_x emissions and operational localized impacts associated with CO emissions. Therefore, regional and local operational impacts of the Reduced Program Alternative would be less than those of the project and, like those of the proposed project, would be less than significant. Impacts regarding toxic air contaminants, odors and consistency with SCAQMD and SCAG policies would be similar for both the Reduced Program Alternative and the proposed project, and would be less than significant.

(3) Cultural Resources

Similar to the proposed project, under the Reduced Program Alternative grading activities have the low potential to result in the uncovering of archeological and paleontological resources. Compliance with regulatory requirements would ensure that potential impacts associated with uncovering of archaeological resources would be less than significant. In addition, the same mitigation measure addressing paleontological resources would also be implemented under the Reduced Program Alternative. However, under the Reduced Program Alternative, grading activities would be reduced when compared with the project. Thus, potential impacts associated with uncovering of archeological and paleontological resources would be reduced when compared with the project.

There are no historic buildings within the project site. Thus, as with the proposed project, no impacts associated with historic resources would occur.

(4) Hydrology/Water Quality

The location of the parking facilities south of the existing Campus Building would occur in an area that would otherwise be dedicated to hardscape area under the proposed project. Therefore the runoff levels and drainage characteristics of the Reduced Program Alternative would be similar to those of the proposed project. Similar to the proposed project, development of the Reduced Program Alternative would result in a small increase in impermeable surface area that might potentially increase run-off potential. Also similar to the proposed project, Best Management Practices (BMPs) would be implemented during construction and operation of the Alternative in compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements. The BMPs would control drainage and protect water quality through a variety of site design measures that control site contaminants from otherwise entering the regional water system. Overall, construction and operational impacts under the Reduced Program Alternative would be similar to those of the proposed project and, in both cases, such impacts would be less than significant.

(5) Land Use

The Reduced Program Alternative would provide a smaller overall building area within the site when compared with the project. In both cases, the site uses would continue to contribute to Griffith Park's value as a regional amenity with the provision of a visitor oriented cultural/educational facility that is consistent with current land use plans and regulations pertaining to the project site. However, the Reduced Program Alternative would not be as supportive of the relevant Community Plan goal seeking to enhance existing facilities; therefore the land use impacts of the Reduced Program Alternative could be viewed as greater than those of the proposed project. Nonetheless, goals associated with the preservation of open space would

be better achieved with the Reduced Program Alternatives. Land use impacts associated with consistency with land use plans and regulations would be less than significant under both the Reduced Program Alternative and the proposed project.

The continued use of the project site, under both the proposed project and the Reduced Program Alternative, would be consistent with the existing use of the site. Furthermore, neither the Reduced Program Alternative nor the proposed project would intrude upon, nor interfere with off-site uses. Thus, in both cases, impacts associated with land use compatibility would be less than significant.

(6) Noise

As indicated above, the Reduced Program Alternative would reduce the amount of grading required for construction within the project site. Such a reduction in grading would likely reduce the noise generated by heavy equipment during the excavation phase of construction at off-site receptors (i.e. the Zoo, golf courses and Zoo Magnet Center). However, the worst-case construction noise levels at sensitive receptors would be expected to be similar to those under the project. Furthermore, the project includes mitigation measures that would reduce the construction noise impacts to levels that would be less than significant. These same mitigation measures would also reduce construction noise impacts associated with the Reduced Program Alternative to a less than significant level.

The reduction in building area under this Alternative would reduce noise levels associated with mechanical equipment and traffic. However, such decreases would be negligible. Therefore, the impact on noise due to operations would be similar for the both the Reduced Program Alternative and the proposed project. Such impacts would be less than significant in both cases.

(7) Public Services – Fire Protection

The Reduced Program Alternative would have fewer activities and less building area on the project site, thus reducing the potential impacts associated with the demand for fire services. The Reduced Program Alternative would be required to comply with the same access, fire flow, hydrant, and building design specification requirements for fire protection as the proposed project. Similar to the project, potential operational and construction impacts on fire services would be less than significant.

(8) Traffic and Circulation

The Reduced Program Alternative would reduce the project's density of development within the site. As a result, the number of worker trips and related construction traffic impacts would be reduced as well. Therefore, traffic impacts under this Alternative would be less than those of the proposed project and, like the proposed project, would be less than significant with mitigation measures incorporated.

The Reduced Program Alternative would result in a reduction of the programs within the Griffith Park Campus and would be expected to have traffic intersection impacts that would be similar to those anticipated for the Phase 1 component of the project. Thus, while increased traffic would result under the Reduced Program Alternative when compared with existing conditions, such increases would be less than those under the project. Impacts under the Reduced Program Alternative would be less than significant and less than those under the proposed project.

The Reduced Program Alternative would have a similar access pattern to the project. This Alternative would incorporate two driveways, one on the north end of the project site and one to the south end of the project site. Western Heritage Way would include left-turn pockets for southbound entering traffic so as not to impede the through-traffic. Similar to the project, impacts would be less than significant. Like the project, the Reduced Program Alternative would add additional trips to the regional transportation system. Also similar to the project, such increases would not exceed CMP threshold criteria, and thus, would not be considered significant. In addition, the Reduced Program Alternative would increase ridership on the public transit system. However, also similar to the project, this increase would not cause transit service to operate in excess of its capacity. Thus, impacts on transit service would be less than significant and, based on the decrease in the program area on site, would be reduced when compared with those of the project.

Overall, the Alternative's impacts associated with intersection operations, regional transportation facilities, public transit and access would be less than significant like the project, but would be reduced when compared to the project.

Under the Reduced Program Alternative, fewer parking spaces would be provided than the proposed project at build out. However, this reduction would be commensurate with the reduction in site activity, and would be consistent with both code requirements and expected demand. Site access for vehicles and pedestrians would be the same as that for Phase 1 of the project. These improvements would provide for the safe movement and interface of pedestrians, vehicles and bicycles. Therefore, impacts of the Reduced Program Alternative on parking and pedestrian/bicycle safety would be similar to those of the project and would be less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

This Alternative would allow the Autry National Center to further the project's Mission Objectives by providing new exhibition space and allowing a redesign of the existing facilities. However, the Reduced Project Alternative would not meet the basic objectives of the project to the same extent that the project would. Specifically, the Reduced Program Alternative would not provide the educational research facilities, and storage and collection management facilities needed to meet future needs. Further, it would not contribute to fully realizing the project's intended synergy between the Autry National Center's display, interpretation, conservation and education roles, whereby these functions converge into a greater experience beyond that which occurs when provided separately. Without the full development program, contributions to the project's mission to enhance the visitor experience, to enhance the Griffith Park Campus as a visitor destination, and to enhance the economic sustainability of the Autry National Center would not be fully attained.

Further, the achievement of Program Objectives would be limited. The Autry National Center would be limited in its ability to fully provide needed space for the storage and management of its collections. It would not have sufficient space to provide the same level of research and education functions. In addition, the Reduced Program Alternative would not fulfill the Program Objective to bring the museum collections, library holdings and Institute for the Study of the American West to the same facility. The Reduced Program Alternative would also not fulfill the Program Objective to stimulate a convergence dialogue among researchers, curators, and the public. Other Program Objectives intended to improve the operational program of the Autry National Center would be met. Specifically, the Reduced Program Alternative would provide the spaces required to upgrade the standard of care, provide greater public access to larger segments of the collection, and enhance the visitor experience with improved entertainment, retail and café facilities. Further, the objectives regarding the needed upgrade to the facilities, infrastructure and parking would generally be achieved.

The Reduced Program would meet the project's Design Objectives. Specifically, the Reduced Program Alternative would allow the Autry National Center to provide a design for the Griffith Park Campus that celebrates the convergence of diverse cultures and that enhances the relationship of the Griffith Park Campus with the Griffith Park setting. Design objectives to create a unified campus and to implement the Autry National Center's "museum-inside-out" concept to reveal a greater amount of the collection as well as the dynamic inner workings of the museum functions would also be met under the Reduced Program Alternative.

V. ALTERNATIVES
C. ABOVE GROUND PARKING

1. DESCRIPTION OF THE ALTERNATIVE

The Above Ground Parking Alternative is based on a project design intended to reduce the excavation required for the semi-subterranean parking and thus reduce the air quality emissions associated with grading. Under this Alternative, an above ground parking structure would be developed in lieu of the Phase 2 two-level semi-subterranean parking structure that would be located below the Phase 2 Institute Building. Thus, the excavation activities needed for the project would be reduced. The above ground structure would include two parking levels containing approximately 113 parking spaces that would be located above the surface parking area developed within the southern portion of the site as part of Phase 1. The new above ground parking structure would be approximately 20 feet in height and would be comprised of an approximately 20,000 square foot footprint. Other than the varied parking arrangement, this Alternative would provide a project that would be identical to the proposed project with regard to the facilities provided, adding 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2, for a total project area of approximately 271,880 square feet. The expanded building areas would be developed in the same locations proposed by the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of parking described above. In addition, access under this Alternative would also be similar to that of the proposed project. A comparative summary of the environmental impacts of the proposed project and Alternative C is presented in Table 33 on page 270 and is described in greater detail below.

2. ENVIRONMENTAL IMPACTS

(1) Aesthetics

The Above Ground Parking Alternative would include the same additions to the existing site structures and development of the new Institute Building as the proposed project. In addition, the Above Ground Parking Alternative would add a new parking structure that would be located along the southern edge of the project site. As discussed above, the new parking structure would be approximately 20 feet in height with a footprint of approximately 20,000 square feet. With the exception of development of the above ground parking structure, the site design and landscaping program would be similar to that of the proposed project.

The new above grade parking structure would add greater building volume to the site, thus increasing the impact on visual character. The variation in site appearance would detract

from the visual character of the site by placing an above grade parking facility within an area that would generally remain an open parking area under Phase 2 of the project. The parking facility would be more apparent to viewers, and would be less integrated into the site design. Therefore, the impacts of the Above Ground Parking Alternative on aesthetic character would be greater than those of the proposed project, but like the proposed project would be less than significant due to the location of the project site within the northeastern-most corner of Griffith Park next to two regional freeways and the already developed nature of the project site.

The new above ground parking facility would generally lie outside of the major view corridors in the project vicinity, although it would be a more notable component of the view setting. Views of visual resources such as the mountains to the south and north would not be significantly impacted. However, impacts of views from the golf courses would increase when compared with the project. Overall, view impacts would be greater when compared with the proposed project, however such impacts would remain less than significant.

Lighting in an above ground parking structure would increase the amount of lighting on-site when compared with the project. However, the additional lighting would not substantially alter the night-time aesthetic character of the site from that of the proposed project. Similar to the proposed project, such lighting impacts would be less than significant.

The above ground parking structure would be a new source of shading on the project site. However, this additional shading would fall mainly within the project site and would not adversely affect off-site sensitive uses. Therefore, shading impacts of the Above Ground Parking Alternative and the proposed project would be similar, and less than significant.

(2) Air Quality

As discussed above, the Above Ground Parking Alternative was designed to reduce the amount of grading required during construction, thus reducing the project's significant impact on NO_x emissions. Notwithstanding, excavation for foundation footings and preparation of the building would still be necessary for the new parking facility. However, the reduction in grading would be expected to be sufficient to reduce the project's significant construction impact on NO_x emissions, which exceeds the significance threshold only by a small amount. Further, the reduced excavation would also incrementally reduce the project's construction emissions on other emissions, including regional VOC, PM_{10}, $PM_{2.5}$, CO, and SO_x, emissions and localized NO_x, PM_{10}, $PM_{2.5}$ and CO emission which are adverse, but less than significant under the project. Therefore, construction impacts of the Above Ground Parking Alternative would be less than those of the proposed project and would be less than significant.

Other than the variation in parking facilities, the site uses under this Alternative would be similar to those of the proposed project. Therefore, regional emissions associated with VOC,

PM_{10}, $PM_{2.5}$, CO, SO_x, and NO_x and localized emissions associated with CO as a result of operation of the Alternative would be similar to those under the proposed project, and would be less than significant. Likewise, impacts regarding toxic air contaminants, odors and consistency with SCAQMD and SCAG policies regarding air quality would be similar for both the Above Ground Parking Alternative and the proposed project, and would be less than significant.

(3) Cultural Resources

Similar to the proposed project, grading activities under the Above Ground Parking Alternative have the low potential to result in the uncovering of archeological and paleontological resources. Compliance with regulatory requirements would ensure that potential impacts associated with uncovering of archaeological resources would be less than significant. In addition, the same mitigation measure addressing paleontological resources would also be implemented under the Above Ground Parking Alternative. However, under the Above Ground Parking Alternative, grading activities would be reduced when compared with the project. Thus, potential impacts associated with uncovering of archeological and paleontological resources would be reduced when compared with the project.

There are no historic buildings within the project site. Thus, as with the proposed project, no impacts associated with historic resources would occur under the Above Ground Parking Alternative.

(4) Hydrology/Water Quality

The location of the above ground parking structure would occur in an area that would otherwise be dedicated to hardscape area under the proposed project and therefore the runoff levels and drainage characteristics of the Above Ground Parking Alternative would be expected to be similar to those of the proposed project. Therefore, similar to the proposed project, development of the Above Ground Parking Alternative would result in a small increase in impermeable surface area that might potentially increase run-off potential. However, also like the proposed project, Best Management Practices (BMPs) would be implemented during construction and operation of the Alternative in compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements. The BMPs would protect water quality through a variety of site design measures that control site contaminants from otherwise entering the regional water system. Thus, construction and operation impacts to hydrology and surface water quality under the Above Ground Parking Alternative would be similar to those of the proposed project, and in both cases such impacts would be less than significant.

(5) Land Use

The Above Ground Parking Structure Alternative includes uses that are the same as those proposed as part of the project. Thus, this Alternative would also be consistent with existing land use regulations and policies pertaining to use of the site. However, with the above grade parking structure, this Alternative may not be considered to provide a site design that would be as compatible with the park setting of Griffith Park when compared with the project, which includes a semi-subterranean parking facility that would generally not be visible from areas of the park to the west. Therefore, land use compatibility impacts would be greater under this Alternative, but would be less than significant, similar to the land use impacts of the project.

(6) Noise

The Above Ground Parking Alternative was designed to reduce the amount of grading required on the project site. Any reduction in grading would also likely reduce the noise generated by heavy equipment at off-site receptors, (i.e. the Zoo, golf courses and Zoo Magnet School) during the excavation phase of construction. However, the worst-case construction noise levels on a given day would be expected to be similar to those under the project. In addition, increased construction noise levels could result due to the above grade location of the parking structure. The project includes mitigation measures that would reduce the construction-related noise to levels that would be less than significant; and any resulting less than significant impacts due to the project's construction would occur for only very short durations. The Above Ground Parking Alternative would be required to implement similar mitigation measures. Thus, the construction-related noise impacts under the Above Ground Parking Alternative would be similar to those of the project, and like the proposed project would be less than significant with incorporation of mitigation measures.

As the site uses for the Above Ground Parking Alternative are the same as those of the proposed project, the increased noise due to additional mechanical equipment on the project site and additional traffic noise would also be similar to that generated by the project. In both cases the increased noise levels would not be perceptible. Therefore, the potential noise impacts due to operations are considered to be less than significant for the both the Above Ground Parking Structure and the proposed project.

(7) Public Services – Fire Protection

The Above Ground Parking Structure Alternative offers a varied site design plan from that of the proposed project, but otherwise offers the same site uses as the proposed project. Any variations in the configuration of buildings on the project site would be required to meet the same access, fire flow, hydrant, and building design specifications for fire protection as the proposed project. The increase in the demand for service and resulting impacts on fire protection

service during both construction and operation of the Above Ground Parking Structure would be similar to those of the proposed project. In both cases, impacts would be less than significant.

(8) Traffic and Circulation

The conversion of the project's semi-subterranean parking structure to an above ground structure would not alter the traffic or access conditions that would occur under the proposed project. The same number of traffic trips would be generated, and parking access at the southern edge of the project would be identical, delivering visitors to an above ground, as opposed to a below ground, parking structure. Construction of the parking structure would not pose additional impacts on traffic, as construction staging would continue to be performed on-site, worker trips would occur during off-peak hours, and the same construction traffic and parking management plan would be implemented. Construction traffic impacts under the Above Ground Parking Alternative would be similar to those of the proposed project, and in both cases such impacts would be less than significant with mitigation measures incorporated.

As the Above Ground Parking Alternative would have the same trip generation as the proposed project, impacts on traffic associated with the Alternative would be similar to those of the project. Additional traffic would be added to the roadway network, increasing the volume to capacity/delay times at the studied intersections. However, in no cases would the increases be considered significant based on the City's significance thresholds; neither in 2010 with the completion of Phase 1 development, nor in 2014 with the completion of Phase 2 development.

The Above Ground Parking Alternative would have the same access pattern as the project. This Alternative would incorporate two driveways, one on the north end of the project site and one to the south end of the project site. Western Heritage Way would include left-turn pockets for southbound entering traffic so as not to impede the through-traffic. Similar to the project, access impacts would be less than significant. Further, like the project, the Above Ground Parking Alternative would add additional trips to the regional transportation system, but the level of these impacts would not exceed CMP threshold criteria, and thus would not be considered a project impact. In addition, like the proposed project, this Alternative would increase ridership on the public transit system, but this increase would not cause transit service to operate in excess of its capacity.

Overall, the construction and operational traffic impacts of this Alternative would be similar to those of the proposed project with regard to intersection operations, regional facilities, public transit and access. In both cases such impacts would be less than significant.

The replacement of the semi-subterranean structure with an above ground structure would not alter the number of parking spaces on site, or the basic site access layout. Therefore, as was the case with the proposed project, the Above Ground Parking Structure Alternative

would have parking that would be sufficient to meet the on-site demand; and would contain a design that avoids the creation of hazardous conditions for pedestrians and bicyclists. Therefore, impacts of the Above Ground Parking Structure and the proposed project on parking and pedestrian/bicycle safety would be similar and less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The Above Ground Parking Alternative would meet the underlying purpose of the project to engage all peoples in the inclusive stories of the American West; to expand and modernize the Griffith Park Campus; and to create an accessible, enlightening, inspiring, innovative and scholarly Campus that provides a deeper understanding of the art, history and cultures of the American West. In addition, the Mission Objectives of the project would be met. Specifically, the Above Ground Parking Alternative would provide for expanded exhibition, classroom and educational research facilities. In addition, a design that contributes to the project's intended synergy between the Autry National Center's display, interpretation, conservation and education roles would be implemented. Furthermore, under the Above Ground Parking Alternative, Mission Objectives to enhance the visitor experience, to enhance the Griffith Park Campus as a visitor destination, and to enhance the economic sustainability of the Autry National Center would be met.

The Program Objectives would also be met under the Above Ground Parking Alternative. Specifically, the Autry National Center would be able to bring together its collections, library holdings and Institute for the Study of the American West to the same facility, thus providing the full opportunity to expand its interpretive services regarding conservation of art and artifacts of the American West, including the telling of the interconnected stories of Native Americans. Further, the Above Ground Parking Alternative would allow the Autry National Center to stimulate a convergence dialogue among researchers, curators, and the public. The Above Ground Parking Alternative would also provide the space required to use the standard of care set by the American Association of Museums, to provide greater public access to larger segments of the collection, and to enhance the visitor experience with improved entertainment, retail and café facilities. Further, the Program Objectives regarding the needed upgrade to the buildings, infrastructure and parking would be met under the Above Ground Parking Alternative.

Finally, the Above Ground Parking Alternative would meet the project's Design Objectives, albeit in a less optimal manner. It would allow the Autry National Center to enhance the character of the site through the integration of the indoor and outdoor spaces with outdoor educational space and implementation of the Autry National Center's "museum-inside-out" concept to reveal a greater amount of the collection as well as the dynamic inner workings of the Campus. However, the erection of an above ground parking structure that creates more visible building mass would not meet the objective of enhancing the project's relationship with Griffith Park to the extent that the project would.

V. ALTERNATIVES
D. OFF-SITE PARKING

1. DESCRIPTION OF THE ALTERNATIVE

The Off-Site Parking Alternative is based on a project design that would eliminate some of the project's on-site parking by moving a portion of the on-site parking to an off-site location. This would reduce the excavation required for the semi-subterranean parking structure proposed under Phase 2 of the project, thereby reducing the project's significant air quality impact on short-term NO_x emissions to a less than significant level. Other than the varied parking arrangement, this Alternative would provide improvements that would be identical to the proposed project with regard to the types of facilities provided and the addition of 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2. The Phase 2 Institute Building would continue to be constructed in the same general location as proposed under the project.

Under this Alternative, the configuration of surface parking areas would be the same as that proposed for Phase 1 of the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of semi-subterranean parking proposed by the project. In addition, the approximately 113 spaces that were otherwise proposed by the project to be located within the second level under the Phase 2 Institute Building would be provided off-site.

The location and nature of the off-site parking facility might vary depending on the availability of sites to accommodate the parking. There are currently surface parking areas within the Zoo parking lot to the west of the project site and within the Griffith Park Observatory shuttle reservations center building and shuttle station lot to the south of the project site. However, these surface parking areas are currently used and are often fully utilized by visitors to the Zoo and the Griffith Park Observatory. Therefore, if the additional parking were to be provided in close proximity to the Griffith Park Campus, it would likely need to be provided in a parking structure. Such a structure would likely be similar in size to the one described for the Above Ground Parking Structure with a footprint of approximately 20,000 square feet. However, the structure would be somewhat lower in height as it would be comprised of only two levels of parking. (The parking levels under Alternative C, Above Ground Parking Structure, would be located above a surface parking area developed under Phase 1).

If space were not available in the more immediate proximity to the project site, a more remote location would be required. Such a location could include a more distant area within Griffith Park or within a more developed area of the City of Glendale or the City of Burbank. In

addition, if the remote parking were located within Griffith Park, it could be at the expense of open space within the less developed portions of the Park. Based on the specific characteristics of the site, such an off-site parking facility could be located within an at-grade surface parking area or within a parking structure comprised of up to two parking levels. However, as the distance to the off-site parking area increases, the difficulties of managing an off-site parking location and increased inconvenience to visitors also substantially increase. For example, directing visitors from more distant locations becomes more difficult, and the use of a shuttle transit system that would be necessary to transport visitors to the Campus becomes less practical and less efficient. Furthermore, as discussed below, the use of a shuttle system at more distant locations together with the necessity of providing regularly scheduled trips between the parking facility and the Campus would result in an increase in traffic and associated air quality emissions and noise from vehicle trips.

A comparative summary of the environmental impacts of the proposed project and Alternative D is presented in Table 33 on page 270.

2. ENVIRONMENTAL IMPACTS

(1) Aesthetics

The aesthetic impacts of providing parking at an off-site location would vary depending on the location selected and whether surface parking or a parking structure would be provided. However, aesthetic impacts with the Off-site Parking Alternative would likely be greater than with the proposed project, as the project's placement of the parking in a semi-subterranean structure on the lower side of the project site, away from public views, has a low level of impact. Parking would likely be more notable at off-site locations. Notwithstanding, such an Alternative would likely be designed to minimize impacts through siting and landscaping. Therefore, impacts of the Off-Site Parking Alternative would be greater when compared with the project, but, like the proposed project, would be less than significant.

The impact of the Off-Site Parking Alternative on views would also vary depending on the specific location and whether a parking structure would also be constructed. However, it is likely that a parking structure would not be placed in a location that would have significant impacts on views. Therefore, impacts on views would be similar for the Off-Site Parking Alternative and the proposed project, and would be less than significant in both cases.

The lighting associated with the parking at an off-site location could be more apparent than at the proposed project site where the semi-subterranean parking on the lower end of the project site would be largely hidden from view. Therefore, impacts could be greater with the Off-Site Parking Alternative. However, a new increment of lighting at a new location would likely be small and the impacts would, like those of the proposed project, be less than significant.

A parking lot at an alternative location would have no impacts on shading. In addition, a parking structure of up to three levels in height would also not be expected to have significant impacts on shading. Therefore, impacts of the Off-Site Parking Alternative would be similar to those of the proposed project and, as is the case with the proposed project, would be less than significant.

(2) Air Quality

Constructing the parking structure on an off-site location would most likely require less grading in comparison to the amount required for the semi-subterranean parking structure on the project site, assuming it would be located on a relatively flat area. Therefore, the Off-Site Parking Alternative could result in a decrease in construction impacts when compared with the proposed project. In addition, construction of an off-site parking facility would not be expected to be located within the immediate proximity of sensitive receptors and thus, localized construction impacts on air quality would be expected to be less than significant, similar to the proposed project.

With regard to operational air quality impacts under this Alternative, parking at an off-site location could result in greater vehicle miles traveled primarily due to the need for shuttle services between an off-site location and the project site. Therefore, the operational air quality impacts would be greater for the Off-Site Parking Alternative than for the proposed project. However, the increase in vehicle mileage would not be expected to result in emissions that would be significant on a regional or local level. Therefore, the operational air quality impacts of the Off-Site Parking Alternative would be less than significant, similar to the project. The overall impact profile associated with toxic air contaminants, odors and consistency with regulatory policies under this Alternative would be similar to the proposed project and would be less than significant.

(3) Cultural Resources

Similar to the proposed project, grading activities under the Off-site Parking Alternative have the potential to result in the uncovering of archeological and paleontological resources. Compliance with regulatory requirements would ensure that potential impacts associated with uncovering of archaeological resources would be less than significant. In addition, the same mitigation measure addressing paleontological resources under the project would also be implemented under the Off-site Parking Alternative. However, under the Off-site Parking Alternative, grading activities would be reduced when compared with the project. Thus, potential impacts associated with uncovering of archeological and paleontological resources would likely be reduced when compared with the project.

There are no historic buildings within the project site. In addition, the off-site parking area would also not be expected to include historic buildings. Thus, as with the proposed project, no impacts associated with historic resources would occur under the Off-site Parking Alternative.

(4) Hydrology/Water Quality

Development of a new parking facility at an off-site location may result in an overall increase in impervious surfaces when compared with the project. Thus, impacts associated with drainage and surface water quality would be somewhat greater under this Alternative when compared with the project. However, in accordance with NPDES requirements, development of parking at an off-site location would include a design that would control run-off and implement Best Management Practices (BMPs) to address water quality. Thus, similar to the project, construction and operational impacts under the Off-Site Parking Alternative would be less than significant.

(5) Land Use

The Off-Site Parking Alternative would move the project's parking to a more distant location. Such separation of parking from the uses to be served is generally not a sound land use planning principal, particularly if such parking is not within a reasonable walking distance. For example, the separation between the parking and the uses served causes inconvenience and can increase vehicle miles traveled and associated air quality impacts; parking circumstances may require visitors to find their way to the off-site location, only to be shuttled back to the project site. The use of a remote parking site is typically employed when the main destination is extremely constrained by its size. Such a condition is not found within the proposed project site. Therefore, the land use impacts of the Off-Site Parking Alternative could be considered greater than those of the proposed project. Notwithstanding, it would be expected that the selection of an off-site parking location would not interfere with other existing land use activities. Therefore, while the land use impacts associated with consistency of land use plans and compatibility with surrounding land uses would be greater under the Off-Site Parking Alternative when compared with the project, such impacts would be expected to be less than significant.

(6) Noise

Construction of an off-site parking facility would require grading and possibly construction of a new structure. Should the site be located in the vicinity of sensitive receptors, mitigation measures similar to those proposed for the project would be expected to be implemented. Therefore, the impact of the Off-Site Parking Alternative due to construction noise would be considered similar to that of the proposed project and, like the proposed project, would be less than significant.

Parking at an off-site location could result in greater vehicle miles traveled and vehicular noise impacts. However, the increased vehicular noise would not be substantial enough to result in a significant noise impact. Therefore, the impact of the Off-Site Parking Alternative due to operational noise would be similar to that of the proposed project and, like the proposed project, would be less than significant.

(7) Public Services – Fire Protection

Any off-site parking facilities would be expected to conform to fire service regulations and design requirements, as would the facilities located on the project site. Therefore, construction and operational impacts of the Off-Site Parking Alternative on fire services would be similar to those of the proposed project and, like the proposed project, would be less than significant.

(8) Traffic and Circulation

If the off-site parking were to occur in the near vicinity of the project site, such as on the Zoo parking lot, traffic and accessibility impacts would be similar to those associated with the proposed project. However, if a more remote location were selected, such as a location in Glendale or Burbank, additional intersections would be affected. Further, visitors arriving at the project site and finding directions to a remote parking location would add additional vehicular miles traveled to the road network. Therefore, impacts on traffic would be greater than with the proposed project. However, the variation would not be expected to result in significant traffic impacts.

Construction impacts associated with new parking on the project site would fall within the boundaries of the impacts otherwise occurring on the project site; and the impacts of the full construction program are considered relatively minor due to the ability of the project to perform construction staging on-site and worker trips occurring during off-peak hours. Therefore, the traffic impacts associated with construction activity at an off-site location would be expected to be greater under the Off-site Parking Alternative when compared with the project. However, construction of a facility at an off-site location would, like the proposed project, require a Construction Management Plan and, similar to the proposed project, such impacts would be expected to be less than significant with mitigation measures incorporated.

Similar to the project, this Alternative would not exceed CMP threshold criteria and would not result in a significant impact to the regional transportation system. Likewise, the Alternative would have the same impacts on the public transit system as would the proposed project; and as with the proposed project, this increase would not cause transit service to operate in excess of its capacity.

The Off-Site Parking Alternative would not result in a significant impact to access, similar to the project. The parking that would remain on-site would be served by two driveways, with ample ingress and egress lane configurations for a smaller number of trips than with the project.

The use of off-site parking would provide sufficient parking spaces to meet project needs, and in so doing would meet the project's obligation to provide parking. However, controlling where visitors to the Griffith Park Campus would park would be difficult, unless the parking were provided in the immediate vicinity of the project site. With more remote locations, visitors would likely try to park nearby, thereby impacting parking and/or causing problems of policing/controlling parking locations. A provision of including parking on the project site is the means of assuring that the project best accounts for its parking needs and avoids an impact on surrounding areas. Therefore, impacts on parking could potentially be greater with the Off-Site Parking Alternative. However, since the project would be accounting for the additional demand, the impacts of the Off-Site Parking Alternative would be less than significant.

It can reasonably be assumed that any new parking facilities would be designed to avoid the creation of hazardous conditions for pedestrians and bicycle safety. Therefore, impacts of the Off-Site Parking Alternative and the proposed project on pedestrian/bicycle safety would be similar and less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The Off-Site Parking Alternative would not meet many of the project's basic objectives. The Off-Site Alternative would allow the Autry National Center to meet the project's Mission Objectives, providing new space and greater research services for visitors and scholars. It would allow for expanded exhibition and classroom space, and educational research facilities. The Off-Site Parking Alternative also provides a project design that contributes to the project's intended synergy between the Autry National Center's display, interpretation, conservation and education roles, whereby these functions converge into a greater experience beyond that which occurs when provided separately. With these improvements, the project's Mission Objective to enhance the visitor experience would be expanded. However, should the off-site location not be within walking distance to the project site and thus require the use of a shuttle system, this Alternative would not fully meet the Mission Objective to establish the Griffith Park Campus as a visitor destination. Specifically, the use of a shuttle system from an off-site parking area may create a perceived inconvenience for visitors that would reduce the number of people visiting the site over time. In addition, this Alternative may not attain the Mission Objective to maintain the economic sustainability of the Autry National Center. Specifically, if the Autry National Center was required to purchase, develop and maintain an off-site parcel for off-site parking, the requirement to use and maintain such a facility may compromise the Autry National Center's economic sustainability.

Under the Off-Site Parking Alternative, several of the Program Objectives would be met. The Autry National Center would be able to provide the full opportunity to create a research environment that is supportive of artifact history and archival history, and to stimulate the "convergence" dialogue among researchers, curators, and the public. In addition, the Mission Objective to develop interpretive programs that demonstrate the interconnected stories of Native Americans and new arrivals from around the world would be met under the Off-Site Parking Alternative. Other Program Objectives intended to improve the operational program of the Griffith Park Campus itself would be also met. Specifically, the Off-Site Parking Alternative would provide the space necessary to use the standard of care set by the American Association of Museums, to provide greater public access to larger segments of the collection, and to enhance the visitor experience with improved entertainment, retail and café facilities. Further, the Program Objectives regarding the needed upgrade to buildings and infrastructure would be met.

Finally, the Off-Site Parking Alternative would not meet several of the project's Design Objectives. It would allow the Griffith Park Campus to enhance its relationship to the Griffith Park setting to better integrate the indoor and outdoor spaces with outdoor educational space, and to implement the Autry National Center's "museum-inside-out" concept to reveal a greater amount of the collection as well as the dynamic inner workings of the museum functions. While this Alternative would relocate parking away from the front of the building, at the same time, the objective to enhance the parking facilities would be severely curtailed. Parking spaces would be provided to meet future demand, but such parking would be provided in a manner that lacks the convenience, and overall visitor experience expected from the project. Parking within more remote locations, would reduce rather than enhance the quality of the visitor experience.

Overall, the Off-Site Parking Alternative would not meet many of the project's basic objectives. In addition, construction and continued maintenance of an off-site parking facility would likely add unnecessary financial burden to the Autry National Center that would undermine the feasibility of the project.

V. ALTERNATIVES
E. ALTERNATIVE SITE – ARROYO CAMPUS EXPANSION

1. DESCRIPTION OF THE ALTERNATIVE

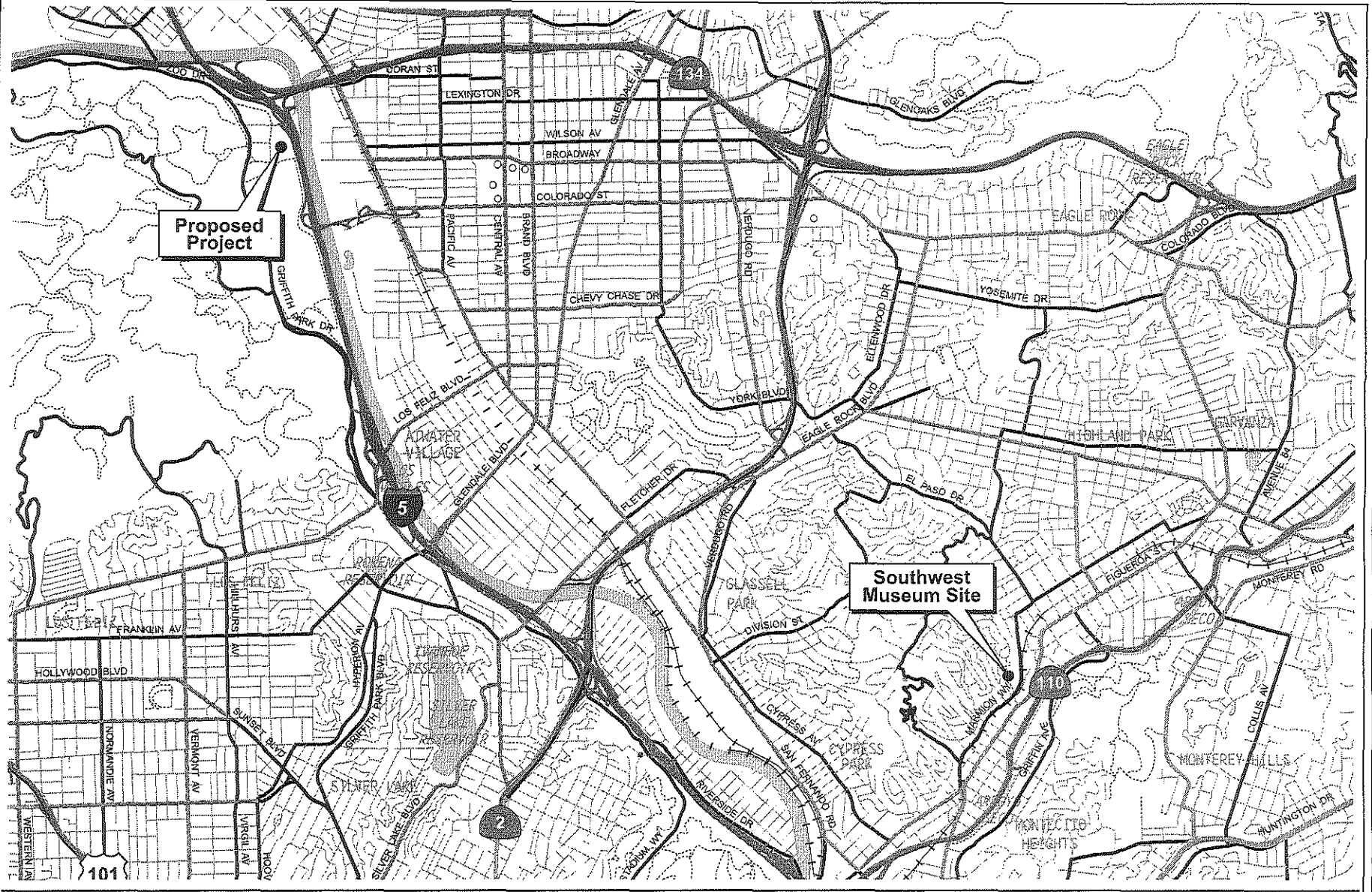
The Arroyo Campus is not a part of the project. However, Alternative E is an alternative in which additional facilities would be provided at the site of the Autry National Center's Arroyo Campus. As shown in Figure 35 on page 298, the approximate 12-acre Arroyo Campus is located within the Mount Washington area of the City of Los Angeles. The Arroyo Campus includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site includes a steeply sloped hillside that extends upward in a northerly direction from the site entry on Museum Drive at the foot of the hill. In addition, the Arroyo Campus includes roughly 33,000 square feet of building area. By providing expansion at the Arroyo Campus in-lieu of the proposed project site, the project would avoid any impacts at the project site in Griffith Park, including the short-term significant air quality impact associated with construction. However, as described below, impacts would instead be generated at the Arroyo Campus.

The lower portion of the Arroyo Campus contains the Casa de Adobe as well as gardens and walk-ways spreading up the hillside to the Southwest Museum Building. The Southwest Museum Building houses galleries, a museum store, collection storage area, and staff areas and is a recognized historic resource.

Further up the site are additional facilities that were built in more recent years and that do not share the Southwest Museum Building's historic standing, including the approximately 7,000 square foot Braun Library. Still further up the hill is a large parking area, with approximately 60 to 65 parking spaces and steeper hillsides that extend to the edge of the property.

In recent years, the Southwest Museum Building was in disrepair due to deferred maintenance, age and general building deterioration. Health and Safety improvements have been completed and the Southwest Museum Building was recently closed to regular Museum visitors to begin earthquake stabilization and hazard mitigation rehabilitation work. Additional rehabilitation work is planned to upgrade the building systems and Disabled Access. As a nationally registered historic structure, the Southwest Museum Building is being rehabilitated in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. In addition, non-historic structures and site elements, such as the Braun Library and parking area, are being remodeled in accordance with the Secretary of the Interior Standards, as they refer to areas adjacent to historic structures.

No announcement of these projects.



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Source: Thomas Bros., 2007; PCR Services Corporation, 2007

Figure 35
Alternative Site Location

The present setting of the Arroyo Campus provides views and visibility that support the value of the Campus as a community resource. At the same, the site's setting provides challenges to development. The site's hillsides limit access via one street, Museum Drive. The width of this street does not adequately provide for buses or freight deliveries. Further, the steep slopes make staging of construction difficult. The site's location, unlike that of the proposed project site, is not immediately freeway accessible, but requires access via a series of narrow neighborhood streets. However, the overall site sits adjacent to the Gold Line Metro Station, which provides an opportunity for a high level of public transit accessibility. In addition, the site setting is located in an area that is ringed by residential development on the west and north and therefore is subject to greater impacts on sensitive resources than the proposed project.

New development within the Arroyo Campus has been a focus of discussion in recent years, including the preparation of site plans presented by certain members of the community to provide their thoughts regarding the potential future use of the site. For purposes of analyzing an Arroyo Campus Expansion Alternative, it has been assumed that the development program would incorporate most of the recommendations in the community's proposals. Accordingly, the Alternative includes an increase in the size of the facilities from roughly 33,000 square feet to approximately 64,500 square feet. The expansion under this Alternative would roughly double the amount of space for exhibit/galleries (to 22,500 square feet), and retail uses (to 2,000 square feet); and triple the amount of space for research/education/community uses (to 21,000 square feet). This Alternative would also add approximately 5,000 square feet of new space for food services, and include an amount of space for collections management that would be roughly similar to that existing today (7,000 square feet). Approximately, 7,500 square feet of building area would be used for other miscellaneous uses, including a new theater, an amphitheater, and a hill-top restaurant.

Compare to chart.

For purposes of this analysis it is assumed that under this Alternative, the lower portion of the site would be maintained to protect the historic context of the main building, the main building would be rehabilitated in a manner protective of its historic value, and new development would be added to the north of the historic building. To the extent feasible under the Secretary of Interior Standards for Rehabilitation of Historic Structures, new development would be located within areas already developed with buildings and/or surface parking areas. In order to accommodate the development, the existing parking area would be excavated to a lower elevation, and widened to the west. Fill materials would be placed along the eastern side of the site, further extending its buildable area. These site modifications would create an area for expanded parking areas, and pads for new buildings. Further excavation into the northern hillside would be required to create building pads for additional buildings. With such modifications, the site could accommodate approximately 110 parking spaces. Development would be placed in a major new facility that would extend northward from the Braun library and over the parking area on the western side of the site; and smaller buildings would be placed around the perimeter of the parking area. Structures would be one- and two stories in height.

A comparative summary of the environmental impacts of the proposed project and Alternative E is presented in Table 33 on page 270.

As discussed above in the analysis of Alternatives Considered and Rejected, consideration was also given to relocating the entire Griffith Park Campus building area and the project's additional 129,000 square feet of development to the Arroyo Campus. Based on the physical constraints discussed above, the Arroyo Campus does not lend itself to development of a 271,000 square foot facility, which is the building area that would result upon completion of the proposed project within Griffith Park. Further, the physical constraints of the Arroyo Campus would also not readily accommodate the 129,000 square foot expansion proposed for the project. Thus, based on the impacts that would result, both of these scenarios were rejected from further analysis.

2. ENVIRONMENTAL IMPACTS

(1) Aesthetics

The Arroyo Campus Expansion Alternative would alter the character of the existing site. It would replace a large amount of open area with new buildings creating a more noticeable development complex. In contrast, the proposed project would not substantially alter the aesthetic character of the area, as the project provides for an expansion of an existing building with building heights that would be similar to existing building heights. The Phase 2 Institute Building would be located within the southeastern portion of the site, back from the roadway and leaving an expansive open space area that would complement the setting of the site within Griffith Park. Therefore, the impacts of the Arroyo Campus Expansion Alternative on aesthetic character would be greater than those of the proposed project. However, similar to the project, such impacts would be less than significant.

The Arroyo Campus Expansion Alternative would affect views for nearby residents by altering the open space nature of the site and possibly affecting long range views for some adjacent residences. Thus, impacts of views under this Alternative would be greater than under the project, but would be less than significant.

Development of the Arroyo Campus Expansion Alternative would require additional lighting on the site associated with internal building lighting, parking area lighting, security and wayfinding lighting and lighting of the new amphitheater. However, it would be expected that such lighting would be directed away from adjacent sensitive uses. Thus, lighting impacts would be greater than under the proposed project, but would be expected to be less than significant.

The new buildings under the Arroyo Campus Expansion Alternative could be up to two stories in height and would cast shadows that are similar to those of the proposed project.

Nearby sensitive uses consist of residential units that crawl up the adjacent hillsides at elevations that would likely be higher than the new buildings. Therefore, any shading affects on those uses would be of limited duration. Impacts of the Arroyo Campus Expansion Alternative on shading would be considered similar to those of the proposed project, and like those of the proposed project, would be less than significant.

(2) Air Quality

Development of the Arroyo Campus Expansion Alternative would likely require a substantial amount of grading to create new development pads for buildings and expanded parking areas. Construction impacts on regional emissions would be equal to or exceed those of the proposed project and, like those of the proposed project, would be significant. Further, given the nearby location of the residential development, localized construction impacts could also be potentially significant.

As the Arroyo Campus Expansion Alternative is smaller in size when compared with the proposed project, its operational impacts on regional emissions would be less than those of the proposed project. Thus, like the proposed project, such impacts would be less than significant. However, the accessibility constraints on the roadway that lies directly below existing residential development creates a potential for increased impacts on localized operational emissions. However, such impacts would be expected to be less than significant. Similar to the project, operation impacts regarding toxic air contaminants, odors and consistency with SCAQMD and SCAG policies would be less than significant.

(3) Cultural Resources

Similar to the proposed project, grading activities under the Arroyo Campus Expansion Alternative have the potential to result in the uncovering of archeological and paleontological resources. Compliance with regulatory requirements would ensure that potential impacts associated with uncovering of archaeological resources would be less than significant. In addition, the same mitigation measure addressing paleontological resources under the project would also be implemented under the Arroyo Campus Expansion Alternative. Under the Arroyo Campus Expansion Alternative, grading activities could be increased when compared with the project. Nonetheless, it is assumed that potential impacts associated with uncovering of archeological and paleontological resources would likely be similar to those under the project.

As discussed above, the Arroyo Campus includes known historic resource such as the Southwest Museum Building and the Casa de Adobe. However, it is assumed that the development under the Arroyo Campus Expansion Alternative would be completed in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. Thus, in accordance with CEQA, impacts to historic resources would be less than significant

under the Arroyo Campus Expansion Alternative. However, impacts would be greater than under the proposed project since there are no historic buildings within the Griffith Park Campus where the project site is located.

(4) Hydrology/Water Quality

The steep slopes on the Arroyo Campus provide challenges to development of the site and changes in impervious area may thus result in changes in drainage conditions. Therefore, impacts of the Alternative relative to hydrology and water quality would be potentially greater than those of the proposed project. However, like the project, the Arroyo Campus Expansion Alternative would incorporate Best Management Practices (BMPs) during construction and operation of the Alternative in compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements. The BMPs would protect water quality through a variety of site design measures that control site contaminants from otherwise entering the regional water system. Therefore, it is presumed that the Alternative's impacts on hydrology and water quality would, like those of the proposed project, be less than significant.

(5) Land Use

The Arroyo Campus is located within the boundaries of the Northeast Los Angeles Community Plan area and is subject to its provisions and guidelines. This Community Plan includes Objective 14-3: "To enhance and capitalize on the contribution of existing cultural and historical resources in the community." The Objective is supported by Policy 14-3.1: "Support the Southwest Museum as a cultural resource, encourage expansion both on and off site, and preserve its present location in Mt. Washington." Hence, the Arroyo Campus Expansion Alternative would be supportive of and consistent with the Community Plan. Like the proposed project, the Arroyo Campus Expansion Alternative would enhance an existing facility and contribute to the attainment of cultural/visitor/educational goals of regional plans. Therefore, the impacts of the Arroyo Campus Expansion Alternative in regard to consistency with plans and development guidelines would be similar to those of the proposed project and, like those of the proposed project, would be less than significant.

The land use relationships and site conditions regarding land use compatibility at the Arroyo Campus in Mount Washington and at the Griffith Park Campus are extremely varied. The Arroyo Campus is generally located within a residential community. The Autry National Center is set into a large public facility that is a focus of activity for regional residents and visitors. Typically, Griffith Park would be considered a more logical site for an expanded public facility. Thus, land use impacts associated with compatibility of the Arroyo Campus Expansion Alternative would be greater when compared with the project. However given its cultural value to the existing community such impacts would be expected to be less than significant.

(6) Noise

Construction on the Arroyo Campus would require a considerable amount of grading, as well a fair amount of development of new buildings. Portions of this work would occur at the foot of residential communities which extend up the adjacent hillside. In contrast to development at the proposed project site, there are more immediately adjacent sensitive uses and, with development extending up the hillsides, the use of sound barriers would not be feasible. Therefore, impacts of the Arroyo Campus Expansion Alternative on noise from construction would be greater than those of the proposed project and, unlike those of the proposed project, would be anticipated to be significant.

As the Arroyo Campus Expansion Alternative is a smaller project than proposed for the Autry National Center's Griffith Park Campus, the operational impacts (i.e., road noise and mechanical equipment noise) would be less. However, the position of residential development above the site would constitute a vulnerability to noise effects at sensitive receptors. Therefore, operational impacts on noise would be greater than those of the proposed project. However, it is expected that such impacts would be less than significant.

(7) Public Services – Fire Protection

When compared with the project, the Arroyo Campus includes more narrow access roads that are less conducive to firefighting than the conditions at the proposed project site. In addition, the hillside terrain poses a potential hazard from brush fires crawling up the hill. Therefore, impacts on fire services are considered to be somewhat greater than for the proposed project, where the buildings site would be located on a flat site with immediate accessibility to all building components. Further, while firefighting at the Arroyo Campus might require a greater range of equipment and resources, provision of those resources would not be expected to require development of new facilities that could have impacts on the physical environment. The new facility would be expected to include design features that would minimize the potential difficulties of firefighting at the Arroyo Campus, including sprinklers. The nearest fire stations, Fire Station 44 and Fire Station 12, are respectfully located 2.3 and 1.7 miles from the Arroyo Campus. These distances are closer than the distance of the nearest fire station to the project site, which is located approximately 3.4 miles away. However, since only two hydrants are located at the Arroyo Campus, the LAFD conducts drills at least once each per year on the site to train new personnel on how to conduct fire fighting activities within the site. With implementation of the appropriate design measures for safety, impacts of the Arroyo Campus Expansion Alternative on firefighting, like those of the proposed project, would be less than significant.

(8) Traffic and Circulation

Construction impacts on traffic at the Arroyo Campus could be considerable as it may be necessary to provide staging activities along the existing access road. Further, the movement of workers and equipment, including haul trucks, would occur along more narrow streets. Therefore, impacts of construction on traffic would be greater at the Arroyo Campus than at the proposed project site, where staging could be primarily provided on site. At the same time, a construction management program would be implemented to reduce potential traffic impact from construction, and any impacts would be of a temporary nature. Therefore, the impact of the Arroyo Campus Expansion Alternative on traffic due to construction would be less than significant with mitigation, as would be the case with the proposed project.

As the development program of the Arroyo Campus Expansion Alternative includes less program area when compared to the proposed project, the trip generation under this Alternative would be substantially less. However, the neighborhood streets in the vicinity of the Arroyo Campus do not have as much capacity when compared with the street system that serves the project site. Thus, it is probable that there would be a significant impact to the neighborhood and the surrounding street network.

Access conditions at the Arroyo Campus are not as favorable as those at the proposed project site. Access at the Arroyo Campus is via one freeway, versus two freeways at the proposed project site, and access requires use of neighborhood streets from the freeway. Further, access within the site is via a somewhat narrow, winding road up the hillside. Overall, the impacts on access would be greater at the Arroyo Campus. However, it would be expected that project features would be introduced to ensure that such impacts would be less than significant.

The impacts of the Arroyo Campus Expansion Alternative on public transit would likely be less than that of the proposed project due to its smaller program and number of expected site visitors. At the same time, the Arroyo Campus' location adjacent to the Gold Line could result in a higher proportion of site visits occurring via public transportation. Additional trips would occur during off-peak hours and would not be likely to burden the Gold Line capacity, and could support its value as a public service. Therefore, impacts of the Arroyo Campus Expansion Alternative and the proposed project would be similar and less than significant.

Parking impacts at the Arroyo Campus could be greater than at the proposed project site. The site design assumed for this Alternative provides for approximately 110 parking spaces. However, the code requirement would be for approximately 158 spaces.[5] The actual demand might vary depending on the types/orientation and timing of theater uses, the extent to which the

[5] *Based on parking per code: 42,075 sq. ft. at 1 space per 500 sq. ft. plus 6,500 square feet of auditorium space (370 seats assuming 1 seat per17.5 square feet of space) at 1 space per 5 seats.*

restaurant might serve as an attraction beyond serving the Campus visitors, and nature of the museum program. In any case, it would be difficult to provide sufficient parking at the site to meet this size of a facility. An additional parking structure could be added over the surface parking area, but this would cause a more massive building appearance on the site, and would limit options for maintaining an open site with attractive views. Additional parking might also be provided at the bottom of the hill with an escalator or funicular up the hill to main buildings, or at an off-site location in the vicinity of the nearest freeway off-ramp. Both of these options would have additional adverse impacts, either to the aesthetics of the project site, or due to construction of parking facilities at an off-site location. However, such impacts would be expected to be less than significant.

The site design for the Arroyo Campus Expansion Alternative would include consideration of pedestrian safety, and continue to allow access from the bottom of the hill through the existing on-site path. Therefore, impacts of the Alternative on pedestrian/bicycle safety would be similar to that of the proposed project and, like the proposed project, would be less than significant.

3. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

The Arroyo Campus Expansion Alternative would not meet the project's basic objectives. It would only lend small support to meeting the project's Mission Objectives. Specifically, based on the size of the building and its inability to adequately provide for the necessary functions, the Arroyo Campus Expansion Alternative would fall far short of allowing the Autry National Center to establish a premier interpretive site for the exhibition and conservation of art and artifacts of the American West, and the education about the histories, cultures and mythologies of the American West and its diverse peoples. . Thus, while this Alternative would provide for some expansion of exhibition, storage and collection management, and educational research facilities, the objectives to provide an enhanced visitor experience, expanded exhibition and classroom areas and greater educational/research services for visitors and scholars would only be partially achieved. Further, development at the Arroyo Campus would also not contribute to Mission Objectives regarding synergy between the Autry National Center's display, interpretation, conservation and education roles, whereby these functions converge into a greater experience beyond that which occurs when provided separately. In addition, the project's Mission Objectives to enhance the visitor experience, to enhance the Griffith Park Campus as a visitor destination, and to enhance the economic sustainability of the Autry National Center would not be met to the extent that they would be met under the project.

Further, the Program Objectives would not be met. Specifically, under Arroyo Campus Expansion Alternative, the Autry National Center would not be able to create a research environment that is supportive of artifact history, as well as archival history, by bringing the museum collections, library holdings, and Institute for the Study of the American West to the

same facility. Therefore, the Arroyo Campus Expansion Alternative would also limit the ability to attain the Program Objective to stimulate a convergence dialogue among researchers, curators, and the public. Other Program Objectives intended to improve the operational program of the Autry National Center would also not be met. The Arroyo Campus Expansion Alternative would not provide sufficient space in proximity to the Autry National Center's collection to support the necessary upgrade of the standard of care. The Alternative would allow greater public access to larger segments of the collection, with some improved entertainment, retail and café facilities; however this would occur in a manner that is piecemeal to the overall project objective, and would place a burden on potential visitors to attend to facilities in two different parts of the City to fully appreciate the Autry National Center's offerings. Further, the Program Objectives regarding the needed upgrade to the facilities and infrastructure at the Griffith Park Campus would not be met.

Finally, the Arroyo Campus Expansion Alternative would not meet the project's Design Objectives. For example, it would not allow the Autry National Center to enhance its relationship to the Griffith Park setting, to better integrate the indoor and outdoor spaces with outdoor educational space, or to implement the Autry National Center's "museum-inside-out" concept to reveal a greater amount of the collection as well as the dynamic inner workings of the museum functions.

V. ALTERNATIVES
F. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. In addition, if the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.

The above analysis has provided a comparative discussion of the project's impacts and the impacts of each of the alternatives to the project. A comparative summary of the environmental impacts anticipated under each Alternative with the environmental impacts associated with the proposed project is provided in Table 33 on page 270.

As indicated in the above analysis, the No Project Alternative would eliminate the proposed project's significant air quality impact, and would further reduce the overall impact profile across the environmental topics evaluated. The remaining alternatives would not achieve this level of reduction in impacts and, therefore, the No Project Alternative would be considered the environmentally superior alternative.

As the No Project Alternative has been identified as the environmentally superior alternative, in accordance with CEQA requirements, the remaining alternatives were compared to determine which of these alternatives would be environmentally superior. Alternative D, Off-Site Parking would eliminate the project's significant short-term regional air quality impact associated with regional construction emissions, but would present a range of environmental impacts at alternative sites that would be greater than those associated with the proposed project.

Alternative C, Above Ground Parking, would also reduce the project's significant construction impact on air quality, and its overall impact profile would be very similar to that of the proposed project. This Alternative would substantially meet the project's basic objectives. However, providing a substantial portion of on-site parking in a semi-subterranean structure has allowed the project's design to reduce the extent of the project's impacts on aesthetics, and to provide a more attractive overall site design. This incremental reduction of the aesthetic impacts would not be achieved under the Above Ground Parking Alternative, and the alternative represents a trade-off between construction-related air-quality impacts and long-term operational impacts regarding aesthetics.

As discussed above, Alternative E, the Arroyo Campus Alternative would result in an overall increase in impacts, including potential additional significant impacts, when compared with the project and other Alternatives. Thus such an Alternative would not be the environmentally superior alternative under CEQA.

Alternative B, Reduced Program would also reduce the project's significant construction impact on air quality, and further would produce an overall impact profile that would be less than that of the proposed project. However, this reduction would be at the expense of meeting many of the project's basic objectives. Nonetheless, of the remaining alternatives, the Reduced Program Alternative would be the environmentally superior alternative.

VI. Other Environmental Considerations

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

A. SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. Following is a summary of the impacts associated with The Autry National Center's Griffith Park Campus Improvements project that were concluded to be significant and unavoidable. These impacts are also described in detail in Section IV.B., Air Quality, of this EIR and are solely related to short-term construction activities. In addition to the project's significant construction-related air quality impact, the project would contribute to significant cumulative impacts associated with traffic during project operations and air quality, noise and traffic during short-term construction activities. These cumulative impacts are discussed in Sections IV.B, Air Quality, IV.F, Noise and IV.H., Transportation and Circulation.

Construction-Related Air Quality Impacts

As analyzed in Section IV.B, Air Quality, construction of the proposed project would not exceed the SCAQMD daily significance thresholds for VOC, PM_{10}, $PM_{2.5}$, CO, or SOx. However, while construction NOx emissions would not exceed the SCAQMD daily significance threshold during Phase 1 construction activities, NOx emissions would exceed the SCAQMD daily significance threshold during Phase 2 construction activities. Even with incorporation of mitigation measures, construction NOx emissions would continue to exceed the SCAQMD regional significance thresholds for NOx during the Phase 2 construction period. As such, project construction would result in a significant and unavoidable regional impact even with incorporation of all feasible mitigation measures. In addition, although the project incorporates mitigation measures to address regional and localized emissions, as analyzed in Section IV.B, Air Quality, should Related Projects 3a, 3b and 3c, identified in Table 1, be constructed concurrent with the proposed project cumulative construction impacts associated with regional and localized emissions could result. However, these impacts would be temporary.

Cumulative Construction Noise Impacts

As discussed in Section IV.F, Noise, the proposed project includes mitigation measures that would ensure that project-related impacts on sensitive noise receptors would not occur during construction. Nonetheless, even with these mitigation measures, should Related Projects 3a, 3b and 3c be constructed concurrent with the proposed project, cumulative construction noise impacts could occur. Such impacts, should they occur, would be short-term.

Cumulative Traffic Impacts

It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations. In addition, even with the implementation of mitigation measures, cumulative construction traffic and access impacts could occur should the nearby infrastructure-related project be constructed at the same time as the proposed project.

B. REASONS WHY THE PROJECT IS BEING PROPOSED, NOTWITHSTANDING SIGNIFICANT UNAVOIDABLE IMPACTS

In addition to identification of the project's significant unavoidable impacts, Section 15126.2(b) of the CEQA Guidelines also requires that the reasons why the project is being proposed, notwithstanding these impacts, be described. The reasons why this particular project has been proposed are grounded in a comprehensive listing of project objectives included in Section II, Project Description, of this EIR. In general, the underlying purpose of the proposed project is to engage all peoples in the inclusive stories of the American West; expanding and modernizing the Griffith Park Campus; and creating an accessible, enlightening, inspiring, innovative and scholarly center to provide a deeper understanding of the art, history and cultures of the American West. This underlying purpose would be met by several more specific project objectives that include allowing the Autry National Center to establish its Griffith Park Campus as the premier interpretive site for the exhibitions of the American West; to store its collections with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide adequate parking that meets visitor demand; and to create a unified Campus facility that harmonizes structures, open spaces, and landscaping with the natural landforms of the site.

In addition, several alternatives to the proposed project were considered in Section V, Alternatives, of this EIR. Among those alternatives, no feasible alternative was identified that would both eliminate the significant unavoidable regional air quality effects of the proposed project and achieve the objectives to the extent of the project. Moreover, the significant unavoidable regional air quality impact that is anticipated to result from the proposed project would occur only on a short-term basis during the final phase of the project. Finally, since the No Project Alternative would not meet the underlying purpose of the project, it is not considered a feasible development alternative.

C. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) indicates that:

> "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. The new development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the project site. Construction of the project would require the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during operation of the project would be similar to those currently consumed within the City of Los Angeles and on the project site. These would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced. Operation of the project would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which sets forth conservation practices that would limit the amount of energy consumed by the project. In addition, the project would be subject to energy efficient planning and construction guidelines as set forth by the City of Los Angeles. In addition, LEEDS aspects that address energy conservation have been incorporated in to the project. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

The limited use of potentially hazardous materials typical of museum and educational facilities, including cleaning solvents, pesticides for landscaping, and chemicals used for

conservation activities, would continue to be used and stored on the project site. These materials would be contained, stored, and used in accordance with manufacturers' instructions and applicable standards and regulations. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

The project site has been used for museum-related facilities since 1988. Development of the project represents the continuation of Campus uses on land that is already committed to such uses. Thus, such a commitment would be justified.

In sum, construction and operation of the project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be of a relatively small scale and would be consistent with regional and local growth forecasts in the area. Furthermore, the loss of such resources would not be highly accelerated as compared to existing conditions. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

D. GROWTH-INDUCING IMPACTS

1. Introduction

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a proposed project be considered. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing in the area or region. According to the CEQA Guidelines, growth-inducing impacts can include impacts associated with the removal of obstacles to growth as well as the development of facilities that encourage and facilitate growth.

Examples of growth-inducement are the removal of obstacles to population growth, such as the expansion of a major wastewater treatment plant that would allow more development in a service area, or construction of new roads and highways that would provide access to areas that were previously inaccessible. In addition, some projects may encourage and facilitate other activities that could significantly affect the environment, such as creating the demand for goods and services not previously available in an area. Growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The proposed project would involve the improvement of certain portions of the existing Campus to establish the Campus as the premier interpretive site of the exhibition of the

American West; to store its collections with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; and to enhance its research and education programs.

The expansion of the Campus would not be considered growth-inducing because it would not cause a progression of substantial population growth. Specifically, as the proposed project is located in a developed area of Griffith Park already used for Campus uses, new infrastructure or an extension of the current infrastructure (i.e., roads and utilities), and community service facilities (i.e., police, fire, schools, and libraries) would not be expanded beyond the needs of the proposed project. Therefore, the proposed project would not induce off-site population growth.

E. POTENTIAL SECONDARY EFFECTS

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed project if the mitigation measure(s) cause one or more significant effects in addition to those that would be caused by the proposed project. In accordance with the CEQA Guidelines, proposed project mitigation measures that could cause potential impacts were evaluated. The following provides a discussion of the potential secondary effects that could occur as a result of implementing project mitigation measures.

1. Aesthetics

No mitigation measures related to Aesthetics would be required for the construction and operation of the project. With implementation of the Project Design Features and adherence to the applicable regulations, impacts of the project would be reduced to less than significant levels. No mitigation measures are required and, therefore, no potential secondary effects could occur.

2. Air Quality

In accordance with SCAQMD Rule 403 (Fugitive Dust) and to set forth a program of air pollution control strategies, mitigation measures have been included to reduce the proposed project's air quality impacts. Specifically, implementation of Mitigation Measure B-1 would ensure that general contractors would implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[90] Mitigation Measure B-2 requires that all construction equipment be properly tuned and maintained in accordance with manufacturer's specifications.

[90] *SCAQMD Rule 403 requirements are detailed in Appendix C.*

Mitigation Measure B-3 requires that the general contractors maintain and operate construction equipment so as to minimize exhaust emissions. Mitigation Measure B-4 requires that construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. Mitigation Measure B-5 requires that electricity from power poles rather than temporary diesel- or gasoline-powered generators be used to the extent feasible. Mitigation Measure B-6 prohibits all construction vehicles from idling in excess of ten minutes, both on- and off-site. Mitigation Measure B-7 would ensure that the Applicant would utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations. Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. Because these measures represent procedural actions, these measures would not result in changes to the physical environment. Therefore, no secondary impacts would occur.

3. Biological Resources

As identified in the Initial Study, attached as Appendix A of this Draft EIR, mitigation measures are included to ensure that any protected trees to be impacted during construction would be replaced on a two to one (2:1) basis. Specifically, in accordance with the City of Los Angeles Protected Tree Ordinance, any protected trees that are removed shall be replaced within the property by at least two trees of a protected variety. Construction work that would potentially impact any protected tree would be subject to supervision of and inspection by a tree expert defined by the City of Los Angeles Protected Tree Ordinance. Furthermore, during construction, the construction supervisor would be required to ensure that all construction employees are fully informed of the tree protection practices and that construction fencing would be erected to delineate the tree protection area. Implementation of these mitigation measures would ensure that any potential impacts to protected trees would be reduced to less than significant levels. Furthermore, these mitigation measures would not result in additional physical changes to the environment. Therefore, no secondary impacts would occur.

4. Cultural Resources

As discussed in Section IV.C., Cultural Resources, a mitigation measure has been included to ensure that potential impacts associated with undiscovered paleontological resources during surface grading or shallow excavations would be less than significant. Specifically, Mitigation Measure C-1 requires that a qualified paleontologist be retained to perform inspections of excavation and grading activities that would occur within the Older Quaternary deposits below the original ground surface. In the event that fossils are unearthed during inspections, all work would cease, such that a report could be prepared for the Applicant, the City, and an accredited curation facility. This mitigation measure would not result in physical changes to the environment that would create secondary impacts.

5. Geology/ Soils

As discussed in the Initial Study, the potential for soil erosion to occur within the areas of the project site is very limited. However, as a precautionary measure, mitigation measures were included to ensure that impacts associated with erosion would be less than significant. The mitigation measures require that the Applicant comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and the associated BMPs to ensure that soil erosion is reduced to the maximum extent feasible. In addition, the Applicant is also required to comply with Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills. With implementation of these mitigation measures, soil erosion impacts during construction and the operational life of the project would be less than significant. These mitigation measures would not result in physical changes that would create secondary environmental impacts.

6. Hydrology

As discussed in Section IV.D., Hydrology, the proposed project would be subject to the NPDES requirements, including preparation of a SWPPP and compliance with SUSMP requirements. Compliance with these requirements would ensure that impacts to hydrology and surface water quality are reduced to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required and no secondary impacts would occur.

7. Land Use

As analyzed in Section IV.E., Land Use, the project would generally be consistent with the existing regulatory requirements and relevant land use polices. In addition, the project would not disrupt or divide an established community. Thus, no mitigation measures are required and secondary impacts would not occur.

8. Noise

Since project construction has the potential to result in significant short-term noise impacts at the nearby Zoo and Zoo Magnet Center during Phase 1 construction activities, Mitigation Measure F-1 requires that effective temporary noise barriers, when they are feasible, be used to block the line-of-site between the construction equipment and the noise-sensitive receptors. Specifically, during site demolition and site grading, a temporary sound barrier is required to be provided along the western boundary of the construction site. As this sound barrier would be erected for a short period of time to reduce noise levels between the noise sources and adjacent sensitive receptors, no secondary impacts would occur. Mitigation Measure F-2 requires that noise-generating construction equipment which operate at the project site be equipped with effective noise control devises such as: mufflers, lagging, and/or motor

enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Implementation of these measures would reduce the construction noise impacts at the Zoo and the Zoo Magnet Center by the minimum 5 dBA, thereby reducing construction noise impacts to less than significant levels. No significant secondary impacts would occur.

9. Public Services- Fire Protection

As indicated in Section IV.G., Public Services- Fire Protection, impacts to fire services would be less than significant. Therefore, no mitigation measures would be required and no secondary impacts would occur.

10. Transportation and Circulation

To address project-related traffic and access impacts during construction activities, a mitigation measure requiring implementation of a construction traffic and parking management plan has been proposed. This plan would not result in physical changes that would create significant secondary environmental impacts.

F. EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR. An Initial Study was prepared for the project and is included in Appendix A of this EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the EIR. The City of Los Angeles Department of Recreation and Parks has determined through the Initial Study, in addition to the environmental categories analyzed in detail in the EIR, that the project would not result in potentially significant impacts in response to agricultural resources, biological resources, cultural resources, geology and soils, hazards, mineral resources, population and housing, public services (police protection, schools and libraries), and public utilities.

1. Agricultural Resources

As identified in the Initial Study, included in Appendix A of this EIR, no agricultural uses or related operations are present within the site or surrounding area. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor lands under Williamson Act contract, within the area. The project site is zoned for open space parkland and related recreational uses established by the City of Los Angeles. Specifically, the project site is zoned

OS-1XL. Pursuant to the City of Los Angeles Planning and Zoning Code, agricultural uses are not permitted under this zoning designation. As such, the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly, and no impacts to agricultural land or uses would occur.

2. Biological Resources

Griffith Park is designated as a Significant Ecological Area (SEA) within the County of Los Angeles General Plan, as the County of Los Angeles considers Griffith Park and the Santa Monica Mountains an annual rest-stop for migratory birds. However, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. In addition, the project site is directly adjacent to the heavily traveled I-5 Freeway to the east, the Los Angeles Zoo to the west and surface parking areas to the south. In addition, the site is not designated in the revised draft of the Griffith Park Master Plan (the Draft Plan) as a Habitat Enhancement Area, Exotic Removal Area, Restoration Area, or an Endangered Species Protection Area.[91] Due to the developed nature of the site and surrounding area, the project site is not known to contain 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 Game or U.S. Fish and Wildlife Service. The site does not function as a migratory wildlife corridor. In addition, no bodies of water exist on-site to provide habitat for fish. No riparian habitat or other sensitive natural communities are known to exist on-site and no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the area does not contain any Federally protected wetlands as defined by Section 404 of the Clean Water Act. Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Project impacts on candidate sensitive or special status species, riparian habitats or other sensitive natural communities, including federally protected wetlands or wildlife corridors and native wildlife nursery sites, would be less than significant.

The May 8, 2007 Griffith Park fire began approximately 1.5 miles southwest of the Griffith Park Campus and burned approximately 817 acres. While wildlife was temporary displaced as a result of the fire, it is PCR's biologists' opinion that the long-term displacement of wildlife into primarily developed areas such as the project site is not expected due to the lack of appropriate habitat, predation by domesticated animals, poor availability of food, and motor vehicle-related mortality. In addition, the burned area consisted primarily of native chaparral, which is accustomed to regular fire events and is typically quick to recover. As a result, while a recovery plan is scheduled, ecologically the burn area is already beginning to recover on its own, which would further encourage wildlife to remain in the undeveloped portions of Griffith Park, south of the Griffith Park Campus. Furthermore, as stated above, the Griffith Park Campus is directly adjacent to the heavily traveled I-5 freeway to the east, the Los Angeles Zoo to the west,

[91] *City of Los Angeles, Department of Recreation and Parks, Griffith Park Master Plan Draft. Figure 4.3.*

and surface parking areas to the south, making it unsuitable as a long-term relocation area for displaced wildlife. The high human traffic, adjacent development, and ornamental landscaping in and around the Griffith Park Campus would discourage major use of the project site by wildlife, aside from common small and medium mammals, birds, and reptiles. Therefore, project impacts on biological resources would continue to be less than significant.

The project site is located in the City of Los Angeles and is subject to the Los Angeles Protected Tree Ordinance (L.A. Municipal Code Section 46.00; Ordinance No. 153,478). Mitigation measures have been provided in the Initial Study, attached as Appendix A, to ensure that any protected trees that may be impacted during construction would be replaced on a two to one (2:1) basis. With implementation of the mitigation measures, impacts to protected trees would be reduced to a less than significant level.

3. Geology

The project site is not located in an Alquist-Priolo Fault Study Zone, and neither active nor potentially active faults cross the project site.[92] The closest Alquist-Priolo Earthquake Fault Zone to the site has been identified as the active Raymond Fault located approximately 4.5 miles to the southeast.[93] In addition, the closest mapped fault is the easterly trending Griffith Fault located just south of the site. The Griffith Fault is not defined as active or potentially active by State Geologists. In addition, no structures are planned within 50 feet of the southern site boundary. Therefore, the potential for surface rupture due to fault plane displacement propagating to the ground surface at the site is considered low.

The project site is located within the seismically active region of southern California. Thus, as with other developments in the vicinity, the project would be subject to strong seismic ground shaking during a seismic event. However, the project would adhere to current engineering standards, the seismic safety requirements provided in the Uniform Building Code and the City of Los Angeles Municipal Code, and design recommendations set forth in the Geotechnical Report. Furthermore, the project would comply with the *California Department of Conservation Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997)*, which provides guidance for reducing seismic-related hazards. With adherence to the above seismic safety requirements and guidelines, the project would not expose people or structures to substantial adverse effects during a seismic event. Impacts related to strong seismic ground shaking would be less than significant.

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[92] *California Department of Conservation, California Geologic Survey, Alquist-Priolo Fault Hazard Zones, Beverly Hills Quadrangle, Revised 1986. http://www.consrv.ca.gov/CGS/rghm/ap/Map_index/F4D.htm*

[93] *Report of Geotechnical Investigation prepared by MACTEC Engineering and Consulting, Inc., November 2003.*

The project site is located within a State of California designated Liquefaction Hazard Zone and within a City of Los Angeles designated liquefiable area. However, according to the Geotechnical Report, the potential for liquefaction at the site is low. Furthermore, the site is geologically stable and would not be affected by landslides, slippage, settlement, lateral spreading, or collapse. As indicated above, the project would comply with the CGS Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), State and local building and safety codes including the LABC and the LAMC, as well as those recommendations set forth in the Geotechnical Report including the use of shallow, spread-type footings established in undisturbed natural soils or properly compacted fill. Compliance with the applicable regulations as well as implementation of the recommendations of the Geotechnical Report would ensure that impacts associated with seismic-related ground failure would be less than significant.

Construction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations, including City Building Code Chapter IX. The project would implement an erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP) subject to approval by the City of Los Angeles Department of Building and Safety. Furthermore, as part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography and the presence of on- and off-site drainage facilities. Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. In addition, mitigation measures included in the Initial Study, attached as Appendix A of this EIR, would ensure that potential project impacts related to soil erosion would be less than significant.

The project site would be served by existing sewer infrastructure and no septic tanks or alternative wastewater disposal systems would be required. As such, no impacts associated with the ability of the soils to adequately support such systems would occur.

4. Hazards/ Hazardous Materials

As indicated in the Initial Study, attached as Appendix A of this EIR, the type and amount of hazardous materials to be used for the project would be typical of those used for museum uses and similar to hazardous materials currently used within the Campus. Specifically,

operation of the project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, photo-developing and printing chemicals, conservation treatment solvents and petroleum products. In addition, construction of the project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Different aspects of hazardous materials management, including utilization, storage and disposal, are regulated by legislation administered by Federal and State agencies including the Federal Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), and the California Department of Toxic Substances Control (DTSC) through the County of Los Angeles Health Department, the Los Angeles County Fire Department, and the South Coast Air Quality Management District (SCAQMD). With continued compliance with these regulations, any associated risk would be adequately reduced to a less than significant level. As such, construction and operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The proposed project would not result in a known danger related to the release of hazardous materials into the environment. In addition, the project site is not located within an area designated as a methane zone by the City of Los Angeles. Furthermore, implementation of the project would not result in the exposure to asbestos-containing materials (ACMs) or lead-based paint, since the Campus Building was constructed in 1988, after ACMs and lead-based paint were no longer permitted for use in building construction. Therefore, impacts associated with the release of hazardous materials into the environment would be less than significant.

Although the project site is located in an area that has been developed with buildings, paving and landscaping, the project site is located within the Very High Fire Hazard Severity Zone as defined in the LAMC. Much of the hillside areas that are within Griffith Park and the Santa Monica Mountains are also within this zone. Due to the project's location in the Very High Fire Hazard Severity Zone, the site is subject to certain requirements such as brush clearing regulations, greenbelt requirements, and the use of fire resistant plants and materials to reduce the risk of wildland fires. Furthermore, the Municipal Code outlines safety standards to further reduce any potential impacts associated with wildland fires. Standard fire protection devices, including existing and proposed fire hydrants and sprinklers, would be incorporated as part of the project, and appropriate emergency evacuation procedures would be continued to ensure the safety of Campus staff and visitors. 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.

5. Mineral Resources

The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified by the California

Geological Survey as a mineral producing area.[94, 95] No mineral extraction activities occur on the site or in the vicinity. Thus, the proposed project would not result in the loss of availability of a known mineral resource zone or a mineral resource recovery site.

6. Population/ Housing

The project does not propose the development of new residential units. Thus, the project would not directly generate an increase in the residential population to the area. With implementation of the project, up to approximately 50 new full-time equivalent (FTE) employees may be generated. This modest increase in employment would be well within the employment forecast set forth by SCAG. In addition, any potential induced residential growth resulting from the new employment opportunities would be inconsequential. Furthermore, no new roadways or other major infrastructure that would serve an area beyond the project site would be constructed as part of the project. Therefore, implementation of the project would not induce substantial population growth either directly or indirectly.

7. Public Services (Police Protection, Schools and Recreation)

Police protection service is provided to the site by the Los Angeles Police Department (LAPD). The site is located within the LAPD's Central Bureau service area. The closest police station is the Northeast Community Police Station, located at 3353 San Fernando Road, approximately 4.5 miles to the southeast. However, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. Therefore, any project increase in daytime population resulting in greater demand for security services would be met through the projects' private security force. As such, impacts to police protection services would be less than significant.

Los Angeles Unified School District (LAUSD) provides public school services in the project area. Since the project does not involve the construction of new dwelling units, a direct impact on the demand for additional classroom space within LAUSD or any other school district would not occur. The project would not result in a new residential population, nor would the project generate new students to the project area. Any potential indirect impact on public school facilities resulting from new Campus employees relocating to the area and generating a need for additional public school facilities would be inconsequential. As such, the project would not result in a need for new or altered public school facilities and no significant impacts would occur.

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

The City of Los Angeles Department of Recreation and Parks is responsible for the maintenance and operation of Griffith Park and other public recreational facilities in the City of Los Angeles. Implementation of the project would result in an increase in the number of Campus visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Griffith Park Campus. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the Campus. Furthermore, the expanded and renovated Campus would provide additional community amenities within Griffith Park. The project does not include the construction of new residences, which typically generate a direct demand for parks. Therefore, the project would result in a less than significant impact on parks.

8. Utilities

Wastewater

Wastewater Services are provided by the DWP via an existing 6-inch sewer line. Construction of the proposed project would include all necessary sewer line improvements and connections in order to adequately connect to the existing sewer systems. The project would be required to demonstrate that adequate pumping capacity exists at the Zoo pumping station, or support enhancement of pumping capacity. Should any enhancements be required, they would consist of minor modifications to the existing infrastructure system. Site-generated wastewater is treated at Hyperion Treatment Plant (HTP), which is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd. The project is estimated to generate 14,601 gallon per day of wastewater, a net increase of approximately 8,031 gpd of wastewater, representing approximately .01 percent of HTP's total remaining capacity. Implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows below these anticipated levels. As such, impact to wastewater services would be less than significant.

Water

Water service is provided to the project site by the City of Los Angeles Department of Water and Power (DWP). The DWP is currently in the process of upgrading the water supply to the area and have recently placed a new pipe in Western Heritage Way with an 8-inch connection

[95] *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000.*

to the proposed project site. DWP also proposes to add additional reservoirs/water pumps that would enhance the water supply system serving the project site. The proposed project would be required to demonstrate sufficient water flow at the project site to meet fire fighting needs. Such water flow would also be sufficient to meet the lesser flow requirements for the other museum uses. If at the time the project is implemented there is insufficient water flow to meet the project needs, the project would be required to modify the local system to meet the flow requirements. Such infrastructure enhancements, if they are needed, would be consistent with other proposed improvements in the area, such as an upgrade to existing pumps and pipe fittings. The new project components are estimated to generate a peak water demand of approximately 18,251 gpd. Projected water demand would be reduced by compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code. The project's increase in water consumption is negligible. As such, impact to water services would be less than significant.

Solid Waste

The project would generate solid waste during construction due to the demolition of existing materials. Materials that could be recycled or salvaged include asphalt, glass, concrete, steel, and doors. Demolition debris not recycled or reused could be accepted at one of several unclassified landfills within Los Angeles County. Inert landfills serving the site would have sufficient capacity to accommodate project construction solid waste disposal needs. Project-generated solid waste would be disposed of at one of the 12 major Class III landfills, which accept all types of non-hazardous solid waste within Los Angeles County. Aggressive waste reduction and diversion programs are implemented on a countywide level per the provisions of the California Integrated Waste Management Act of 1989 (AB 939). The Campus is expected to generate approximately 1,548 tons of solid waste per year after buildout, or an increase of approximately 734 tons per year, which is an extremely small fraction of the regional solid waste generated and an amount that would not exceed the available landfill capacity. Notwithstanding, the Initial Study, attached as Appendix A, has included a mitigation measure that requires the provision of recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Electricity and Natural Gas

Electricity transmission to the project site is provided and maintained by LADWP. Based on the proposed Campus Building expansion, the project would consume approximately 14,000 megawatt hours (MWh) of electricity per year, a net increase of approximately 4,000 MWh of electricity per year. The existing electrical service to the Campus Building would be adequate to supply the increase demand of the building expansion due to the installation of energy efficient equipment and lighting in the Campus Building. By 2012, LADWP projects an annual demand of 27,487,000 MWh of electricity per year in its service area. The project's demand is a small

increment of the expected excess capacity of LADWP, and is therefore within the anticipated service capabilities of LADWP. Natural gas is provided to the project site by the Southern California Gas Company (SCGC). The project currently consumes 1.4 million cubic feet/year of natural gas. The Campus Building expansion is anticipated to consume approximately 1.55 million cubic feet/year of natural gas for the entire facility. Relative to a projected annual demand of 902 billion cubic feet within the entire SCGC service area in 2010, the annual consumption of natural gas associated with the proposed project would be negligible and would be within the service capabilities of SCGC.

VII. Persons and Organizations Consulted

VII. PERSONS AND ORGANIZATIONS CONSULTED

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- Megan Cummings

PROJECT APPLICANT

Autry National Center
4700 Western Heritage Way
Los Angeles, CA 90027

VIII. References

VIII. REFERENCES

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2007

Autry Draft

EIR

Appendices

Please add to
Council Files:
11-0928 CEQA Appeal
11-0884 Section 245 Appeal

Appendix A

Notice of Preparation (NOP), Initial Study, and NOP Comments

BOARD OF RECREATION AND PARK COMMISSIONERS

DANIEL GRUNFELD
President

MARY LUEVANO
Vice President

MARIA A. CASILLAS
CANDY SPELLING
JOHNATHAN WILLIAMS

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General Manager

CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
1200 WEST 7TH STREET
SUITE 700
LOS ANGELES, CA 90017

(213) 928-9191
FAX (213) 928-9180

MICHAEL A. SHULL
Superintendent
Planning and Development

ORIGINAL FILED

MAY 14 2007

LOS ANGELES, COUNTY CLERK

May 14, 2007

NOTICE OF PREPARATION AND

NOTICE OF PUBLIC SCOPING MEETING

PROJECT NAME: The Autry National Center Improvements
PROJECT ADDRESS: 4700 Western Heritage Way, Los Angeles, CA 90027
COMMUNITY PLAN AREA: Hollywood Community Plan
COUNCIL DISTRICT: 4
COMMENT DUE DATE: June 13, 2007

The Los Angeles Department of Recreation and Parks will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein. The Department of Recreation and Parks requests your comments as to the scope and content of the EIR. The project description and potential environmental effects are included below. 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. A copy of the Initial Study prepared for the Project is not attached, but is available for review at the Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, California 90017. A copy of the Initial Study is also available on the Department of Recreation and Park's website at http://www.laparks.org/environmental/environmental.htm.

PROJECT DESCRIPTION:

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its existing facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements would allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-

of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

The Project would require various approvals including, but not limited to, an amendment to the existing ground lease with the City of Los Angeles; a conditional use permit with a height allowance; site plan review; haul route approval; grading, excavation, and building permits; and any additional actions as may be deemed necessary.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Hydrology/Stormwater, Land Use, Noise, Fire Protection, Transportation and Circulation/Parking, and other Mandatory Findings of Significance.

PUBLIC SCOPING MEETING DATE AND LOCATION: The public scoping meeting will be held on May 29, 2007 from 6:30 P.M. to 8:30 P.M. at the Autry National Center. The purpose of the scoping meeting is to solicit public comments regarding 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. The Department of Recreation and Parks encourages all interested individuals and organizations to attend this meeting.

Date: May 29, 2007

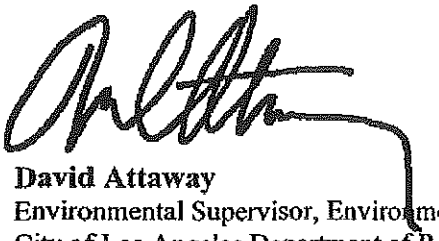
Time: 6:30 P.M. to 8:30 P.M.

Location: **Autry National Center**
4700 Western Heritage Way
Los Angeles, CA 90027

The enclosed materials reflect the scope of the Proposed Project, which may be of interest to you and/or the organization you represent. The Department of Recreation and Parks welcomes all comments regarding potential environmental impacts of the Proposed Project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **June 13, 2007**. Written comments will also be accepted at the public scoping meeting described above. Responses via facsimile at 213.928.9180 will be accepted, but must be followed by an original letter mailed to the address below.

Please direct your responses to:

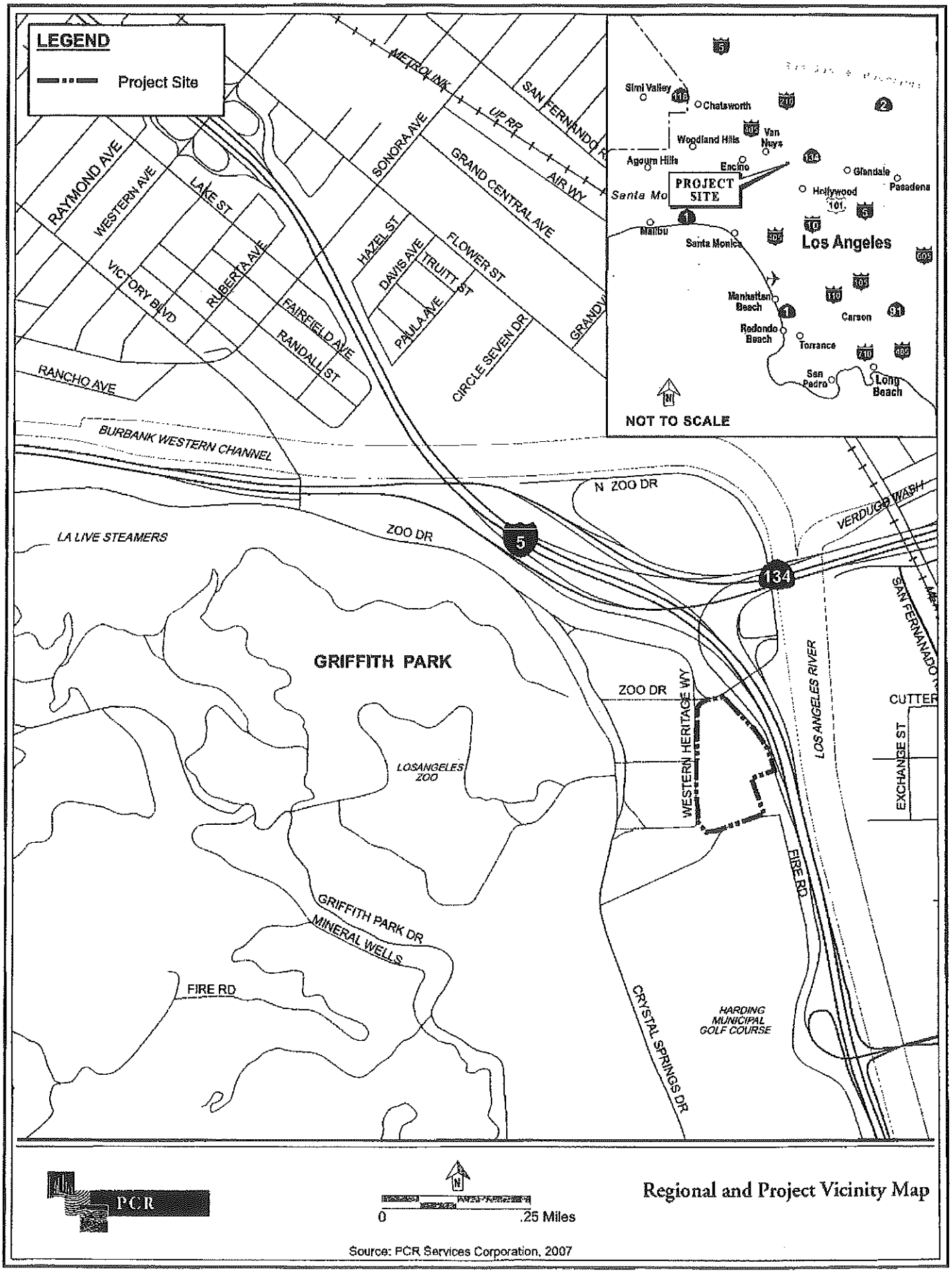
David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017



David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

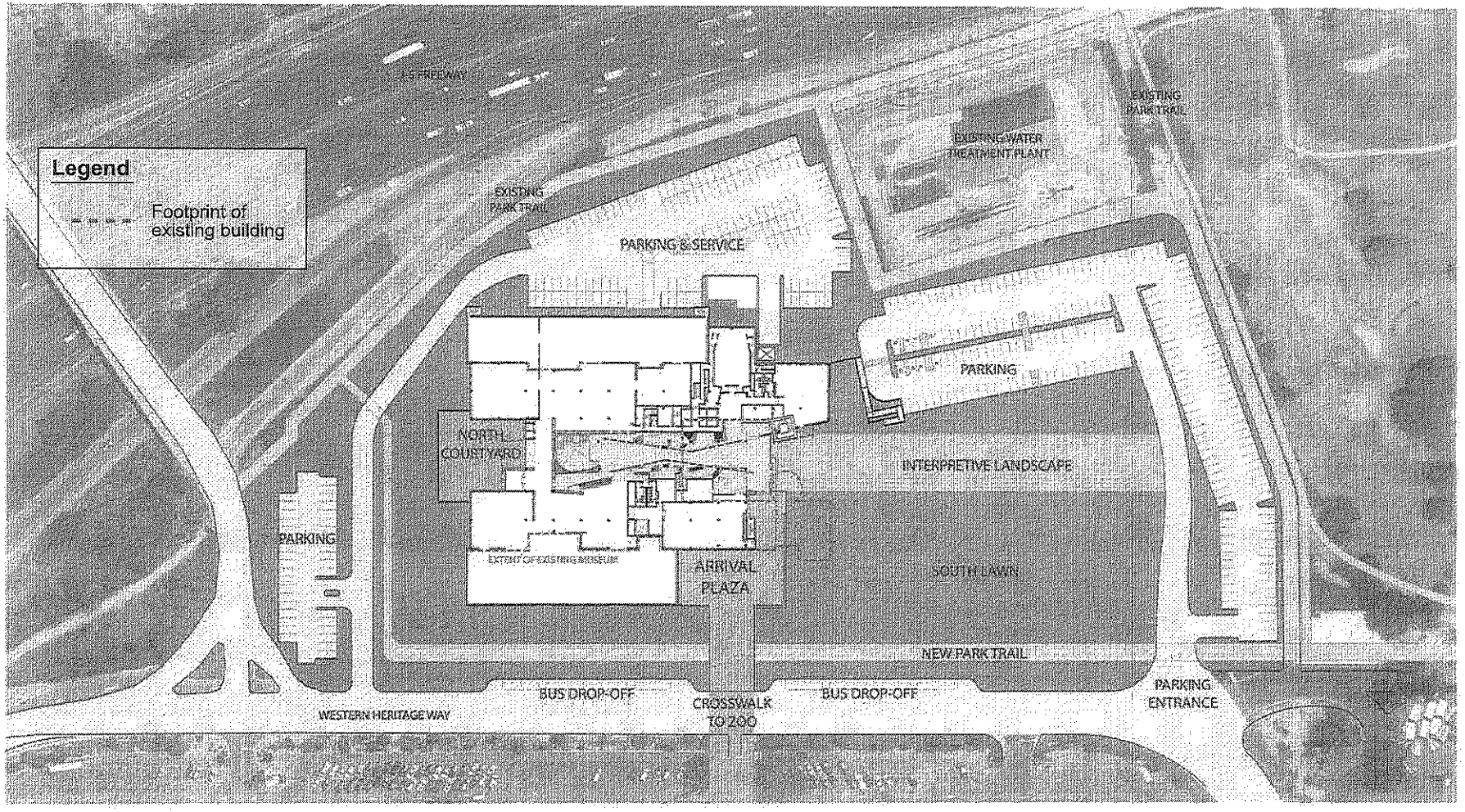
Enclosures

- Location Map
- Conceptual Phase 1 Plan
- Conceptual Phase 2 Plan



Regional and Project Vicinity Map

Source: PCR Services Corporation, 2007



PCR

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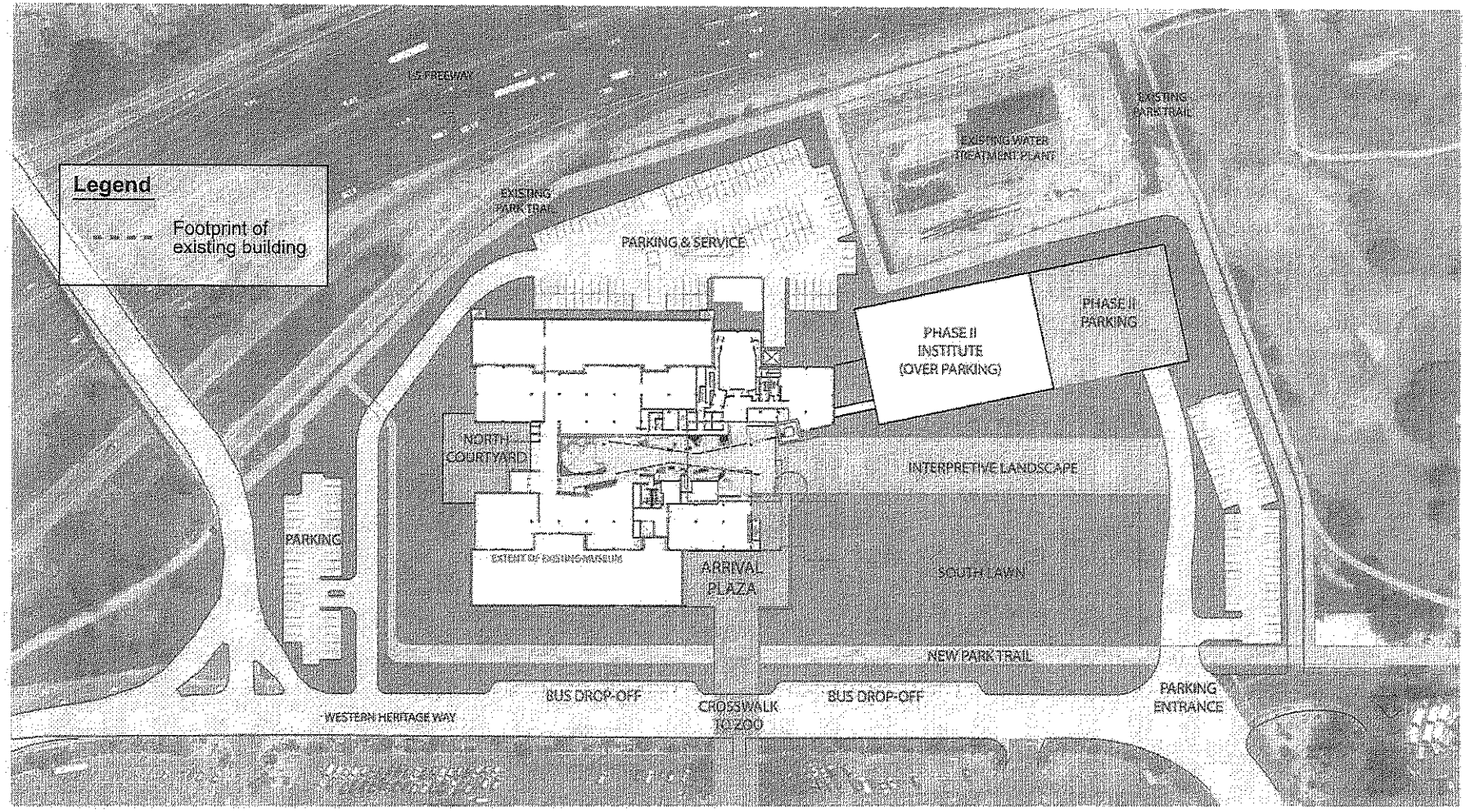
0 50 200 Feet

Source: Levin & Associates Architects, May 2007.

Autry National Center
Conceptual Site Plan
Phase 1



PCR

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0 50 200 Feet

Source: Levin & Associates Architects, May 2007.

Autry National Center
Conceptual Site Plan
Project Buildout

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(Article IV—City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles Department of Parks and Recreation	4	

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	CASE NO.
The Autry National Center	

PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum; expand the facility by approximately 129,000 square-feet in two phases; and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over two development phases. These improvements would allow the Autry National Center to establish the center as the premier interpretive site for the exhibition of the American West, to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource. (See Attachment A for further discussion)

ENVIRONMENTAL SETTING:

The project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. The project site is surrounded on the west by the Los Angeles Zoo and to the south by open space parkland and the Woodrow Wilson and Harding Golf Courses. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the project site. Beyond the Los Angeles River to the east of the project site are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of the project site. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

PROJECT LOCATION

The project site is located at 4700 Western Heritage Way, Los Angeles, CA 90027. It is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east of the Museum.

PLANNING DISTRICT	STATUS:
Hollywood Community Plan	☐ PRELIMINARY ☐ PROPOSED _____ ☐ ADOPTED date [Fill In]

EXISTING ZONING	MAX. DENSITY ZONING	☒ DOES CONFORM TO PLAN
OS	N/A	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	☐ DOES NOT CONFORM TO PLAN
Open Space/OS	N/A	
SURROUNDING LAND USES	**PROJECT DENSITY**	☐ NO DISTRICT PLAN
Open Space/Park/Zoo/Industrial	N/A	

☞ **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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find 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 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	TITLE

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 that 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 Section XVII, "Earlier Analysis," cross referenced).

5) Earlier analysis must 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 significant.

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.

☒ Aesthetics	☐ Hazards & Hazardous Materials	☒ Public Services
☐ Agricultural Resources	☒ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☒ Land Use/Planning	☒ Transportation/Traffic
☐ Biological Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☐ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☐ Geology/Soils	☐ Population/Housing	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
Autry National Center	(320) 667-2000
PROPONENT ADDRESS	
4700 Western Heritage Way, Los Angeles, CA 90027	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles	May 9, 2007
PROPOSAL NAME (If Applicable)	
The Autry National Center	

☞ ENVIRONMENTAL IMPACTS

(Explanations of all impact evaluations are provided in Attachment B)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURAL 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. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM_{10}) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. 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 Game or U.S. Fish and Wildlife Service ?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☒	☐	☐
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?	☐	☐	☒	☐
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
VII. 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	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?	☐	☐	☒	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐
X. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XII. POPULATION AND HOUSING. Would the project:				
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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	☒	☐	☐	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒
XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
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?	☐	☐	☐	☒
XV. TRANSPORTATION/CIRCULATION. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
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?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Result in inadequate parking capacity?	☒	☐	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
h. Other Utilities and Service Systems?	☐	☐	☒	☐

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, 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, 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?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)**

See Attachment B

ATTACHMENT A - PROJECT DESCRIPTION

A. INTRODUCTION

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum, expand the facility by approximately 129,000 square-feet in two phases, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over the two development phases. These improvements would allow the Autry National Center to established the center or the premier interpretive site for the exhibition of the American West, to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

B. PROJECT LOCATION AND SURROUNDING USES

The Project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. As shown in Figure A-1 on page A-2, the Project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the Project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east of the Museum. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the Project site.

As shown in the aerial photograph provided in Figure A-2 on page A-3, the Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the Project site and Western Heritage Way. Continuing southwest of the Los Angeles Zoo is a surface parking area that provides temporary parking for the Griffith Park Observatory shuttle site, which reopened in

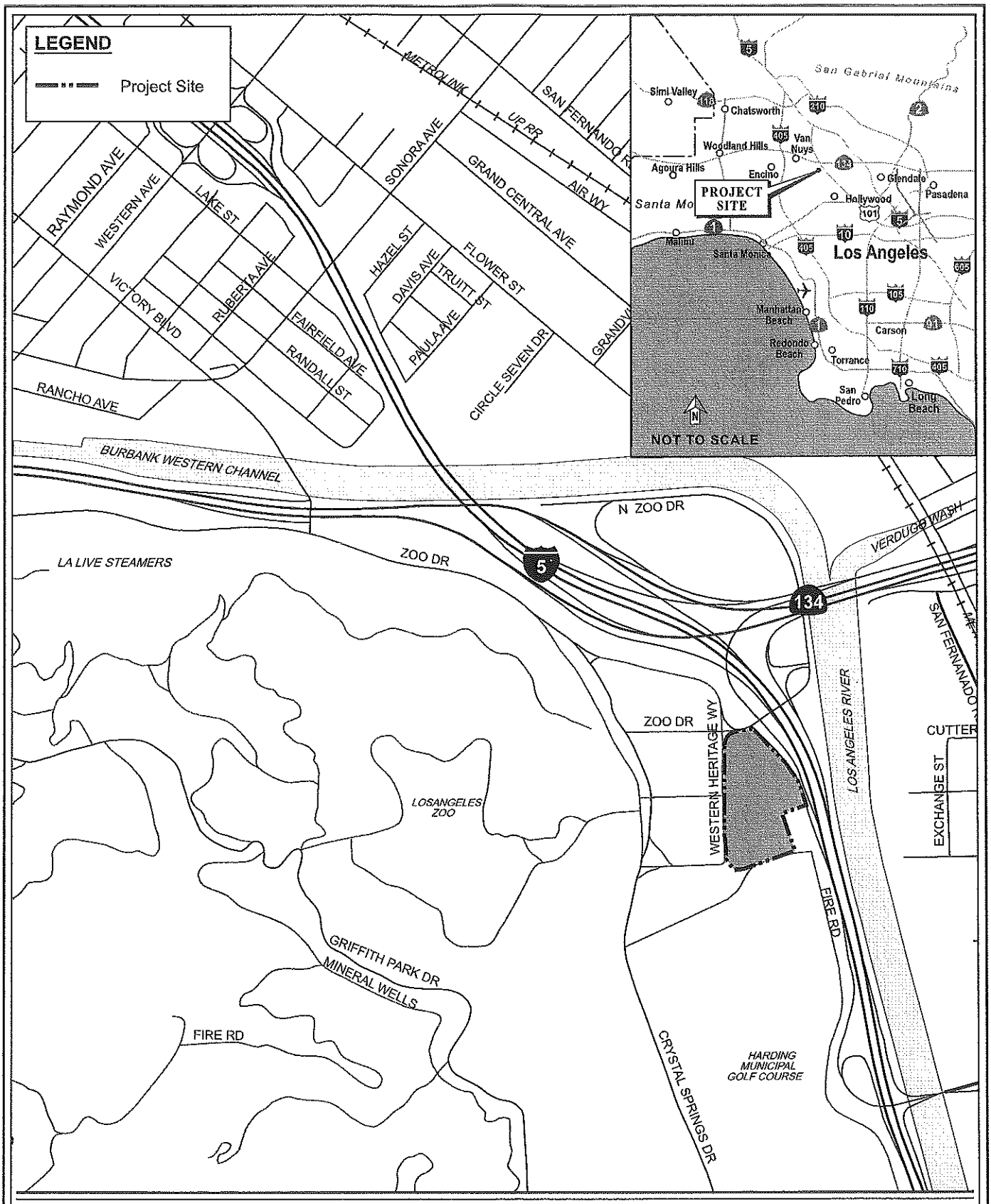
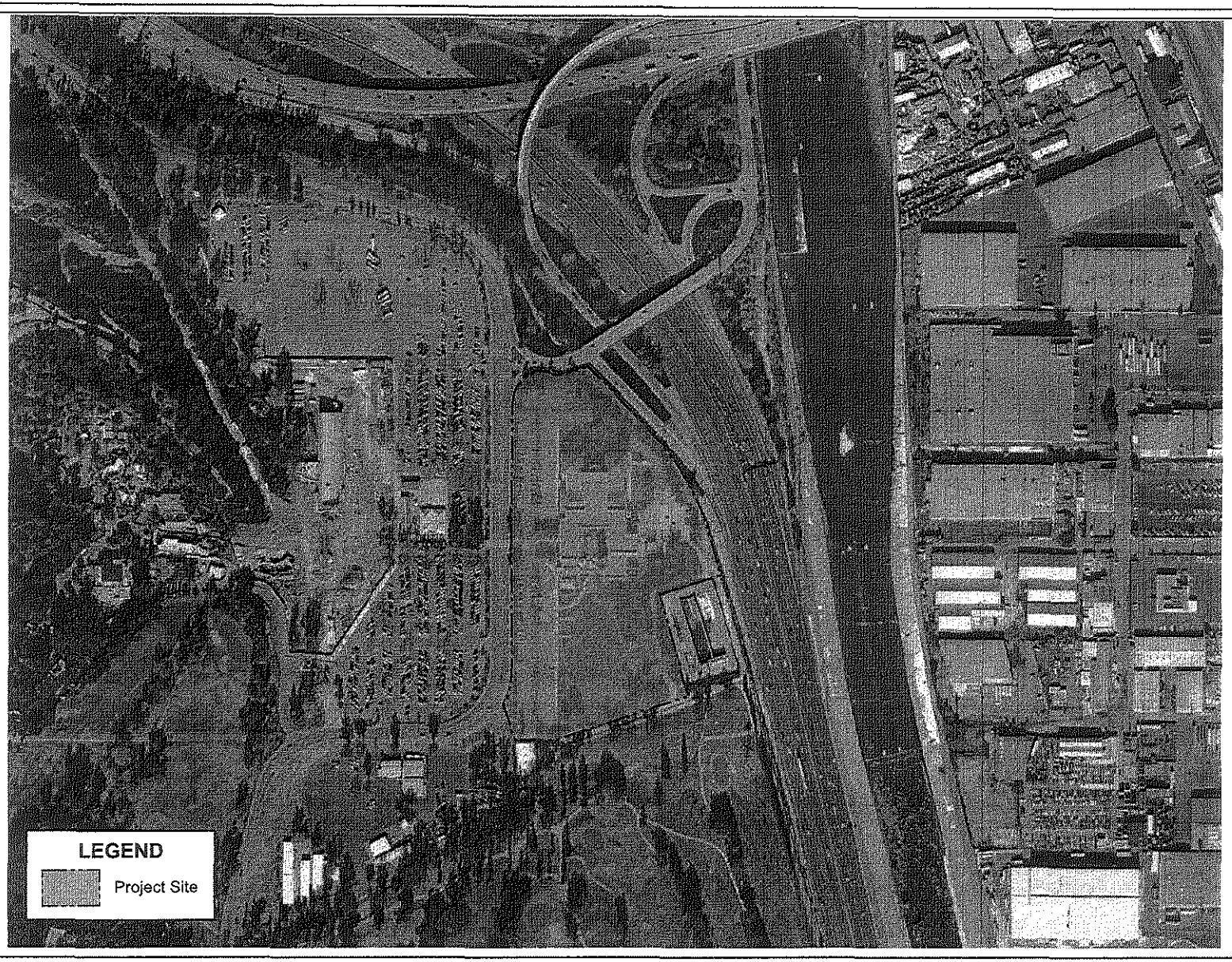


Figure A-1
Regional and Project Vicinity Map

Source: PCR Services Corporation, 2007



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Scale not provided

Source: PCR Services Corporation, 2007

Figure A-2
Aerial Photograph of
Site and Project Vicinity

November of 2006. Further south of the Project site are the Woodrow Wilson and Harding Municipal golf courses. As noted above, Interstate 5 is located to the east of the Project site, with the Los Angeles River located just east of Interstate 5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the Project site along the Los Angeles River.

C. BACKGROUND

The Museum of the American West (originally called the Autry Museum of Western Heritage) was founded by Gene and Jackie Autry to examine the histories, cultures, and mythologies of the American West and its diverse peoples. Constructed and opened to the public in 1988, the building consists of approximately 142,880 square feet of space. The current Project facilities operate under a ground lease agreement dated January 1987 between the City of Los Angeles and the Gene Autry Western Heritage Museum. The ground lease was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities, and covers the legal framework by which both the City and the Museum are bound.

Over the next 20 years the Museum expanded its holdings, continuing to explore the complicated stories of the West through multiple understandings. In 2002, the Autry Museum merged with the Women of the West, a nonprofit organization highlighting the impacts of diverse women's experiences on the history of the American West. Later in 2003, the Autry Museum merged with the Southwest Museum of the American Indian, located in the Mt. Washington area of Los Angeles. The Southwest Museum collection is one of the nation's most important artifact, library, and archive collections related to the American Indian.

In 2003, the Autry National Center (comprised of the Women of the West Museum, the Autry Museum of Western Heritage and the Southwest Museum of the American Indian) was created with the mission of exploring the distinct stories of cultures and peoples and examining how the interaction of these cultures and peoples affects the complex, evolving history of the American West. The Autry uses a variety of techniques, curatorial specialization, and distinctive lines of intellectual inquiry to delve into the multifaceted study of the American West.

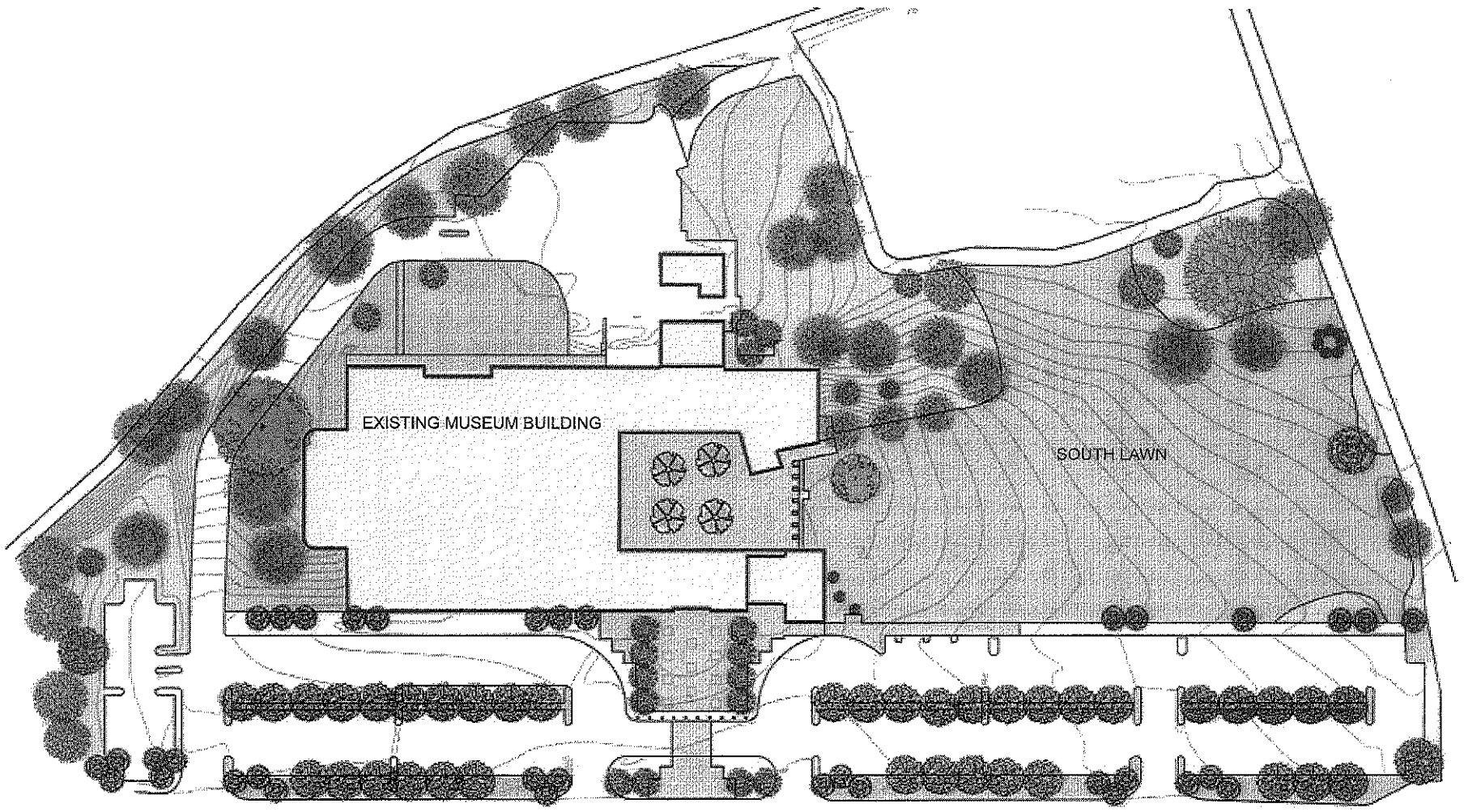
Through the Proposed Project, the Autry will create a modern museum that will provide far greater public access to larger segments of its collection, and especially the renowned Southwest collection – most of which has been hidden from public view for decades. The expanded Griffith Park site will also provide additional facilities for research and educational programs.

D. EXISTING SITE CHARACTERISTICS

The 12.15-acre Project site is located within Griffith Park, which is owned and operated by the City of Los Angeles. As shown in the existing site plan provided in Figure A-3 on page A-6, the Project site includes the Museum building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The Museum building within the Project site provides permanent exhibitions on the American West and temporary exhibitions exploring local and Western issues. The Museum building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,880 square feet, an estimated 109,530 square feet is programmed space, while the remaining 33,350 square feet includes circulation, restrooms and mechanical equipment areas. An estimated 40,452 square feet of the programmed area is used for exhibits and gallery space, with an additional 20,408 square feet used for collections storage. The Museum building also includes a loading dock and areas for mechanical equipment. Collection storage areas are currently at capacity with collections stored at a density that exceeds conservation standards, with additional collections that are currently being stored within expansion galleries and other storage spaces. In addition, the staff, programs, events, and education uses have outgrown the existing facilities.

Based on the Los Angeles Municipal Code (LAMC) definition of height, which measures height based on the lowest portion of existing grade from a five foot radius of the building, the Museum building measures approximately 60 feet in height, with a tower element that measures approximately 114 feet in height. This definition of height takes into account the 24 foot topographical slope from east to west within the Project site. When viewed from Griffith Park on the western side of the Museum, the front of the main museum building measures approximately 36 feet in height.

Outdoor open spaces include the expansive South Lawn, which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Museum Plaza that one enters upon passing through the main entrance at the west. Several other landscaped areas are located near the western façade of the building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Museum building is also an outdoor open space available to Museum visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. Landscaping within the site is generally comprised of a variety of pine trees, California pepper trees, coastal live oaks, honey locus, crape myrtle and cedar trees. Ornamental species include Oleander, Toyon, Cotoneaster, Rockrose, Escallonia, Daylily and Guinea Gold Vine. Lighting within the site includes pole lighting within the surface parking and entry plaza areas, exterior building lighting, up-lighting on building walls and the tower, event lighting in the plaza, and security lighting. The south lawn and perimeter site landscape areas are not lit.



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Scale not provided

Source: EE&K Architects, 11/2006.

Figure A-3
Existing Site Plan

Access to the site is provided from Western Heritage Way, just west of the Museum. Pedestrian and parking access is also provided from Western Heritage Way, which is connected directly to Zoo Drive just north of the Project site. A service road within the northern portion of the Project site provides access to a loading dock and staff surface parking areas east of the Museum building. The main public entrance to the Museum is from the west and is on axis with the Los Angeles Zoo entrance. An equestrian trail that extends throughout Griffith Park is also located at the edge of the southern and eastern portions of the site. In addition, a City of Los Angeles wastewater treatment facility used for management of storm drain and wash-down water from the Zoo is located outside the southeast portion of the Project site.

The Project site is presently zoned for Open Space by the LAMC and is located within the Hollywood Community Plan area of the City of Los Angeles, which designates the site for similar Open Space and Public Facility uses. The site is also within the Griffith Park Master Plan area of influence.[1]

E. DESCRIPTION OF PROPOSED PROJECT

The mission of the Autry National Center is to "explore the experiences and perceptions of the diverse peoples of the American West," and The Autry National Center Improvements Project will help to fulfill this mission through the renovation, modernization and expansion of the Museum at Griffith Park. Specifically, as part of the Project, the Museum would be expanded by approximately 129,000 square feet in two phases, portions of the existing Museum building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation and parking would be improved. These improvements would allow the Autry National Center to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the facility as a cultural resource; and to create and further establish a setting that represents the history of the American West. The Project does not propose any physical changes to the Southwest Museum located in Mount Washington, which will continue to provide various exhibitions for the public at that location. The proposed improvements would be implemented in two development phases as described below.

[1] *A Master Plan for Griffith Park was last developed in 1978. That plan was the basis for improvements and operations and maintenance decisions between 1978 and 2004. A new Master Plan for Griffith Park is currently being developed. This project is not part of the Griffith Park Master Plan.*

Phase 1

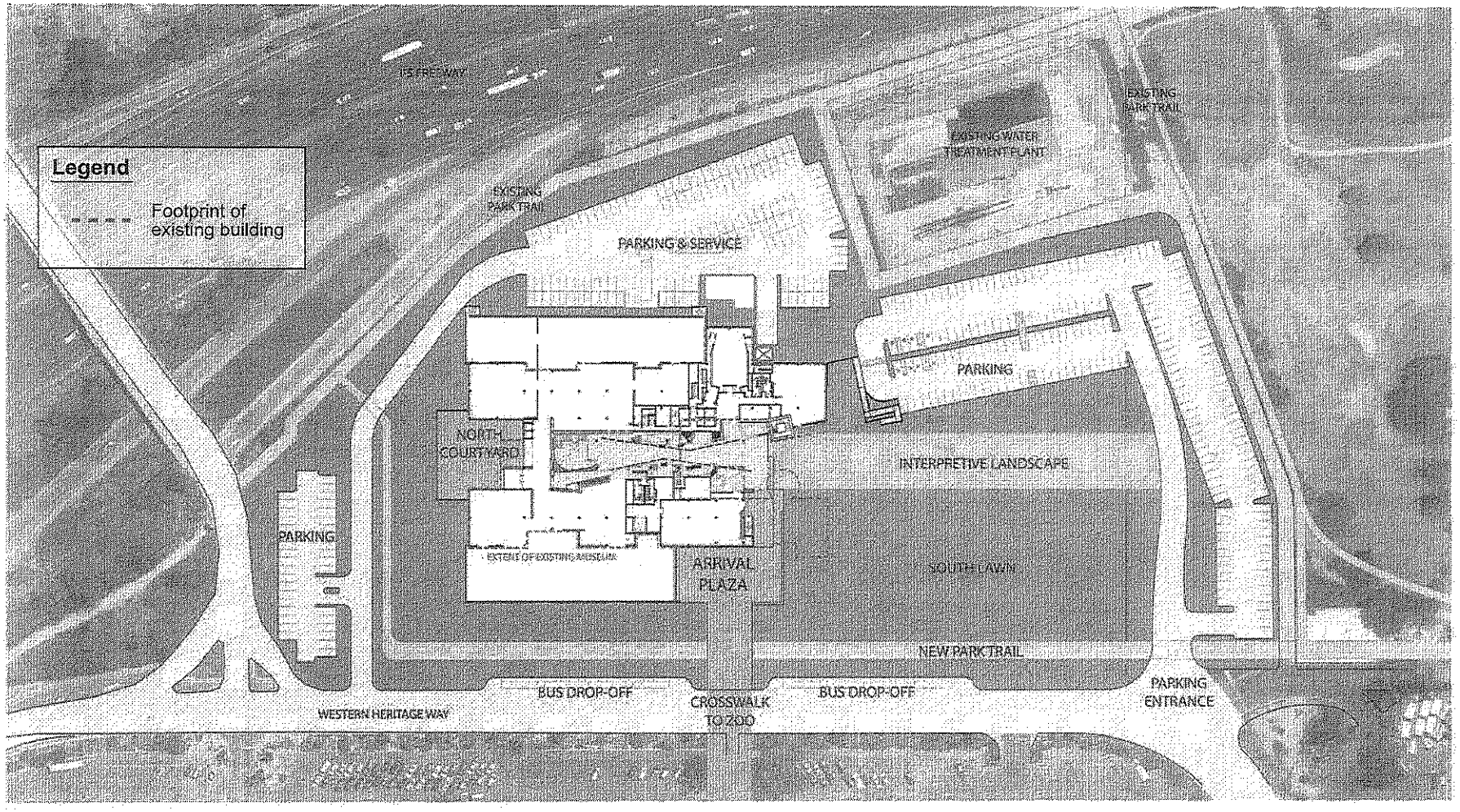
Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-4 on page A-9, Phase 1 of the Project would renovate much of the interior of the Museum building with approximately 79,000 square feet of new building areas added to the east, west and south. The Project would not include additional levels; rather, the Project would integrate the existing building into the new design for the site. As shown in Figure A-4, a renovated centralized space would connect key existing and expanded program components of the Museum including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management, and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for the proper storage of the collections of the Autry National Center, as well as space for conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels. The new and reconfigured exhibition spaces would provide for permanent and temporary exhibitions along with visual access to storage. These spaces would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of types of exhibitions. On the main level, the existing 230 seat theater would remain as existing space and the café area would be relocated to the eastern side of the Museum. A new community room would be added above the relocated café. The education classrooms would be relocated and expanded, with enhanced access to outdoor education spaces. The museum would also incorporate a new entrance area to the southern side of the main structure, north of the South Lawn area. The upper level of the building would also retain the research/library and general administrative spaces.

To provide for the new building areas, only limited removal of existing structures would be necessary. Existing exterior features of the Museum that would be removed would generally be limited to areas within the southern portion of the building. Removal of the interior finishes on the main level would be necessary to reconfigure the gallery spaces.

The height of the new building would be a maximum of 70 feet (with raised roof elements), based on the LAMC definition of height, which accounts for the changes in topography that occur across the site. However, when viewed from the west, the new building area would range from approximately 24 to 34 feet in height, similar to existing conditions. The tower may remain at the current height. The new and renovated portions of the building are anticipated to be constructed with materials such as stone, concrete, plaster, wood, and glazing.



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0 50 200 Feet

Source: Levin & Associates Architects, May 2007.

Figure A-4
Conceptual Site Plan
Phase 1

Parking and Access

As part of the proposed improvements, parking for staff would be expanded at its current location east and north of the Museum, and in addition, the southeastern portion of the site would be used for surface parking until the Phase 2 parking improvements described below are implemented. Vehicle access to the Project site would continue to be provided from Western Heritage Way. The existing service road within the northern portion of the site would be retained and would continue to provide access to the loading dock and staff parking area. Expanded truck access and turn around areas would also be provided at the east side of the building near the loading dock. Pedestrian access would occur from the both west and south of the Project through a new garden and plaza area with interconnecting walkways to the Los Angeles Zoo and Griffith Park. The existing equestrian trail that passes behind the water treatment site would not be relocated by the Project.

Open Space and Landscaping

As part of Phase 1 of the Project, the existing surface parking area for visitors within the front of the Museum building to the west would be replaced with a new landscaped area, thus eliminating much of the view of an expansive parking area as seen by the public from Western Heritage Way and the Los Angeles Zoo. A relocated parking area would be provided adjacent to the water treatment facility. As shown in the conceptual site plan provided in Figure A-4 and as discussed in detail below, the existing South Lawn area, which is used as an outdoor gathering and events area, would be shifted towards Western Heritage Way. During Phase 2 a new semi-subterranean parking facility would be constructed below the Phase 2 building.

Utilities

As part of construction of the proposed improvements, the existing sewer line that crosses through the Project site connecting the water treatment facility to the Los Angeles Zoo would be retained or relocated to the South of the new structures. Existing mechanical equipment such as a chillers and boilers would be upgraded as necessary. Upgrades to other utilities such as the on-site electrical supply system may also be necessary. The upgrade to the mechanical equipment would be based upon energy efficient guidelines cited within the Leadership for Energy Efficient Design (LEED).

Lighting within the Project site would include light from the window and skylight areas with limited exterior lighting to highlight the architectural features of the building. Outdoor lighting would include low-level landscape lighting and lighting for events, way finding and security.

Phase 2

Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-5 on page A-12, Phase 2 of the Project would include an Institute, including a reading room, collection storage rooms and staff area building to the south of the main Museum structure. This approximately 50,000 square foot structure would be adjacent to the South Lawn and connected to the southern portion of the main Museum structure via an outdoor pathway. The expanded building may be connected on the lower or upper level to the main museum building.

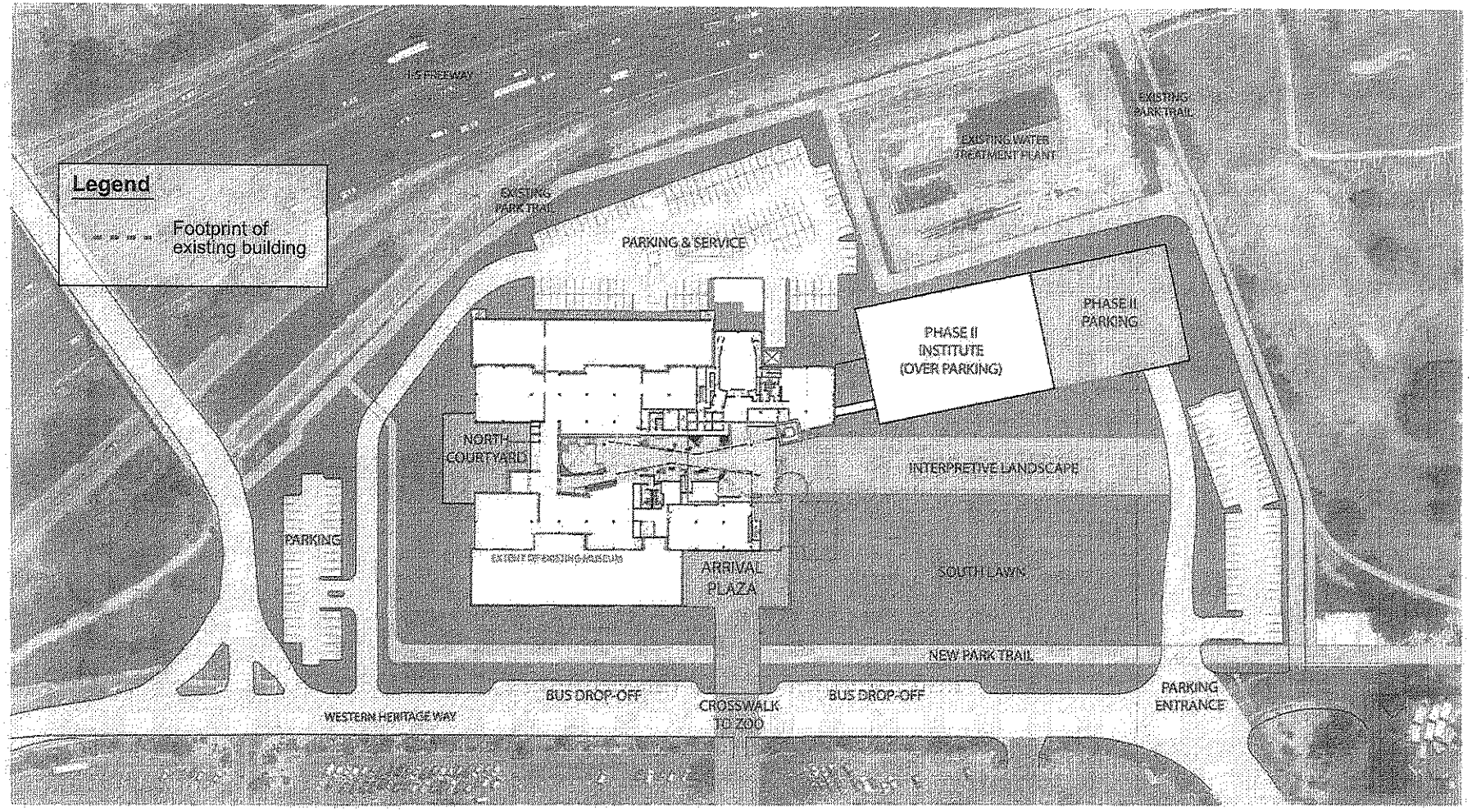
Parking and Access

As described above, Phase 2 of the Project would replace much of the surface parking area to a new two-level subterranean facility located below the Phase 2 building expansion. The location of the parking facility would take advantage of the existing 15-foot grade drop that occurs within the southern portion of the site. Upon completion of the proposed improvements, the Project site would include a total of 476 parking spaces on-site to accommodate both visitors and staff.

Anticipated Project Development Schedule and Construction Phasing

Construction of the proposed Project is expected to commence in 2008 for Phase 1, with opening of the Center in 2010. Phase 2 construction is expected to commence in 2013 with the opening of the additional building in 2014. Phase 1 is expected to include the creation of the Convergence Hall, expansion of the galleries to the west and east, interior renovations, renovation of the main entrance, expanded collection and storage areas, relocated café and expanded community room, and creation of new landscape areas and interim surface parking areas. Phase 2 is expected to include the Institute, including reading room, collection storage rooms and staff area extending to the south of the Museum and east of the South Lawn. The new semi-subterranean parking facility would also be constructed during Phase 2 of the Project.

Construction hours would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Construction activities associated with the proposed Project would result in approximately 89,930 cubic yards of grading for the building additions and the semi-subterranean parking garage (21,330 cubic yards in Phase 1 and 62,600 cubic yards in Phase 2), of which 710,880 cubic yards is anticipated to be exported (15,680 cubic yards in Phase 1 and 55,200 cubic yards in Phase 2).



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0 50 200 Feet

Source: Levin & Associates Architects, May 2007.

Figure A-5
Project Buildout

F. REQUIRED APPROVALS

A series of approvals and permits would be required for the Project. Such approvals and permits would include, but are not limited to, the following:

- Amendment to the ground lease with the City of Los Angeles.
- Conditional Use Permit (CUP) with height allowance.
- Site Plan Review
- Grading, excavation, and building permits.
- Haul Route Approval, as necessary.
- Any additional actions as may be deemed necessary.

ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATIONS

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues will not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant environmental impact would result from the project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. AESTHETICS. *Would the project:*

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a view of a visual resource that may be a natural or man-made feature. Examples of scenic vistas include views of urban skylines and distant landforms such as mountain ranges. The project site is located within the northeastern portion of the Griffith Park, a 4,107 acre municipal park located within the eastern end of the Santa Monica Mountains. In the project vicinity, the variety and scope of adjoining urban and natural features, including the Los Angeles Zoo to the west, the Woodrow Wilson and Harding Municipal Golf Courses further to the south, the Verdugo Mountains to the more distant north, and other various natural features within Griffith Park itself are visual resources that provide scenic vistas when viewed from various locations. The project would expand and renovate certain portions of the existing structure and related exterior landscaping. Although these improvements may contribute positively to existing scenic vistas within Griffith Park, it is recommended that the potential for scenic vistas within the project area to be affected by the project be analyzed further in an Environmental Impact Report (EIR).

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The City of Los Angeles designates public roadways, noted for scenic vistas, as scenic highways. No designated scenic highways occur in close proximity to the project site. The closest designated scenic highways are Forest Lawn Drive located

approximately 1.8 miles west of the project site on the western edge of Griffith Park and Los Feliz Boulevard located approximately 2.3 miles south of the project site just beyond the southernmost boundary of Griffith Park. Based on the distance to the project site and intervening topography, the project site is not visible from neither Forest Lawn Drive nor Los Feliz Boulevard. Thus, the project would not have the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a City-designated scenic highway. No impacts would occur and no mitigation measures would be required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The project includes the expansion of the existing Museum building generally to the east and west, landscaped plaza areas, landscaping improvements, additional surface and subterranean parking, as well as removal of existing surface parking areas to the west of the Museum. While these improvements may contribute positively to the existing visual character or quality of the site, it is recommended that this issue be analyzed further in an EIR.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. As indicated above, the project site is located within the northeast portion of Griffith Park. Interstate 5 is located to the east of the project site, with the Los Angeles River just east of Interstate 5. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the project site. To the south of the project site are the Zoo Magnet Center and a surface parking area which has been temporarily used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. These uses along the freeway and river generate varying amounts of light and glare. In addition, the project site also includes surface parking areas and pedestrian paths that produce varying degrees of light and glare. While the proposed project would not be expected to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, it is recommended that this issue be analyzed further in an EIR.

II. AGRICULTURAL 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. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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. No agricultural uses or related operations exist within the site or surrounding area. In addition, the project site has not been mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not result in impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further analysis of this issue is not necessary and no mitigation measures would be required.

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

No Impact. The project site is zoned for open space parkland and related recreational uses established by the City of Los Angeles. Specifically, the project site is zoned OS-1XL. In addition, no agricultural uses are present on the site and no lands within the project site are under a Williamson Act contract. Therefore, no impact associated with a conflict with agricultural zoning or Williamson Act contracts would occur and no mitigation measures would be required.

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. No agricultural uses or related operations exist on or near the project site. As such, the project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts would occur and no mitigation measures would be required.

III. AIR QUALITY. *The significance criteria established by the south coast air quality management district (SCAQMD) may be relied upon to make the following determinations. Would the project:*

a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?

Potentially Significant Impact. The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted in 2003 and outlines the air pollution control measures needed to meet Federal health-based standards for ozone (O_3) (1-hour standard) by 2010 and fine particulate matter (PM_{10}) by 2006. The AQMP also demonstrates how the Federal standard for carbon monoxide, achieved for the first time at the end of 2002, will be maintained.[1] In addition, the current AQMP addresses several State and Federal planning requirements and incorporates substantial new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological data and new air quality modeling tools.

The project would increase the amount of traffic in the area and would consequently generate air emissions that could affect implementation of the AQMP. As such, it is recommended that the EIR address the project's consistency with the AQMP.

Potential project impacts with regard to the Los Angeles County Congestion Management Plan are addressed in Section XV.g (Transportation/Circulation) below.

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

Potentially Significant Impact. As discussed in Response III.a. above, the project site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. Implementation of the proposed project would increase emissions on both a short term (i.e., during construction) and long-term basis in a non-attainment area. Short-term construction emissions would result from a number of sources, including but not limited to, the

[1] *The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.*

operation of heavy-duty construction equipment and on-site grading. Long-term emissions would mostly result from motor vehicles traveling to and from the site once the project is again fully operational. As the project could result in increased air emissions associated with construction and operation, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated as necessary.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Since the project would result in increases in air emissions from construction and operations (e.g., vehicle trips and stationary sources) in the Basin, which is currently in non-attainment of Federal and State air quality standards for ozone, PM_{10} and $PM_{2.5}$, it is recommended that this issue be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Construction activities and operation of the proposed uses would increase air emissions above current levels. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child care centers, athletic facilities, and retirement/convalescent homes.[2] Sensitive receptors in the project vicinity consist primarily of the Los Angeles Zoo Magnet Center south of the project site and the Los Angeles Zoo west of the project site. Construction and operation of the project could result in increases in air emissions and thus, could impact nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Objectionable odors are also associated with such uses as sewage treatment facilities and landfills. As the project involves the development of museum-related uses, no major odor-producing uses that would have the potential to affect a substantial number of people would be introduced. Rather, activities and materials associated with construction would be typical of construction projects of similar type and size. In addition, only limited odors associated with project operations would be generated by on-site waste generation and storage, the use of certain cleaning agents, and/or café-related

[2] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Figure 5-1, April 1993.*

uses, all of which would be consistent with existing conditions on-site. Any odors that may be generated during construction or operation of the project 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. Thus, further analysis of this issue is not necessary and no mitigation measures regarding odors would be required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a. 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Griffith Park is designated as a Significant Ecological Area (SEA) within the County of Los Angeles General Plan, as the County of Los Angeles considers Griffith Park and the Santa Monica Mountains as an annual rest-stop for migratory birds However, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. In addition, the project site is directly adjacent to the heavily traveled I-5 freeway to the east, the Los Angeles Zoo to the west and surface parking areas to the south. Due to the developed nature of the site and surrounding area, the project site is not known to contain 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 Game or U.S. Fish and Wildlife Service. Thus, project impacts on candidate sensitive or special status species would be less than significant and no mitigation measures would be required.

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

Less Than Significant Impact. As discussed above in Response IV.a, the proposed project would be implemented within an existing urbanized and developed area of Griffith Park with on-site landscaping that is predominantly ornamental in nature. No riparian habitat or other sensitive natural communities are known to exist on-site. Therefore, implementation of the project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community. Impacts would be less than significant and no mitigation measures would be required.

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?

No Impact. As indicated above, the project would be constructed within areas of the project site that are developed, graded, and/or landscaped. These areas do not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would not result in a substantial adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be 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?

Less Than Significant Impact. The project site is located within the northeastern portion of Griffith Park and is surrounded by areas that are developed or are otherwise landscaped. Specifically, the Los Angeles Zoo and associated surface parking are located to the west, surface parking and golf courses are located to the south and the I-5 and SR-134 freeways are located to the east and north, respectively. As a result, the site does not function as a migratory wildlife corridor. In addition, no bodies of water exist on-site to provide habitat for fish. Therefore, development of the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. Impacts would be less than significant and no mitigation measures would be required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact Unless Mitigation Incorporated. The project site is located in the City of Los Angeles and is subject to the Los Angeles Protected Tree Ordinance (L.A. Municipal Code Section 46.00; Ordinance No. 153,478). The City's Protected Tree Ordinance regulates the relocation or removal of all native oak trees (excluding scrub oak), California black walnut trees, California sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). These tree species are defined as "protected" by the City of Los Angeles. The Ordinance prohibits, without a permit, the removal of any regulated protected tree including "acts which inflict damage upon root systems or other parts of the tree..." and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. If a proposed project were to disturb a protected tree, the City's Protected Tree Ordinance requires that a report be prepared by a tree

expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

A tree survey was conducted in October of 2006 by a PCR biologist and certified arborist. A total of 199 trees, 15 native and 184 non-native, were assessed within the tree survey area, which includes the area defined by the proposed limits of grading and a 20-foot buffer area. Native trees include Quercus agrifolia, known as California Live Oak. The mitigation measures provided below will ensure that the protected trees impacted during construction will be replaced on a two to one (2:1) basis. With implementation of the mitigation measures provided below, impacts to protected trees would be reduced to less than significant levels.

Mitigation Measures

- Trees removed that are protected by the City of Los Angeles Protected Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), the California Walnut, the California sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

- All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.

- During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

- During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of partially and potentially impacted native trees to delineate the tree protection area. The protective fence shall be installed 5 feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

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?

Less Than Significant Impact. As discussed above, while the project site is located within the Santa Monica Mountains and Griffith Park SEA, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a more urbanized portion of Griffith Park, adjacent to the I-5 freeway, and thus, does not provide substantial habitat for biological species. In addition, the site is not designated in the Griffith Park Master Plan as a Habitat Enhancement Area, Exotic Removal Area, Restoration Area, or an Endangered Species Protection Area.[3] Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant and no mitigation measures would be required.

V. CULTURAL RESOURCES: *Would the project:*

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

No Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

PCR conducted a records search at the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project area and within a one-quarter-mile radius of the project area. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), and

[3] *City of Los Angeles, Department of Recreation and Parks, Griffith Park Master Plan, May 2005 Draft. Figure 4.3.*

the Los Angeles Historic-Cultural Monument (LAHCM) register, and historic versions of U. S. Geological Survey (USGS) topographic maps were also reviewed.

The project site is developed and it includes the existing Autry National Center Museum building, surface parking areas, landscaping, and an expansive lawn area (i.e., the South Lawn). The original Autry National Center Museum building was constructed in the mid 1980's and officially opened to the public in 1988. In addition, results of the cultural resources records search through the CHRIS-SCCIC indicate that there are no recorded historic resources within the project site. Thus, due to the lack of sufficient age and any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly. As such, development of the project site would not cause a substantial adverse change in a historic resource. No impact would occur and no mitigation measures would be required.

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

Less Than Significant Impact. Results of the cultural resources records search through the CHRIS-SCCIC indicate that 12 cultural resources investigations have been conducted within a one mile-radius of the project site. None of these studies involved the project site. In addition, none of the surveys identified any archaeological resources. In addition, the areas of the project site to be developed have previously been disturbed due to the development of Interstate 5 freeway, buildings and surface parking areas and planting of ornamental landscaping. In addition, the project site is surrounded by the Los Angeles Zoo and associated surface parking for the Zoo to the west, the Zoo Magnet Center and a surface parking area to the south and Interstate 5 to the east and northeast. Thus, the project site and much of the area surrounding the project site has also been disturbed and surficial archaeological resources that may have existed at one time have likely been previously disturbed. Based on these site conditions, and given that there are no recorded archaeological resources within a one mile-radius of the project site, the archaeological sensitivity of the project site is considered low. Furthermore, if a unique archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore,

impacts to archaeological resources would be less than significant and no mitigation measures are necessary. Further analysis of this issue is not required.

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

Potentially Significant Impact Unless Mitigation Incorporated. Based on the Geotechnical Report, the project site is underlain by artificial fill, stream channel deposits of Holocene age, and older alluvial deposits of Pleistocene age. The paleontological record search through the LACM revealed that there are no known vertebrate fossil localities within the project site. In addition, the records search indicates that there are no known vertebrate fossil localities nearby from the same or similar sedimentary deposits. The records search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant fossil vertebrate remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, the following mitigation measure is recommended to ensure that potential impacts associated with undiscovered paleontological resources would be less than significant:

- **Mitigation Measure V(c)-1:** A qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Results of the cultural resource records search through the CHRIS-SCCIC did not reveal the presence of any human burials within the project site or within a one mile radius of the project site. PCR contacted the NAHC regarding the presence of

burials or sacred lands for the project site on November 28, 2006; a response was received on November 28, 2006. According to the NAHC, results of the sacred land file records search indicate that no known Native American cultural resources are present within the project site. Furthermore, in the event that human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Implementation of these regulatory requirements would ensure that potential impacts associated with the accidental discovery of human remains would be less than significant.

VI. 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:

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.

Less Than Significant Impact. Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or having shown evidence of movement within the past 11,000 years (during the Holocene Epoch).[4,5] The seismically active southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults (i.e., low angle reverse faults with no surface exposure). Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by CGS. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles designates

[4] *The California Geological Survey was formerly known as the Division of Mines and Geology of the California Department of Conservation.*

[5] *California Department of Conservation, California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

Fault Rupture Study Zones extending along each side of active and potentially active faults to establish areas of hazard potential.[6]

The project site is not located in an Alquist-Priolo Fault Study Zone, and neither active nor potentially active faults cross the project site.[7] As discussed in the Geotechnical Report included as Appendix A, the closest Alquist-Priolo Earthquake Fault Zone to the site has been identified for the active Raymond Fault located approximately 4.5 miles to the southeast.[8] The project site is however located in a City of Los Angeles Fault Rupture Study Area.

Based on the Geotechnical Report, the closest active fault with the potential for surface fault rupture is the Hollywood fault located approximately 2 kilometers to the south of the project Site. In addition, the closest mapped fault is the easterly trending Griffith fault located just south of the site. The Griffith Fault is not defined as active or potentially active by State Geologists. In addition, no structures are planned within 50 feet of the southern site boundary. Therefore, the potential for surface rupture due to fault plane displacement propagating to the ground surface at the site is considered low.

Based on the above, the project would be subject to similar seismic risks as existing structures throughout southern California. In addition, the project would comply with the California Department of Conservation, California Geologic Survey Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the Los Angeles Municipal Code (LAMC). With adherence to applicable regulations, the potential to expose people to impacts from fault rupture resulting from seismic activity during the design life of the proposed additions and renovation areas is considered less than significant. Therefore, no mitigation measures, beyond compliance with the aforementioned regulations, are necessary.

ii Strong seismic ground shaking?

Less Than Significant Impact. The project site is located within the seismically active region of Southern California. Thus, as with other developments in the vicinity, the project would be subject to strong seismic ground shaking during a seismic event. However, the project would adhere to current engineering standards, the seismic safety requirements provided in the Uniform Building Code and the City of Los Angeles Municipal Code, and design

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[6] *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

[7] *California Department of Conservation, California Geologic Survey, Alquist-Priolo Fault Hazard Zones, Beverly Hills Quadrangle, Revised 1986. http://www.consrv.ca.gov/CGS/rghm/ap/Map_index/F4D.htm*

[8] *Report of Geotechnical Investigation prepared by MACTEC Engineering and Consulting, Inc., November 2003.*

recommendations set forth in the Geotechnical Report. Furthermore, the project would comply with the *California department of Conservation Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for evaluating and Mitigating Seismic Hazards in California (1997)*, which provides guidance for reducing seismic-related hazards. With adherence to the above seismic safety requirements and guidelines, the project would not expose people or structures to substantial adverse effects during a seismic event. Impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures would be necessary.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based on the Geotechnical Report, the project site is located within a State of California designated Liquefaction Hazard Zone and within a City of Los Angeles designated liquefiable area. Liquefaction potential is greatest where the ground-water level is shallow, and submerged loose, find sands occur within a depth of about 50 feet or less. As larger grain size, clay, and gravel content increase with increasing ground acceleration and shaking duration, liquefaction potential decreases. The Geotechnical Report includes an analysis of the potential for liquefaction using a Design Basis Earthquake model. Based on this model, peak ground acceleration (PGA) of 0.59 g and a predominant magnitude of 6.4 for an event with a 10 percent probability of exceedance in 50 years was identified for the site. Use of this data indicates that the potential for liquefaction at the site is low. Furthermore, the project would comply with the CGS Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), State and local building and safety codes including the LABC and the LAMC, as well as those recommendations set forth in the Geotechnical Report. Therefore, impacts associated with seismic-related ground failure would be less than significant, and no further evaluation of potential impacts associated with seismic-related ground failure is necessary.

iv. Landslides?

Less Than Significant Impact. Landslides are earthquake-induced ground failures that occur primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. According to the California Geologic Survey, the project site is not located in a delineated landslide zone and is not located within a shallow surficial landslide area. [9] Furthermore, as discussed in the Geotechnical Report, there are no known landslides near the site and the site is not within the path of any known or potential landslides. In addition, the project site is relatively flat, with elevations that range from approximately 435 to 455 feet above mean sea level across a distance of 1,700 feet. Based on

[9] *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

the existing geologic conditions, the project site is not susceptible to landslides. As such, further analysis of this issue is not necessary, and no mitigation measures would be required.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a Storm Water Pollution Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Therefore, project impacts related to soil erosion during the construction phase would be less than significant.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography and the presence of on- and off-site drainage facilities. In addition, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the project. Thus, impacts associated with soil erosion during operation of the project would be less than significant. Implementation of the following mitigation measures would ensure that impacts associated with erosion would be less than significant.

Mitigation Measures

- The Applicant shall comply with Ordinance No. 172,176 and Ordinance No. 173,494, where applicable. Stormwater and Urban Runoff Pollution Control require the application of Best Management Practices (BMPs).
- The Applicant shall also comply with Chapter IX, Division 70 of the Los Angeles Municipal Code, as applicable, which addresses grading, excavations, and fills.

- In addition, the Applicant must meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

Based on the above information, no further analysis of this issue is necessary 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?

Less Than Significant Impact. According to the Geotechnical Report, the project site is underlain by artificial fill that consists of silty sand and clay with brick, stream channel deposits of the Holocene age, and older alluvial deposits of the Pleistocene age that consist of interbedded silty sand, sand and clay. The fill material was encountered to a maximum depth of 26-feet in the south-central portion of the site. As discussed previously in response to Checklist Questions VI.(a)(iii) and VI.(a)(iv) and in more detail in the Geotechnical Report, the project site is not susceptible to landslides or liquefaction.

In addition, based on the Geotechnical Report, the potential for subsidence or collapse at the project site is also very low. Specifically, the project site and proposed construction and grading areas within the project site are relatively flat and in an area considered geologically stable. As proposed, the project would not involve placement of structures on soil that has recently subsided or is subject to excessive water use, which would cause unsafe or unstable conditions. As such, the project site, and adjacent properties will not be affected by subsidence or collapse.

Based on the review of regional historic data and data obtained from borings at the project site, the Geotechnical Report also estimates the potential for seismically-induced settlements. As indicated in the Geotechnical report, differential seismically-induced settlements due to varying subsurface conditions are estimated to be on the order of ¼ inch over a horizontal distance of 100 feet. Thus, with compliance with regulatory requirements, impacts associated with seismically-induced settlements would be less than significant.

Overall, the Geotechnical Report concludes that the project site is geologically stable and would not be affected by landslides, slippage, settlement, lateral spreading, or collapse. In addition, the project would comply with CGS, LABC and LAMC requirements, as well as recommendations set forth in the Geotechnical Report including the use of shallow, spread-type footings established in undisturbed natural soils or properly compacted fill. Compliance with LABC and LAMC guidelines as well as implementation of the recommendations of the

Geotechnical Report would reduce impacts associated with unstable soil and geologic unit to a level that is less than significant. Therefore, further analysis of this issue is not necessary and no mitigation measures are required.

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?

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. According to the Geotechnical Report, soils encountered on-site do not consist of expansive clay soils. Therefore, impacts associated with expansive soils would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

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 would be served by existing sewer infrastructure and no septic tanks or alternative wastewater disposal systems would be required. As such, no impacts associated with the ability of the soils to adequately support the use of such systems would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

VII. 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. The type and amount of hazardous materials to be used for the project would be typical of those used for museum uses and similar to hazardous materials currently used within the museum. Specifically, operation of the project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, photo-developing and printing chemicals, conservation treatment solvents and petroleum products. Examples of such materials include acetone, butyl alcohol, lead, methyl cellulose, and potassium iodide. In addition, construction of the project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Different aspects of hazardous materials management, including utilization, storage and disposal, are regulated by legislation administered by federal and state agencies including the Federal Occupational Safety and Health Administration (OSHA), the

Environmental Protection Agency (EPA), the California Department of Toxic Substances control (DTSC) through the county of Los Angeles Health Department, the Los Angeles County Fire Department, and the South Coast Air Quality Management District (SCAQMD). With continued compliance with these regulations, any associated risk would be adequately reduced to a less than significant level. As such, construction and operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary, and no mitigation measures would be 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?

Less Than Significant Impact. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. In addition, the project site is not located within an area designated as a methane zone by the City of Los Angeles. Furthermore, implementation of the project would not result in the exposure to asbestos-containing materials (ACMs) or lead-based paint, since the Museum building was constructed in 1988, after ACMs and lead-based paint were no longer permitted for use in building construction. Therefore, impacts associated with the release of hazardous materials into the environment would be less than significant and no mitigation measures would be necessary.

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

Less Than Significant Impact. The Zoo Magnet Center affiliated with North Hollywood High School is located to the southwest of the Autry National Center. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, impacts associated with emissions or handling of hazardous waste would be less than significant and no mitigation measures would be required.

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?

No Impact. The project site is not included on a list as a hazardous materials site compiled per Government Code Section 65962.5.[10] Information obtained from Environmental Data Resources (EDR) in June of 2006 also illustrates that the project site is not located on or within a hazardous material site, and thus would not create a hazard to the public. No impacts would occur and no mitigation measures would be 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?

No Impact. The project site is not located within an airport land use plan area or within two miles of an airport. The closest airport is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. In addition, the project site is not located within an airport hazard area as designated by the City of Los Angeles. Therefore, no impacts would occur and no mitigation measures would be required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. The closest airport or private air strip is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impacts would occur and no mitigation measures would be required.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan Framework, there are no designated disaster routes within the project vicinity. The project would not require the closure of any existing street or thoroughfare, or any

[10] *Environmental Protection Agency website, Envirofacts, http:/www.epa.gov/, accessed June 13, 2006.*

roadway that could be used as an evacuation route within Griffith Park (including Zoo Drive and Western Heritage Way) in the City of Los Angeles Emergency Response Plan. The project would also be designed to comply with the standards of the Los Angeles Fire Department for emergency access, including fire lane (truck access) standards. As a result, no significant impacts to an emergency response plan or emergency evacuation plan would occur and no mitigation measures would be 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?

Less than Significant Impact. Although the project site is located in an area that has been developed with buildings, paving and landscaping, the project site is located within the Very High Fire Hazard Severity Zone as defined in the City of Los Angeles Municipal Code.[11] Much of the hillside areas that are within Griffith Park and the Santa Monica Mountains are also within this zone. Due to the project's location in the Very High Fire Hazard Severity Zone, the site is subject to certain requirements such as brush clearing regulations, greenbelt requirements, and the use of fire resistant plants and materials to reduce the potential for wildland fires to spread. Furthermore, the Municipal Code outlines safety standards to further reduce any potential impacts associated with wildland fires. Standard fire protection devices, including existing and proposed fire hydrants and sprinklers, would be incorporated as part of the project, and appropriate emergency evacuation procedures would be continued to ensure the safety of staff and visitors of the Museum. 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. Thus, no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Less Than Significant Impact. Construction of the project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. However, as discussed above in Response IV.b, project construction would comply with the requirements of the Municipal NPDES Construction Permit

[11] *The Very High Fire Hazard Severity Zone replaced the Mountain Fire District and Fire Buffer Zone as established in the Los Angeles Municipal Code, Chapter 5, Article 7, Section 57.25, 1999 and identified in the Safety Element of the Los Angeles City General Plan. The boundary of the district remains the same.*

and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a SWPPP. As part of these requirements, BMPs would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Mitigation measures are also included in Response IV.b, above that will ensure that these BMPs and requirements related to water quality are implemented.

As discussed in Response No. IV.b., additional BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit and the City of Los Angeles' SUSMP to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or enclosed trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final section of BMPs will be completed through coordination with the City of Los Angeles. Therefore, project impacts related to violation of water quality standards and waste discharge requirements would be less than significant.

b. Substantially deplete groundwater supplies or interfere 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 land uses for which permits have been granted)?

Less Than Significant Impact. The project site is located over the San Fernando Groundwater Basin, which annually provides the City with 87,000 acre-feet of water.[12] Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. The larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with approximately 14 percent of its water supply.[13]

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[12] *City of Los Angeles Department of Water and Power, Urban Water Management Plan Fiscal Year 2002-2003, available at http://www.ladwp.com/ladwp/cms/ladwp005428.pdf, accessed December 12, 2005.*

[13] *Ibid, accessed December 12, 2005.*

Based on recent borings, the groundwater table beneath the site is approximately 17.5 feet to 36 feet beneath the ground surface. Further, based on the Geotechnical Report, the stormwater table slopes downward to the southwest. Excavation during the construction phase of the project would extend approximately 15 feet beneath the ground surface on the western side of the existing building for the gallery expansion and level with the eastern grade, for the proposed semi-subterranean parking facility. If water is found during excavation, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, construction impacts to groundwater would be less than significant.

In addition, operation of the project would not interfere with groundwater recharge. The majority of the site is developed with buildings and paved surfaces, with only limited ornamental landscaping around the site perimeter. The project would replace existing impervious areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, the amount of impervious surface area on-site would not measurably change, and groundwater recharge in the area would not be affected. Furthermore, the project would be designed to comply with the recommendations of the Geotechnical Report to ensure that project operations would not interfere with groundwater supplies. As such, construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant. Therefore, further analysis of potential impacts associated with this issue is not necessary and no mitigation measures would be required.

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?

Potentially Significant Impact. The project site currently contains similar amounts of pervious and impervious surface areas. Approximately 279,200 square-feet of the project site (53 percent of the site) consists of impervious surface area and roughly 249,400 square-feet of the project site consists of pervious surface area. While the project would include new pervious landscaping areas throughout the project site, the proposed Phase 1 improvements would include an additional 79,000 square-feet of building area. Thus, a moderate increase in impervious surface could result with the Phase 1 improvements. However, with the Phase 2 improvements, it is expected a slight decrease in impervious surfaces would be the expected result due to the removal of portions of the existing surface parking lot. This change in runoff quantities associated with the Phase 1 improvements and the potential to locate new structures within areas of the site containing drainage features, although minor, could alter existing drainage patterns.

Given this potential alteration of drainage patterns, it is recommended that further analysis of this issue be conducted and addressed in an EIR with feasible mitigation measures incorporated, as necessary.

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?

Potentially Significant Impact. As discussed above, implementation of Phase 1 of the project would result in a minor change in the amount of impervious and pervious surfaces within the project site. This could result in a slight change in the amount of surface water runoff from this site. Any increase in the amount of runoff originating from the site could potentially result in an increase in localized flooding on- and off-site. In addition, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated.

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. As indicated above, implementation of Phase 1 of the project could result in a change in storm water runoff quantities. Although relative to storm drain capacity this change would not be substantial, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Similar to existing conditions, operation of the proposed uses would generate pollutant constituents in surface water runoff. However, required water quality control measures would be implemented as described above. Therefore, the project would not provide substantial additional sources of polluted runoff, but could potentially contribute runoff water that would exceed the capacity of existing or planned drainage systems. Therefore, further analysis of drainage issues in an EIR is recommended with feasible mitigation measures incorporated, as necessary.

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. As previously indicated above, exposed soils during construction of the project could potentially be transported via stormwater runoff into storm drains. However, the project will comply with all applicable NPDES and City requirements, which will include the use of BMPs during construction and operation of the project as well as preparation of a SWPPP and SUSMP. Compliance with these requirements will ensure that the

project would not substantially degrade water quality. Thus, further analysis of this issue is not required and no mitigation measures would be necessary.

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

No Impact. The project site is not located within a delineated flood zone as mapped by the Federal Emergency Management Agency (FEMA) or within a 100-year flood plain as mapped by the City of Los Angeles.[14, 15] Therefore, the project would not place housing within a 100-year flood plain as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. Further analysis of this issue is not necessary and no mitigation measures are required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. As stated above, the project site is not located within a FEMA or City of Los Angeles designated 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Further analysis of this issue is not necessary and no mitigation measures are required.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. According to the Inundation Hazard Area Maps in the City of Los Angeles Safety Element, the project site is not located within a potential inundation area, however, the project site is located directly adjacent to an inundation area to the east, due to the proximity of the Los Angeles River to the east of the Interstate 5 Freeway located to the east of the site. Although the project site is located adjacent to an inundation area, the potential to expose people or structures to a significant risk of loss, injury, or death caused by flooding is relatively low due to the location of the project site within the Santa Monica Mountains and Griffith Park. Furthermore, given the location of the existing Interstate 5 Freeway and related improvements and existing structures within Griffith Park, exposure of people or structures to flooding as a result of the failure of a levee or dam is considered less than significant and no further analysis of this issue in an EIR is necessary.

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[14] *Federal Emergency Management Agency FIRM Panel No. 0601370084C, 1980.*

[15] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains." March 1994.*

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. The project area does not include any large bodies of water, therefore, tsunamis (seismic sea waves) are not considered a hazard at the site. The nearest body of water within the project vicinity is the LA River which is approximately 500 feet east of the project site. 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. Thus, the project site is not in the vicinity of, or downslope from, a reservoir or storage tank capable of creating a seiche. In addition, the project site, which is not positioned downslope from any unprotected slopes or landslide areas, is not positioned in an area of potential mudflow. Therefore, less than significant impacts from these events are not anticipated and no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

IX. LAND USE AND PLANNING. *Would the project:*

a. Physically divide an established community?

No Impact. The project site is located within the northeast portion of Griffith Park. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the project site. To the south of the project site are the Zoo Magnet Center and a surface parking area used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. Interstate 5 is located to the east of the project site, with the Los Angeles River just east of Interstate 5. The project would renovate and modernize certain portions of the existing Museum, expand the facility by approximately 129,000 square-feet, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. These proposed new uses would be consistent with and/or support the existing uses on-site and would not conflict with the surrounding recreational uses in Griffith Park. Thus, the project would not physically divide an established community. Further analysis of this issue is not recommended and no mitigation measures would be required.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The project site is zoned OS-1XL for open space use by the Los Angeles Municipal Code (LAMC). Consistent with this zoning designation, the Hollywood Community Plan designates the site for Open Space uses. Furthermore, the site is

located within the Griffith Park Master Plan area of influence. The project would require several discretionary actions, including an Amendment to the ground lease with the City of Los Angeles and a Conditional Use Permit for expansion of the structure. On a regional level, SCAG's Regional Comprehensive Plan and Guide (RCPG), MTA's CMP, and the SCAQMD's AQMP would apply. While the existing museum use is already in place and the proposed project is an expansion of the existing museum, it is nonetheless recommended that the project's consistency with local and regional plans be further analyzed in an EIR.

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

Less Than Significant Impact. As discussed in Response IV.b, the project site is located within the Santa Monica Mountains and Griffith Park Significant Ecological Area (SEA).[16] However, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a developed portion of Griffith Park, adjacent to the I-5 freeway, and thus is not expected to provide habitat for biological species. Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Further analysis of this issue is not recommended and no mitigation measures would be required.

X. 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?

AND

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?

No Impact. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified by the California Geological Survey as a mineral producing area.[17] [18] No mineral extraction activities

[16] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure BR-1B.*

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

[18] *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000.*

occur on the site or in the vicinity. Thus, the proposed project would not result in the loss of availability of a known mineral resource zone or a mineral resource recovery site. Further analysis of this issue is not recommended and no mitigation measures would be required.

XI. NOISE. *Would the project:*

a. Result in the exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Operation of the project may increase existing noise levels as a result of project-related traffic, (existing mechanical equipment will be retained or replaced with equipment with lower noise emissions) and visitors entering and exiting the project site. Additionally, construction activities and the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) during project construction would generate noise on a short-term basis. Therefore, it is recommended that the project's potential to exceed noise standards be analyzed further in an EIR.

b. Result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the proposed project may generate groundborne noise and vibration due to site grading, clearing activities, and haul truck travel. As such, the project would have the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As discussed above, project operations may contribute to an increase in ambient noise levels. Therefore, it is recommended that impacts associated with a permanent increase in ambient noise levels be analyzed in an EIR.

d. Result in 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, construction-related activities and equipment used during the project's construction phase could result in a temporary or periodic

increase in ambient noise levels above existing levels. Additionally, operation of the project could increase ambient noise levels in the project vicinity. Therefore, it is recommended that impacts associated with a temporary or periodic increase in ambient noise levels be analyzed 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 area or within two miles of a public or public-use airport. The closest airport to the project site is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the project site. Therefore, the project would not expose people to excessive airport-related noise levels. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be required.

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?

No Impact. The proposed project is not located in the vicinity of a private airstrip. As indicated above, the closest airport is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the site. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be required.

XII. POPULATION AND HOUSING. *Would the project:*

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)?

No Impact. The project does not propose the development of new residential units. Thus, the project would not directly generate an increase in the residential population to the area. With implementation of the project, up to approximately 50 new full-time equivalent (FTE) employees may be generated. This modest increase in employment would be well within the employment forecast set forth by SCAG. Furthermore, while not expected, any potential induced residential growth resulting from the new employment opportunities would be

inconsequential. Furthermore, no new roadways or other major infrastructure that would serve an area beyond the project site would be constructed as part of the project. Therefore, implementation of the project would not induce substantial population growth either directly or indirectly. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. The project site currently does not support existing housing. Thus, the project would not displace any housing that would necessitate the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. As discussed above in Response XII.b. above, the project site does not support existing housing. Therefore, the project would not displace substantial numbers of people necessitating the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

XIII. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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. Fire protection service is provided to the site by the Los Angeles Fire Department (LAFD). The project site is located within the service area of Fire Station 56, located at 2759 Rowena Avenue, approximately 3.3 miles south of the site. Implementation of the project would result in an increase in the number of visitors to the museum. Due to this increase in the daytime population, the project may generate a greater demand for LAFD services. As such, it is recommended that the project's potential impacts on fire protection services be further analyzed in an EIR.

b. Police protection?

Less Than Significant Impact. Police protection service is provided to the site by the Los Angeles Police Department (LAPD). The site is located within the LAPD's Central Bureau service area. The closest police station is the Northeast Community Police Station, located at 3353 San Fernando Road, approximately 4.5 miles to the southeast. However, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. The project would increase the daytime population and may therefore generate a greater demand for security services, but this increase would be met through the projects' private security force. Further analysis of this issue is not recommended and no mitigation measures would be required.

c. Schools?

No Impact. The project would not result in a new residential population, and as such would not generate new students to the project area. Furthermore, while not expected, any increase in demand for school facilities resulting from new project employees relocating to the area would be inconsequential. Further analysis of this issue is not recommended and no mitigation measures would be required.

d. Parks?

Less Than Significant Impact. The City of Los Angeles Department of Recreation and Parks is responsible for the maintenance and operation of Griffith Park and other public recreational facilities in the City of Los Angeles. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be required.

e. Other governmental services (including roads)?

No Impact. The project would not result in a new residential population, and as such would not generate a demand for additional library services. Furthermore, while not expected, any increase in demand for library services resulting from new project employees relocating to

the area would be inconsequential. Thus, no impacts to library services would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

During construction and operation of the project, other governmental services, including roads, would continue to be utilized. Project visitors and employees would use the existing road network, without the need for new roadways to service the project site. As discussed below in Section XV (Transportation/Circulation), the project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the project would result in a less than significant impact on other governmental services. Further analysis of other governmental services is not recommended, and no mitigation measures would be required.

XIV. 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?

Less than Significant Impact. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be 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 does not include the construction or expansion of recreational facilities. Furthermore, as discussed in Response XIII.d. above, it is not anticipated that museum visitors would have a substantial impact on the Griffith Park recreational facilities since use of these facilities would be secondary to the Museum. Thus, the project would result in a less than significant impact with respect to recreational facilities. Further analysis of this issue is not recommended and no mitigation measures would be required.

XV. TRANSPORTATION/CIRCULATION. *Would the project:*

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

AND

b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

a. and b. Potentially Significant Impact. Construction of the project would result in a temporary increase in traffic associated with construction-related vehicles (e.g., trucks, construction worker vehicles, etc). Additionally, the project would increase the number of annual visitors, thus generating an increase in vehicle trips on the local and regional transportation system. Therefore, it is recommended that traffic-related issues, including the potential for the project to cause a substantial increase in traffic relative to the existing traffic load and capacity or to exceed a level of service standard, be analyzed further 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. The project site is not located within the vicinity of a public or private airport. Furthermore, the project does not propose any uses that would change air traffic patterns, generate air traffic, or interfere with existing air traffic. As such, no safety risks associated with a change in air traffic patterns would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

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

No Impact. The project does not propose any hazardous design features such as sharp curves or dangerous intersections. Furthermore, the project does not propose any hazardous or incompatible uses. As such, no substantial hazards related to a design feature or incompatible use would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

e. Result in inadequate emergency access?

Potentially Significant Impact. Emergency access to the project site would continue to be provided from Western Heritage Way. Furthermore, the existing service road within the northern portion of the site would be retained and additional access would be provided within the southern portion of the site. The project would be developed in accordance with applicable fire safety standards including the Los Angeles City Fire Code, as well as requirements specific to development within the Very High Fire Hazard Severity Zone, as outlined in the Los Angeles Municipal Code. While it is expected that the majority of construction activities and staging areas would be confined on-site, some short-term construction activities may temporarily and intermittently disrupt traffic on Western Heritage Way. In addition, the project will generate traffic in the project vicinity and will result in some modifications to access from the streets that surround the site. Therefore, it is recommended that the project's impacts on emergency access be further analyzed in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. The project would include changes to the existing surface parking areas during phase 1 and construction of a two level semi-subterranean parking structure for phase 2, located at the southern portion of the site. This parking structure would provide approximately 346 parking spaces for museum visitors. In addition, the surface parking area located east of the Museum would be expanded to provide approximately 100 parking spaces for staff. Given the relatively high parking demand of the site, it is recommended that the project's potential impacts on parking be analyzed further in an EIR.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The Metropolitan Transportation Authority provides transit service within the project area. While bus service is not anticipated to be affected by the project, in recognition of the importance of this land use planning issue to the City, it is recommended that the project's consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

XVI. UTILITIES. *Would the project:*

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater services for the project site. Wastewater flows generated on-site are conveyed via a 6-inch sewer line located at the southeastern corner of the existing museum building. Site-generated wastewater is treated at Hyperion Treatment Plant (HTP), which is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd.[19]

Based on generation factors from the County Sanitation District of Los Angeles County, existing uses on the project site have a current average wastewater generation of an estimated 6,570 gallons per day (gpd). With the additional project improvements, the proposed project would result in an estimated average wastewater generation of 14,601 gpd. Therefore, the project would result in a net increase of approximately 8,031 gpd of wastewater, representing approximately .01 percent of HTP's total remaining capacity. Implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows below these anticipated levels. As such, the project would not be expected to exceed wastewater treatment requirements and would not have a significant impact upon the City's wastewater system. No further analysis of this issue is necessary and no mitigation measures would be required.

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?

Less Than Significant Impact. Water is currently provided to the project site via an existing below surface 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. The existing domestic water line is expected to be disconnected with the construction of the project. As such, there are currently two water line connections to the public water system (one to the north and the other to the south) that the existing museum and proposed improvements can connect with. As part of the project, either of the two water line connections will be used and will need to be extended to the

[19] *City of Los Angeles Integrated Resources Plan, June 2005.*

existing buildings supply line. The existing fire protection and landscape water sources will not be changed as a part of the proposed improvements.

Water consumption is often calculated for each land use by multiplying the wastewater generation factor by 125 percent to assume a worst-case scenario for water demand. Using this approach, the additional space proposed, in addition to the existing museum footprint, would generate a peak water demand of approximately 18,251 gpd. Projected water demand would be reduced by compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code.

The Department of Water and Power is currently in the process of upgrading the water supply to the area. They have recently placed a new pipe in Western Heritage Way with an 8-inch connection to the proposed project site; and they propose to add additional reservoirs/water pumps that would enhance the water supply system serving the project site. The proposed project would be required to demonstrate sufficient water flow at the project site to meet fire fighting needs. Such water flow would also be sufficient to meet the lesser flow requirements for the other museum uses. If at the time the project is implemented there is insufficient water flow to meet the project needs, the project would be required to modify the local system to meet the flow requirements. Such infrastructure enhancements, if they are needed, would be consistent with otherwise proposed improvements in the area such as an upgrade to existing pumps and pipe fittings. Such improvements constitute minor modifications of existing facilities, and would not substantially affect the environment.

As discussed in Response XVI.a., the existing 6-inch sewer line located at the southeastern corner of the existing building would also be adequate to accommodate the wastewater demands of the project. Construction of the proposed project would include all necessary sewer line improvements and connections in order to adequately connect to the existing sewer systems. Adjacent to the project site is a wastewater treatment facility, which provides connection to the storm water and wash down of surface areas at the Los Angeles Zoo, with final connection the Sewer system. The existing stormwater line that crosses through the project site connecting the wastewater treatment facility settlement pond from the Los Angeles Zoo would be relocated. Relocation of this line would occur under the direction of the Los Angeles Bureau of Engineering. Further, the project would be required to demonstrate that adequate pumping capacity exists at the Zoo pumping station, or support enhancement of pumping capacity. As was the case with the water infrastructure, should any enhancements be required, they would consist of minor modifications to the existing infrastructure system and would not result in notable changes to the physical environment. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities which could cause significant environmental impacts. As such, no further analysis of this issue is required, and mitigation measures would not be necessary.

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

Potentially Significant Impact. Currently, stormwater runoff from the project site drains to facilities owned by both the City of Los Angeles and the Los Angeles County Flood Control District and is managed by the Los Angeles Department of Public Works. As stated in Response VII.e., the project would not substantially increase the amount of runoff from the site. In addition, the project would include appropriate drainage. As part of these requirements, the project would detain. However, the project would modify the existing drainage patterns. Therefore, it is recommended that the potential impacts on drainage be addressed in an EIR.

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

Less Than Significant Impact. Water is provided to the project site by DWP through a 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. Domestic and Fire water supplies are obtained from the Los Angeles Aqueduct, local groundwater, and through purchases from the Southern California Metropolitan Water District (MWD). The project would generate an increase in the need for domestic water to accommodate the increase in museum visitors and employees. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce this projected water demand. Furthermore, based on the DWP's 2005 Urban Water Management Plan, sufficient water supply exists to serve projects such as that proposed through the year 2030.[20] Therefore new or expanded entitlements would not be necessary. Additionally, since the project falls below any of the thresholds contained in recently enacted water supply legislation (specifically SB610 and SB221), those requirements relating to water supply and water planning would not be triggered. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

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?

Less Than Significant Impact. The project would be served by the City of Los Angeles wastewater treatment system. As discussed in Response XVI.a. (Utilities and Service Systems)

[20] *City of Los Angeles Department of Water and power, 2005 Urban Water Management Plan.*

above, the Hyperion Treatment Plant has adequate capacity to serve the project. Therefore, the project would not result in an impact to the City's wastewater treatment services and no further analysis is necessary.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City's Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. It is expected that project-generated solid waste would be disposed of at one of the 12 major Class III landfills, which accept all types of non-hazardous solid waste within Los Angeles County.

Los Angeles County continues to evaluate its landfill needs and capacity through the Los Angeles County Solid Waste Management Plan. Ultimate landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., Land Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints. Several actions have occurred in recent years that have also altered projected capacity. In August 2005, the City of Los Angeles portion of the Sunshine Canyon Landfill Expansion began operations with a permitted capacity of 73.0 million tons. In addition, the Puente Hill Materials Recovery Facility (MRF) began operating in July 2005 at 500 tons per day (tpd), with a permitted capacity of 4,400 tpd and 24,000 tons per week. Further, in August 2000, the County Sanitation Districts of Los Angeles County (CSDLAC) entered into Purchase and Sale Agreements for the Mesquite Landfill waste-by-rail facility, located in Imperial County. Construction for the Mesquite Regional Landfill is currently underway and is expected to be open for rail shipments of waste in 2009. When fully operational, the Mesquite Landfill will accept 20,000 tpd of waste and have a total capacity of approximately 600 million tons, with a projected life of approximately 100 years.

Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels. Examples of such efforts include resource conservation per the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the diversion of waste to transformation (waste-to-energy) facilities or to intermodal facilities that transport the waste by rail to facilities outside of the County. According to the City of Los Angeles Bureau of Sanitation, through implementation of AB 939 requirements, the City

achieved waste diversion of 58.8 percent in 2000.[21] The City has adopted the goal of achieving 70 percent diversion by 2020.

Construction of the proposed project would generate demolition debris, some of which may be recycled or reused on-site to the extent feasible. Materials that could be recycled or salvaged include asphalt, glass, concrete, steel, and doors. Demolition debris not recycled or reused could be accepted at one of several unclassified landfills within the Los Angeles County. In addition, soil export of approximately 42,500 cubic yards would be required. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate project construction solid waste disposal needs, and significant impacts would not occur. No mitigation measures would be required.

A conservative projection of future waste generation levels associated with on-site operations can be calculated using the standard waste disposal generation rate for "other services."[22] Specifically, based on a solid waste generation factor for other services from the Integrated Waste Management Board, the Museum would generate approximately 1,548 tons of solid waste per year after buildout, or an increase of approximately 734 tons per year, which is an extremely small fraction of the regional solid waste generated.[23] The waste generation factors utilized do not account for recycling or other waste diversion measures, and as such, the estimated solid waste generated by the project would be less than that forecasted. Project-generated solid waste would be disposed of at one of 12 major Class III landfills within Los Angeles County, which accept all types of non-hazardous solid waste. Thus, potential impacts on the capacity of existing landfills in Los Angeles County associated with the solid waste generated by the proposed project would be less than significant. In addition, the following mitigation measure is also proposed to reduce the amount of solid waste generated by the proposed project:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

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[21] *City of Los Angeles Bureau of Sanitation, Year 2000 AB 939 Report, available at http://www.lacity.org/SAN/ab939-2000.htm, accessed September 8, 2005.*

[22] *Other Services is defined by the CA Integrated Waste Management Board as including museums, art galleries, theaters, recreational services, health clubs, and repair services.*

[23] *This waste disposal rate of 3.12 lbs/100 sq.ft./day is based on the California Integrated Waste Management Board's Solid Waste Characterization Database, May 2000.*

Based on the above, no further analysis of this issue is required.

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

No Impact. The project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Specifically, the project would comply with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments provide adequate recycling area or room for the collection and loading of recyclable materials. Furthermore, the project would promote compliance with AB 939 in order to maintain the City's 50 percent waste diversion requirement and support the City's goal of achieving 70 percent diversion by 2020. Therefore, no impacts associated with solid waste statutes and regulation would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the project site is provided and maintained by LADWP through utility poles located east of the existing building. The existing facility uses approximately 1.0 million cubic feet/year or 10,000 megawatt hour (MWh) of electricity per year. Based on the proposed building expansion , the project would consume approximately 14,000 megawatt hours (MWh) of electricity per year. This projected daily demand represents a net increase of approximately 4,000 MWh of electricity per year over existing conditions on-site according to calculations by the Interface Engineering. The existing electrical service to the building will be adequate to supply the increase demand of the building expansion, due to replacement of energy efficient equipment and lighting being replaced in the existing building. Based upon this analysis, no additional electrical capacity is required from LADWP. By 2012, LADWP projects an annual demand of 27,487,000 MWh of electricity per year.[24] When compared with this annual demand, the project-related annual electricity demand increase would represent approximately 0.158 percent of the forecasted demand in 2012, and is therefore within the anticipated service capabilities of LADWP.

Natural gas is provided to the project site by the Southern California Gas Company (SCGC). The project currently consumes 1.4 million cubic feet/year of natural gas. The building expansion is anticipated to consume approximately 1.55 million cubic feet/year of natural gas for the entire facility.. This represents an increase of 1,500 kcf/year of natural gas over existing conditions. Relative to a projected annual demand of 902 billion cubic feet within

[24] *California Energy Commission, Staff Proposed California Energy Demand 2002-2012 Forecast Attachment A for October 12, 2001 Committee Workshop.*

the entire SCGC service area in 2010, the annual consumption of natural gas associated with the proposed project would be 0.0002 percent and would be within the service capabilities of SCGC.[25]

The electricity and natural gas demand estimates presented above for the project are based on current consumption factors. The 1993 SCAQMD CEQA Air Quality Handbook consumption factors were not used, these consumption factors do not take into account the energy conservation measures that would be incorporated into the project. Therefore, the actual electricity and natural gas demands of the project are anticipated to be less than estimated. Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. As such, the project would have a less than significant impact. Therefore, further analysis of this issue is not required and no mitigation measures would be necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, 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, 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 discussed above in this Initial Study, the project would result in environmental impacts that have the potential to degrade the quality of the environment. This includes potential impacts regarding aesthetics, air quality, land use, noise, public services (fire protection), hydrology, and transportation/circulation (traffic, parking and access). An EIR will be prepared to analyze and document these potentially significant impacts and any associated cumulative impacts.

As discussed in more detail above, no natural community conservation plan applies to the project site. The existing developed areas of the project site are presently landscaped with predominately non-native species and are not expected to provide habitat for biological species or interfere with an existing corridor. No riparian habitat or other sensitive natural communities exist on-site nor are there any bodies of water on-site that provide habitat for fish. Additionally, 15 protected trees that could potentially be relocated or removed by the project will be replaced

[25] *California Energy Commission, California Energy Outlook: Electricity and Natural Gas Trends Report – Staff Draft, Docket #200-01-002, September 7, 2001.*

in accordance with the Los Angeles Protected Tree Ordinance. Therefore, impacts to any wildlife habitat, plant or animal communities, or endangered plants or animals are considered less than significant. As discussed above, the project would not result in the removal of important examples of the major periods of California history or prehistory and no associated impacts would occur. Thus, no mitigation measures are necessary and no further analysis of these issues in an EIR is required.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 and impacts of related projects in proximity to the project site combine to create impacts that are greater than the impacts of the project alone. Twenty-six (26) related projects have been identified in the project area. However, none of these projects are directly adjacent to the project site. Rather, all of the related projects are located across Interstate 5 and the Los Angeles River with the closest located approximately 0.4 mile east of the project site.

Cumulative impacts shall be evaluated for each of the topical issues listed above in Response XVII.a. (Mandatory Findings of Significance), as it was determined that the project would not contribute to cumulative impacts associated with other issues evaluated in this Initial Study for which less than significant project impacts were determined. Thus, cumulative effects associated with each of the potentially significant environmental impacts will be analyzed further in an EIR.

With regard to cumulative effects for the issues of agricultural, biological, archaeological, paleontological and mineral resources, the project site is generally located in a developed area and therefore, other developments occurring in the project area would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur. In addition, the project would not affect any historic resources. Thus, cumulative considerable impacts associated with historic resources would not occur.

Impacts related to geology and soils and hazards are generally confined to a specific site and do not affect off-site areas. Cumulative development would expose a greater number of people to seismic hazards. However, as with the proposed project, related projects would be subject to local, State, and federal regulations and standards for seismic safety. In addition, similar to the proposed project, all related projects would also be expected to handle and store any hazardous materials in accordance with State and local requirements and manufacturers

specifications. Thus, cumulative impacts related to geology, soils, and hazards would be less than significant.

Additionally, related projects could potentially contribute point and non-point source pollutants to nearby water bodies. However, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs, and SUSMPs, as well as compliance with local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant.

The proposed project in conjunction with related projects would cumulatively increase the employment in the area. However, these increases are expected to be within City and SCAG growth forecasts. In addition, the proposed project does not include new housing units and would not result in the removal of any housing units. Thus, the project's impacts on population would not be cumulatively considerable. No significant cumulative impacts to population or housing would occur. Furthermore, since the project would not result in a direct increase in the residential population of the area, cumulative impacts associated with schools and recreation would not be consequential.

Development of the proposed project in conjunction with the related projects would cumulatively increase water and wastewater generation and solid waste disposal. Thus, there is potential for a cumulative significant impact on utility infrastructure and facilities. However, each related project would be subject to discretionary review to ensure that adequate infrastructure and solid waste disposal capacity exist. Furthermore, utility service providers would conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community. Therefore, cumulative impacts on utilities are concluded to be less than significant.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Construction and operation of the project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As discussed above, these potential effects could be associated with aesthetics, air quality, hydrology, land use, noise, police and fire protection, transportation and circulation. It is recommended that an analysis of these potential impacts be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

May 14, 2007

To: Reviewing Agencies

Re: Autry National Center Improvement Project
SCH# 2007051084

Attached for your review and comment is the Notice of Preparation (NOP) for the Autry National Center Improvement Project 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:

David Attaway
City of Los Angeles Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

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
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007051084
Project Title Autry National Center Improvement Project
Lead Agency Los Angeles County Department of Parks and Recreation

Type NOP Notice of Preparation

Description The project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum; expand the facility by approximately 129,000 square-feet in two phases and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over two development phases.

Lead Agency Contact

Name David Attaway
Agency City of Los Angeles Department of Recreation and Parks
Phone (213) 928-9130 **Fax**
email
Address 1200 West 7th Street, Suite 700
City Los Angeles **State** CA **Zip** 90017

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Zoo Drive/Western Heritage Way
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-5/SR-134
Airports
Railways So. Cali Regional Rail Authority
Waterways
Schools Zoo Magnet
Land Use Museum/with galleries, Museum Store, cafe and theater; OS-1XL (Open Space, Height District 1, Extra Limited height restriction)

Project Issues Aesthetic/Visual; Air Quality; Drainage/Absorption; Noise; Public Services; Traffic/Circulation; Landuse

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

Date Received 05/14/2007 **Start of Review** 05/14/2007 **End of Review** 06/12/2007

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

NOP Distribution List

County: LOS ANGELES SCH# 2007051084

Resources Agency

- [■] Resources Agency — Nadell Gayou
- [ ] Dept. of Boating & Waterways — David Johnson
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [ ] Dept. of Conservation — Roseanne Taylor
- [ ] California Energy Commission — Paul Richins
- [ ] Dept. of Forestry & Fire Protection — Allen Robertson
- [■] Office of Historic Preservation — Wayne Donaldson
- [■] Dept of Parks & Recreation — Environmental Stewardship Section
- [ ] Reclamation Board — DeeDee Jones
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [■] Dept. of Water Resources — Resources Agency, Nadell Gayou
- [ ] _____ Conservancy

Fish and Game

- [ ] Depart. of Fish & Game — Scott Flint, Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [ ] Fish & Game Region 2 — Banky Curtis
- [ ] Fish & Game Region 3 — Robert Floerke
- [ ] Fish & Game Region 4 — Julie Vance
- [■] Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel, Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Gabrina Getchel, Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments

- [ ] Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Robert Sleppy, Environmental Services Section
- [ ] Dept. of Health Services — Veronica Malloy, Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission — Debby Eddy
- [ ] Office of Emergency Services — Dennis Castrillo
- [ ] Governor's Office of Planning & Research — State Clearinghouse
- [■] Native American Heritage Comm. — Debbie Treadway
- [■] Public Utilities Commission — Ken Lewis
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [ ] State Lands Commission — Jean Sarino
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics — Sandy Hesnard
- [ ] Caltrans - Planning — Terri Pencovic
- [■] California Highway Patrol — Shirley Kelly, Office of Special Projects
- [ ] Housing & Community Development — Lisa Nichols, Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
- [ ] Caltrans, District 2 — Marcelino Gonzalez
- [ ] Caltrans, District 3 — Jeff Pulverman
- [ ] Caltrans, District 4 — Tim Sable
- [ ] Caltrans, District 5 — David Murray
- [ ] Caltrans, District 6 — Marc Birnbaum
- [■] Caltrans, District 7 — Cheryl J. Powell
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Mario Orso
- [ ] Caltrans, District 12 — Bob Joseph

Cal EPA

Air Resources Board

- [ ] Airport Projects — Jim Lerner
  - [ ] Transportation Projects — Ravi Ramalingam
  - [ ] Industrial Projects — Mike Tollstrup
- [ ] California Integrated Waste Management Board — Sue O'Leary
- [ ] State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality
- [ ] State Water Resouces Control Board — Steven Herrera, Division of Water Rights
- [ ] Dept. of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- [ ] RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [■] RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- [ ] RWQCB 5S — Central Valley Region (5)
  - [ ] RWQCB 5F — Central Valley Region (5), Fresno Branch Office
  - [ ] RWQCB 5R — Central Valley Region (5), Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
  - [ ] RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____

Last Updated on 01/11/07

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Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

1.18.07

June 12, 2007

Mr. David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 W. 7th Street, Suite 700
Los Angeles, CA 90017

RE: SCAG Clearinghouse No. I 20070295 The Autry National Center Improvements

Dear Mr. Attaway:

Thank you for submitting the **Autry National Center Improvements** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Autry National Center Improvements**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **May 16-31, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

SHERYLL DEL ROSARIO
Associate Planner
Intergovernmental Review

Doc # 136719

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

May 25, 2007

Mr. David Attaway
Environmental Supervisor
City of Los Angeles
Department of Parks and Recreation
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Dear Mr. Attaway:

Notice of Preparation of an Environmental Impact Report for
The Autry National Center Improvements

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Initial Study/Environmental Assessment (IS/EA). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the IS/EA EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

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

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for

calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA webpages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

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

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li
LAC070516-05LI
Control Number

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

FAX TRANSMITTAL

June 5, 2007

Page(s): 1
Not including cover

To: **David Attaway, Environmental Supervisor**
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017
Fax: (213)928-9180

From: **Jui Ing Chien, Park Planner-Environmental**
Department of Parks and Recreation
510 S. Vermont Ave.
Los Angeles, CA 90020

Subject: **Notice of Preparation of A Draft Environmental Impact Report For the Autry National Center Improvements**

We are sending the comment letter for the subject project. Hard copy will follow.

If you have any questions, please contact me at 213 351-5129.

Chien Jui Ing

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

June 5, 2007

David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Dear Mr. Attaway:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE AUTRY NATIONAL CENTER IMPROVEMENTS

The Notice of Preparation of a Draft Environmental Impact Report for the above project has been reviewed for potential impact on the facilities of this Department. The proposed project will not affect facilities under the jurisdiction of this Department.

Thank you for including this Department in the review of this notice. If we may be of further assistance, please contact me at (213) 351-5129.

Sincerely,

Chien, Jui Ing

Jui Ing Chien
Park Planner

JC :(c: response –City of Los Angeles Autry National Center Improvements)

C: Joan Rupert - DPR

CITY OF GLENDALE, CALIFORNIA
Planning Department

633 East Broadway, Room 103
Glendale, California 91206-4385
(818) 548-2140 (818) 548-2144
(818) 548-2115 Fax (818) 240-0392
www.ci.glendale.ca.us

June 12, 2007

David Attaway, Environmental Supervisor
City of Los Angeles Department of Parks and Recreation
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: Comments on Notice of Preparation (NOP)
The Autry National Center Improvements Project

Dear Mr. Attaway:

The City of Glendale Planning Department appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Notice of Preparation and would like to provide the following comments.

1. Appropriate traffic impact analyses should be conducted at the project level to identify potentially significant and adverse impacts to any transportation infrastructure/facilities in the City of Glendale, including conducting level-of-service analyses at any signalized intersections in Glendale where the project would add 50 or more vehicle trips in the weekday morning peak hour, the weekday evening peak hour, and/or midday Saturday peak hour.

2. Potential project traffic impacts should be investigated on a 24-hour basis on all Local Streets, Neighborhood Collectors, Community Collectors, and Urban Collectors (as defined in the City of Glendale Circulation Element, August 1998) in Glendale fronted by residential uses.

3. Please contact Tom Mitchell in the City of Glendale's Traffic and Transportation Division for the "significance" criteria used by the City to evaluate impacts to intersections and street-segments. Mr. Mitchell can be reached at (818) 548-3960.

4. Page A-11 indicates that the project is expected to export 710,880 cubic yards of soil (combine Phase I and II). The EIR should clearly identify the methods for hauling exported soil including proposed haul routes, number of truck trips per day, and total amount of time to complete haul off. Any trucks utilizing streets within the City of Glendale will require haul route approval from the City's Traffic and Transportation Division.

We Recycle

5. Page A-7 states that an equestrian trail that extends throughout Griffith Park is located at the edge of the southern and eastern portions of the site. The EIR should address potential impacts to the trail network including those trails north of the Los Angeles River.

If you have any questions regarding these comments please, contact me at (818) 548-2140.

Sincerely,

Erik Krause
Senior Planner

EK:ek

Cc: Hassan Haghani, Acting Director of Planning
Jano Baghdanian, Traffic and Transportation Administrator
Thomas Mitchell, Assistant Traffic and Transportation Administrator

Department of Water and Power the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
H. DAVID NAHAI, *President*
EDITH RAMIREZ, *Vice President*
MARY D. NICHOLS
NICK PATSAOURAS
FORESCEE HOGAN-ROWLES
BARBARA E. MOSCHOS, *Secretary*

RONALD F. DEATON, *General Manager*

June 18, 2007

Mr. David Attaway
Environmental Supervisor
City of Los Angeles
Department of Recreation and Parks
Environmental Management Section
1200 West Seventh Street, Suite 700
Los Angeles, CA 90017

Dear Mr. Attaway:

Subject: Initial Study (IS) and Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for The Autry Center Improvements

The Los Angeles Department of Water and Power (LADWP) has reviewed the IS and NOP for the proposed Autry Center Improvements (proposed project). The proposed project would renovate and modernize certain portions of the existing Autry National Center museum in two development phases. Key features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation and parking amenities. Construction of Phase 1 is expected to commence in 2008 and open in 2010, and construction of Phase 2 is expected to commence in 2013 and open in 2014.

In January 2005, LADWP certified a Final EIR and approved the Lower Reach River Supply Conduit (RSC) Project (State Clearinghouse Number 2004081151) which would occur partially in the same vicinity as the Autry Center Improvements. The Lower Reach RSC will construct a new, larger Lower Reach RSC potable water pipeline to replace the Lower Reach of the existing RSC in a new alignment. The project will involve the construction of 37,400 linear feet of 48-, 60-, 66-, 72-, 84-, and 96-inch-diameter, welded steel underground pipeline, and would also include the construction of appurtenant structures (e.g., maintenance/access holes, flow meters, valves and/or vaults) and a regulator station. The pipeline will be located in public street right-of-way, municipal parks, LADWP property, and LADWP utility easements in the communities of Silver Lake and Los Feliz (including Griffith Park).

The current projected construction schedule for the Lower Reach RSC is as follows:

- Unit 1A: spring 2010 through winter 2011
- Unit 1B: mid 2008 through winter 2010
- Unit 2: 2012 through 2014 (tentative)
- Unit 3: spring 2008 through spring 2010
- Unit 4: fall 2008 through spring 2011

Please be aware of significant traffic impacts, including lane closures in the vicinity of the proposed project, and significant air quality impacts projected during Lower Reach RSC construction as described in the Final EIR. Coordination with LADWP prior to construction should be required to minimize impacts to the propose project, Lower Reach RSC construction, and the local community. construction coord.

Enclosed is a list of water and energy conservation measures that can be incorporated into the project design. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities.

Water Conservation. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed.

Energy Efficiency. LADWP suggests consideration and incorporation of energy-efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs.

Renewable Solutions and Advanced Technologies. LADWP is committed to promoting the development of clean, efficient, and renewable energy solutions. We have several programs, including Green Power for a Green LA, Customer Generation Rebate Program, and advanced energy generation and transportation expertise that may be useful.

Trees for a Green LA. As part of its ongoing commitment to environmental initiatives that reduce energy use, improve air quality, and beautify local communities, LADWP is sponsoring the *Trees for a Green LA* program. The program is intended to provide shade trees to LADWP residential customers to provide natural cooling and thus reduce air conditioning electricity use.

Solar Energy. Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels.

For more information on these programs, please visit our website at www.ladwp.com.

Please continue to include LADWP, Environmental Services on your mailing list for the proposed project. If you have any questions, please contact Ms. Sarah Easley Perez of my staff at (213) 367-1276.

Sincerely,

Charles C. Holloway

Charles C. Holloway
Environmental Affairs Officer

SEP:gc
Enclosure
c: Ms. Sarah Easley Perez

LOS ANGELES DEPARTMENT OF WATER AND POWER
WATER AND ENERGY CONSERVATION MEASURES

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

1. Landscape irrigation systems should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

   Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

2. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.

3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.

4. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.

5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.

3. Cascade ventilation air from high-priority areas before being exhausted, thereby, decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

4. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

5. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

6. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

7. A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

8. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

9. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat.

10. Install thermal insulation in walls and ceilings, which exceeds requirements established by the California Code of Regulations.

11. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

12. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

13. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

14. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

6. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.

7. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Efficiency Solutions Business Group encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

    - Consider the applicability of the use of thermal energy storage to handle cooling loads.

15. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

16. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

17. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

18. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

19. Design project to focus pedestrian activity within sheltered outdoor areas.

For additional information concerning these conservation measures, please contact Mr. Steve Matsuda, Director of Energy Efficiency Solutions, at (213) 367-4947.

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 2.2.2

ANTONIO R. VILLARAIGOSA
Mayor

June 7, 2007

Mr. David Attaway
Environmental Supervisor
Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, California 90017

Dear Mr. Attaway:

PROJECT TITLE: The Autry National Center Improvements

The proposed project involves the Los Angeles Police Department's Northeast Area. Enclosed are Area crime rates, predominant crimes, response time to emergency calls or service, and personnel statistics, which were obtained from Northeast Area. The Department's response is based on information received from the Area in which the project is located, Information Technology Division and input from Community Relations Section, Crime Prevention Unit personnel.

A project of this size would have a less than significant impact on police services in the Northeast Area. The Department is available to advise you on crime prevention features appropriate for design of the property involved in this project. The Department strongly recommends developers contact Crime Prevention Unit personnel regarding these features.

Upon completion of the project, you are encouraged to provide the Northeast Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any further questions regarding this response, please contact Sergeant Ralph Morales, Crime Prevention, Community Relations Section, at (213) 485-3134.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police

FRED BOCKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosures

NORTHEAST AREA

The Autry National Center Improvement is located in the Northeast Area in Reporting District (RD) 1101. Northeast Area covers 29.23 square miles and the station is located at 3353 San Fernando Road, Los Angeles, California, (213) 485-2563.

The service boundaries of Northeast Area are as follows: Los Angeles City boundary to the North, Pasadena Freeway, Sunset Boulevard to the South, Los Angeles City boundary to the East and Normandie Avenue to the West.

The service boundaries for RD 1101 inclusively are as follows: Los Angeles City boundary to the North, Griffith Park boundary to the South, Los Angeles River to the East and Griffith Park boundary to the West.

The average response time to emergency calls for service in Northeast Area during 2006 was 8.5 minutes. The Citywide average during 2006 was 6.9 minutes. There are approximately 288 sworn officers and 28 civilian support staff deployed at Northeast Area.

There were 25 crimes per 1000 persons in Northeast Area in 2006. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets. The predominant crimes in Wilshire Area were burglary from vehicle, vehicle theft, and theft.

Prepared by:

Officer Marco A. Jimenez
Community Relations Section
Crime Prevention Unit

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: THE AUTRY NATIONAL CENTER IMPROVEMENTS

Types of Crime	1101	NORTHEAST	CITYWIDE
Burglary from Bus.	0	102	3,795
Burglary from Res.	0	736	13,499
Burglary Other	2	111	3,038
Street Robbery	2	327	10,072
Other Robbery	0	296	4,284
Murder	0	25	485
Rape	1	29	1,046
Aggravated Assault	8	715	14,416
Burglary from Veh.	37	1,017	20,483
Theft from Vehicle	11	601	10,079
Grand Theft	14	550	11,819
Theft From Person	0	26	869
Purse Snatch	0	14	374
Other Theft	14	920	15,898
Vehicle Theft	17	1,674	26,209
Bunco	1	19	342
Bike	1	1	270
TOTAL	109	7089	136,978

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
NORTHEAST	7,089	/	278,618	25/1000
CITYWIDE	136,978	/	4,097,340	33/1000

*All statistical information is based on 2006 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports.

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

May 21, 2007

David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Dear Mr. Attaway:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Autry National Center Improvements project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. 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); and
2. 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.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

Susan Chapman
Program Manager, Long Range Planning

LOS ANGELES CONSERVANCY

June 12, 2007

Mr. John Gray
Executive Director
Autry National Center
4700 Western Heritage Way
Los Angeles, CA 90027-1462

Dear John:

I wanted to follow up with you about the Los Angeles Conservancy's position regarding the Southwest Museum, and reiterate our support for the Autry National Center's ongoing effort to rehabilitate the museum building and find an appropriate, active use for it once the collection is moved to the Griffith Park facility.

We believe that all of Los Angeles should be grateful for the Autry's commitment to its historic buildings. Your board's decision to seek National Register listing for the Southwest and its allocation of millions of dollars for much-need repairs and upgrades suggest to us that the Autry sees the Arroyo campus as a critical part of its collection. We are especially heartened by your stated intention to keep two of the landmark structure's historic galleries open for the public display of items from the Southwest's unparalleled collection, providing a tangible link between the site's historic and envisioned uses.

While we certainly maintain our support for the Autry's plans to keep the building in active use, we are also open to other potential scenarios for the Southwest campus. One possibility is a plan recently prepared for the Highland Park Heritage Trust by Garavaglia Architects. We have always seen room for additional development on the historic museum site and find that Garavaglia's proposal sensitively addresses many of the deficiencies found there today.

I hope that you will share our views with your board and let them know that our support for its ultimate decision will continue to be based on two factors: its continued sound stewardship of the historic Arroyo Seco campus, and the development of a programmatic use for the site that will ensure that it remains an active and vibrant presence in its community.

Sincerely,

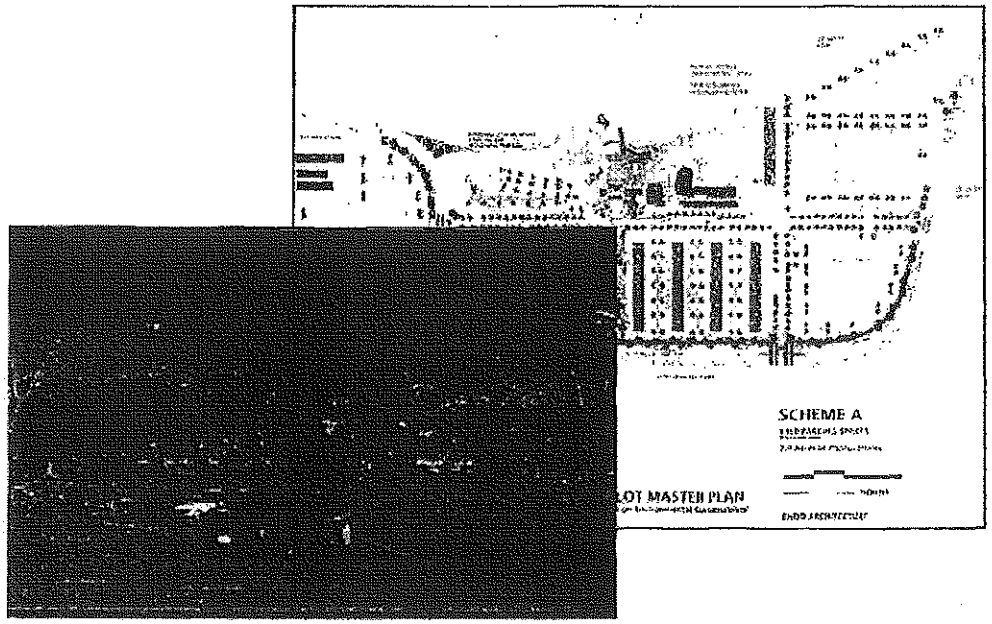
Linda Dishman
Executive Director

523 West Sixth Street, Suite 826, Los Angeles, California 90014 T: 213 623 2489 F: 213 623 3909

Final Concept Report

Proposition O
Los Angeles Zoo Parking Lot: Demonstration on Environmental Sustainability Project

December 12, 2006



Prepared for:

City of Los Angeles
Department of Public Works
Bureau of Sanitation
Watershed Protection Division

CDM
523 West 6th Street, Suite 400
Los Angeles, CA 90014

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Appendix B Pollutant Loading Estimation

Executive Summary

This report provides a conceptual overview of the proposed improvements to the Los Angeles Zoo parking area and drainage.

ES.1 Project Overview

Storm water runoff from the Los Angeles Zoo parking lot site has the potential to contribute trash, heavy metals, pathogens, total suspended solids, oil and grease, and gasoline to the storm water conveyance system within the Los Angeles River Watershed. The Los Angeles Zoo Parking Lot: Demonstration on Environmental Sustainability Project goal is to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff to the storm water conveyance system. Surface flow from the parking lot and Zoo Drive flows to a California Department of Transportation (Caltrans) right-of-way storm drain, which empties directly into the Los Angeles River. Pollutants of concern consist of any pollutants that exhibit one or more of the following characteristics:

- Current loadings or historic deposits of the pollutant impact the beneficial uses of receiving water bodies.
- Elevated levels of the pollutant are found in sediments of receiving water and/or have the potential to bioaccumulate in organisms therein.
- The detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and habitats

Targeted pollutants include the following:

- Trash
- Heavy Metals
- Total Coliform
- Fecal Coliform
- Fecal Enterococcus
- Total Suspended Solids
- Oil & Grease

The proposed network of best management practices (BMPs)/improvements for both Phase I and Phase II of the Zoo Parking Lot site include the following:

- Trash capture devices to address runoff from the neighboring Zoo Drive which still enters the storm drain system
- Porous pavement in the parking area
- Gravel and vegetated swales (bioswales) around the perimeter of the parking lot
- Potential reclaimed water usage for irrigation
- Evapotranspiration controllers and drip irrigation
- California native drought-tolerant landscaping
- Detention pond
- Sand filtration system

The 134-acre Los Angeles Zoo is located in the northeast corner of Griffith Park. The Zoo Project seeks to renovate the Zoo's existing 33-acre main parking lot[1] in two phases to provide additional infiltration, runoff reduction and pollutant loading control. As part of the Phase I implementation, improvements include managing and reusing storm water runoff through trash capture devices, porous pavement (e.g., *Ecocreto* porous concrete), and bioswales. Figure ES-1 depicts the approximate locations of the Phase 1 improvements.

During Phase I, planning and design for a range of additional BMPs and improvement alternatives (to be constructed in Phase II) will take place. These Phase II BMPs potentially include: stormwater collection (cistern) system for reuse to help meet irrigation demands at the site, detention pond, and sand filtration system to help potentially treat runoff directed from outside the Parking Lot Area. The site includes the entire existing Zoo Parking Lot, bordered on three sides by Zoo Drive[2], and by the Zoo's front entrance plaza to the west.

The existing 33-acre parking lot is impermeable and floods during storm events. The existing asphalt pavement throughout most of the parking lot is badly damaged and cracked, which creates safety issues for cars and pedestrians. The Zoo Project will provide a system of swales and grade adjustments that will be made during repaving to direct surface water to the swales for efficient filtration. Piping may also be installed in the parking lot under the porous pavement to capture water for reuse in landscape irrigation.

[1] The parking lot, at full current capacity, is used by more than 950,000 cars per year. (2,635 spaces x 364 days per year)

[2] The Zoo Drive swales are only used to treat water from Zoo Drive.

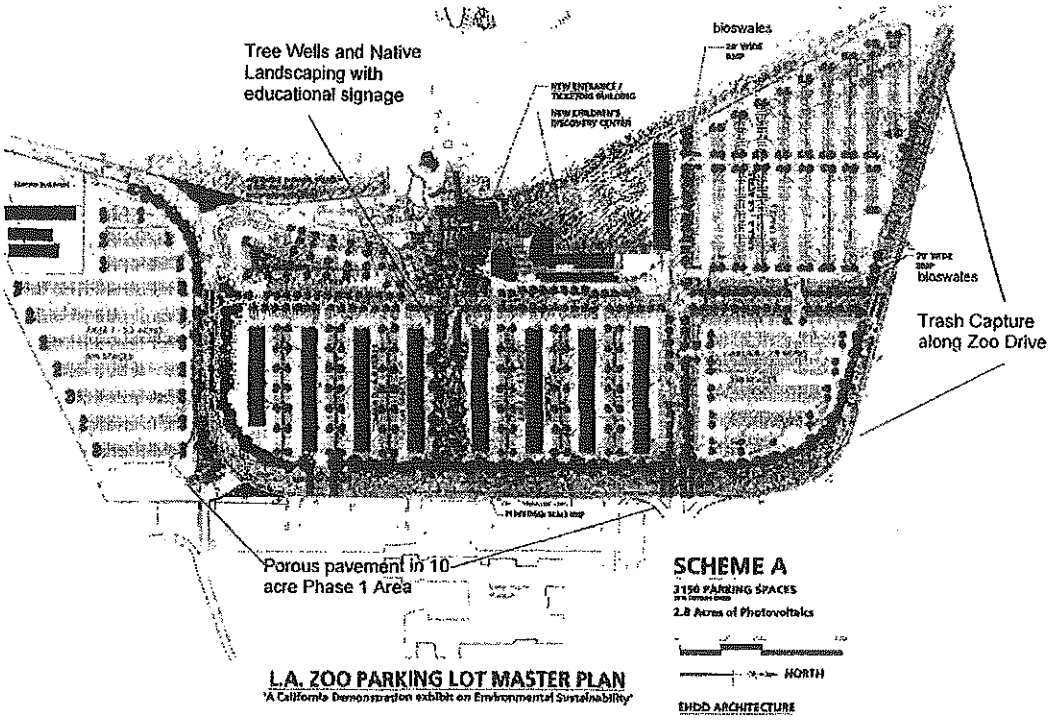


Figure ES-1
Schematic of LA Zoo and Locations of BMPs

Based on grading of the surrounding area, only runoff from the Zoo Parking Lot Area, some hillside areas and Zoo Drive contribute to flows. Total annual flow, assuming 15 inches per year, using an imperviousness of 100 percent and a runoff coefficient of 0.90, results in a sheet flow runoff volume of approximately 34 acre-feet per year.

There is the potential for several water quality benefits at the Los Angeles Zoo Parking Lot site, including both dry weather and wet weather runoff management. These benefits will assist in complying with current and future TMDL regulations as the project drainage is tributary to the Los Angeles River.

Construction of the aforementioned BMP's will yield an estimated removal for nearly all of the pollutants listed in Table ES-1.

Table ES-1
Proposed BMPs and the Expected Benefits

BMP Activity	Applicability	Expected Benefit
Phase I BMPs		
Trash Screen Inserts in storm drains (possibly Full Capture Device) *or:* Continuous Deflection Separators (CDS) Units	Captures over 90% of trash Reduces floatables by 100%, reduces TSS by 80%, reduces oil and grease by 80-90% reduces phosphorous by 15-80%, reduces heavy metals by 15-80%	Reduce trash to the Los Angeles River as well as other pollutants of concern
Porous Pavement	Reduces TSS by 65-100%; reduces pathogens by 65-100%, reduces total phosphorous by 30-65%, reduces nitrogen by 65-100%; reduces heavy metals 65-100%	Reduce polluted runoff; reduce stormwater runoff
Vegetated Swales*	Reduces TSS by 30-80%; reduces nitrogen by 15-80%; reduces total phosphorous by 15-80%; reduces heavy metals 15-80%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; fix pollutants through root uptake; improve water quality
"Smart" Irrigation System	Reduces water usage; reduces runoff	Lower water demand; reduce polluted runoff
Native plantings/drought tolerant landscaping	Reduces water demand; reduces runoff	Lower water demand, reduce polluted runoff
Phase II BMPs		
Detention pond	Reduces TSS by 75%; reduces coliform by up to 30%; reduces fecal enterococcus by up to 30%; reduces heavy metals by 30-50%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; improve water quality
Sand filtration system	Reduces TSS by 75%; reduces coliform by up to 90%; reduces fecal enterococcus by up to 90%; reduces heavy metals by up to 90%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; improve water quality

TSS = total suspended solids.
* Actual pollutant removal percentages vary depending on design of BMP and vegetation planted.
Sources: EPA, 1999; EPA, 1993; CWP, 2000.

As noted, some of the projected pollutant removal would be achieved through the construction of Phase II, which is not included in this Proposition O request. Refer to Appendix B and Section 3.2 for pollutant load results and discussion of water quality benefits.

This project takes a positive step towards increasing the beneficial and recreational uses of receiving water bodies, reducing potential risks to human health and safety, reducing beach closures, and preserving aquatic marine and plant habitat. Thus, the project will support the City's efforts to comply with current and future stormwater regulations to improve water quality while also benefiting the tourism industry.

ES.2 Project Costs

The total estimated project cost for Phase I and the amount requested from Prop O is $13,900,000 as summarized in the table below.

Table ES-2
(Project No. 9) The Los Angeles Zoo Parking Lot, Demonstration on Environmental Sustainability
Cost Estimate

Budget Category		Non-Proposition O Funding (if applicable) see notes below	Requested Proposition O Funding		Total
			Water Quality Benefits	Other Project Benefits	
(a)	Construction Cost	-	$8,704,941	$2,424,549	$11,129,490
(b)	Land Purchase/Right-of-Way acquisition	-	-	-	-
(c)	Pre-Design and Design (including environmental clearance, design project management)	-	$1,239,332	$504,441	$1,743,773
(d)	Construction and Post-Construction management	-	$803,637	$227,342	$1,030,979
(e)	**Grand Total [Sum (a) through (d) for each column]**	-	**$10,747,910**	**$3,156,332**	**$13,904,242**

Source(s) of Non-Proposition O Funds
Los Angeles Department of Water and Power – Solar Energy Component

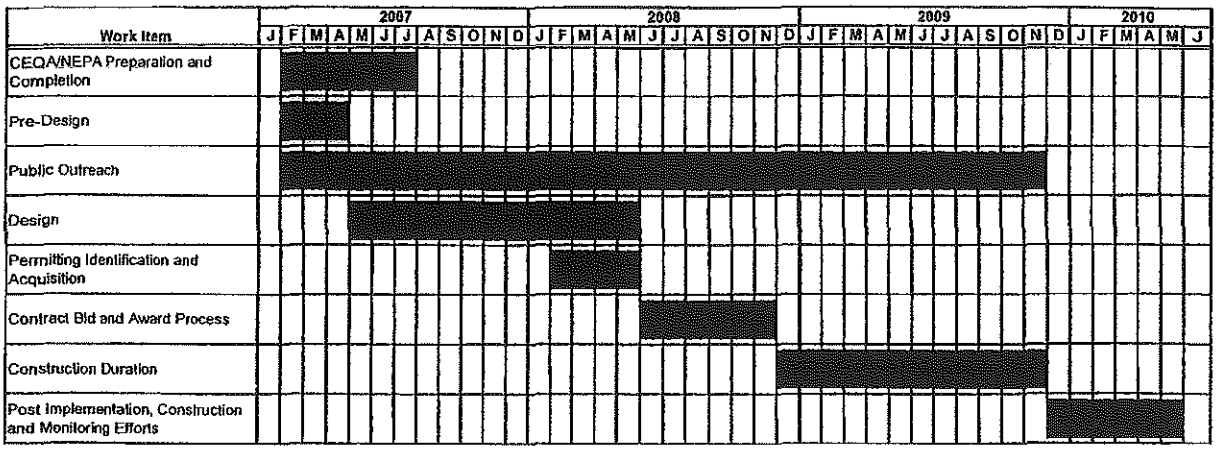
Water quality elements include trash capture devices, porous pavement, bioswales, and smart irrigation. Other project elements include parking lot striping, lighting and signage. Refer to Section 8 for a detailed breakdown of the estimated costs.

Operation and Maintenance Costs

The annual operation and maintenance cost for the project is estimated at $55,000. However, O&M costs are not being requested through Proposition O.

ES.3 Project Implementation Schedule

Based on the best information available during preparation of this Concept Report, the project design and construction will be completed by December 2009.



Section 1
Introduction

The Los Angeles Zoo and Botanical Gardens project proposes to transform the primary parking lot located east of the facility into the Zoo's first exhibit, a "Demonstration on Environmental Sustainability." The space will immediately impact the public as they enter the parking lot and make their way toward the Zoo's front entry plaza. This area will function as a high capacity parking lot, a stormwater infiltration system, an educational experience, and an example of environmental conservation. This project will create an area that will benefit the local as well as the regional community.

1.1 Project Objectives

The overall project goal is to reduce trash, heavy metals, total coliform, fecal coliform, fecal enterococcus, and total suspended solids in order to aid the City in meeting the Total Maximum Daily Load (TMDL) requirements in the watershed.

The project plans to accomplish this goal through Phase I Parking Lot Improvements including:

- Installing trash capture devices at catch basins within the site
- Installing porous pavement (*Ecocreto*) through the 10 acres included in Phase I to reduce runoff
- Installing bioswales to aid in infiltration and pollutant reduction

Stormwater runoff from the Zoo parking lot directly discharges to the Los Angeles River. The improvements to the Zoo parking lot are intended to minimize runoff to the LA River by capturing stormwater for onsite reuse and possibly infiltrating stormwater to the underlying aquifer; thus improving water quality in the Los Angeles River.

Additional Benefits

The various best management practices (BMPs) employed throughout the project site will form the educational framework of the parking lot as an exhibit space, providing the Zoo's 1.5 million annual visitors with information about environmental conservation, ecological sustainability, native planting techniques, and alternative energy sources. The parking lot will then become the Zoo's first interaction with visitors and an opportunity to provide an exhibit that is at the cutting edge of environmental technology.

Additionally, solar trees, free standing photovoltaic panels, will be installed throughout the parking lot to harness passive solar energy. The parking lot will also encourage alternative methods of transportation by providing easy access to bicycle paths and public transportation.

1.2 Overview of Project

The 134-acre Los Angeles Zoo is located in the northeast corner of Griffith Park. The site includes the entire existing Zoo Parking Lot, bordered on three sides by Zoo Drive[3], and by the Zoo's front entrance plaza to the west. The Zoo Project seeks to renovate the Zoo's existing 33-acre main parking lot[4] in two phases to provide additional infiltration, runoff reduction and pollutant loading control. As part of the Phase I implementation, improvements include managing and reusing storm water runoff through trash capture devices, porous pavement (e.g., *Ecocreto* porous concrete), and bioswales. During Phase I, planning and design for a range of additional BMPs and improvement alternatives to be constructed in Phase II will also take place. These Phase II BMPs potentially include: a stormwater collection (cistern) system for reuse to help meet irrigation demands at the site, a detention pond, and sand filtration system to help potentially treat runoff directed from outside the Parking Lot Area.

The existing 33-acre parking lot is impermeable and floods during storm events. The existing asphalt pavement throughout most of the parking lot is badly damaged and cracked, which leads to the underutilization of the swales and creates safety issues for cars and pedestrians. The Zoo Project will provide a system of swales and grade adjustments that will be made during repaving to direct surface water to the swales for efficient filtration. In addition, the parking lot will be improved with porous pavement (e.g., Ecocreto porous concrete) and potentially subsurface infrastructure to capture water for reuse in irrigating the landscaping.

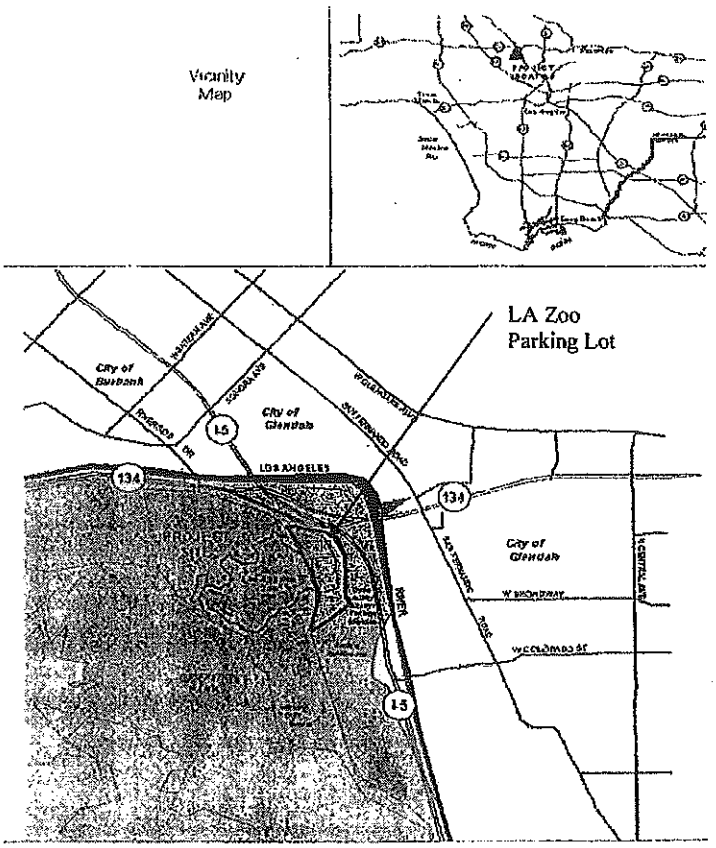
This project takes a positive step towards increasing the beneficial and recreational uses of receiving water bodies, reducing potential risks to human health and safety, reducing beach closures, and preserving aquatic marine and plant habitat. The project will support the City's efforts to comply with current and future stormwater regulations to improve water quality and will also benefit tourism in the region.

[3] The Zoo Drive swales are only used to treat water from Zoo Drive.
[4] The parking lot, at full current capacity, is used by more than 950,000 cars per year. (2,635 spaces x 364 days per year)

Section 2
Existing Project Site Characteristics

2.1 Land Use and Jurisdictional Boundaries

The Los Angeles Zoo is located in the eastern portion of Griffith Park near the intersection of the Golden State Freeway (Interstate 5) and the Ventura Freeway (State Highway 134). Figure 2-1 presents the site location map. In general the 134-acre zoo is bordered by hilly terrain. Of the 134 acres, about 33 acres are used for parking, roughly 11 acres are undeveloped hillside, and the remaining acreage is dedicated to exhibits, infrastructure and circulation. The Zoo parking lot, the subject of this concept report, is bordered by Zoo Drive on three sides and the Zoo front entry plaza on the fourth side. At full capacity the parking lot accommodates more than 950,000 cars, annually.



Source: Parsons Engineering Science, Inc.

Figure 2-1
Site location map of the Los Angeles Zoo

The Zoo was opened in 1966 and is owned by the City of Los Angeles. Originally the Zoo was operated by the Los Angeles Department of Recreation and Parks (RAP). However in June 1997, the Department of the Zoo was created to operate, manage, and maintain the zoo.

2.1.1 Master Plan and Zoning

As mentioned, the Zoo is located in the City of Los Angeles, and more specifically within Griffith Park. The Hollywood Community Plan, which is part of the City of Los Angeles General Plan, designates the Zoo as "Open Space". Griffith Park is also designated as "Open Space". The proposed improvements to the Zoo parking lot, which are discussed in this Concept Report, will occur only on Zoo property, are within the Department of the Zoo's jurisdictional boundary, and will not conflict with the General Plan designation. Additionally the Zoo will minimize the impact to visitors by phasing the renovations and scheduling construction only during the off-peak visitor months.

Griffith Park, a City of Los Angeles RAP municipal park, has adopted its own Master Plan. The vision of the Griffith Park Master Plan indicates that "The environmentally sensitive and responsible practices incorporated throughout the Park will demonstrate to Park visitors the many ways we can operate in harmony with the natural world". The proposed improvements to the Zoo parking lot are consistent with the goals of the Plan; these goals include:

- Minimize the impact of intensive uses on resource, operation and maintenance, and maximize operational efficiency
- Improve physical relationships between interrelated activity centers, and uses
- Enhance and add user amenities and activity generators to retain and attract Park users while minimizing new impacts on the Park
- Implement environmentally sound and sustainable programs and policies with the Park
- Implement a watershed management system that maximizes the use of natural drainage systems, retention of stormwater, filtering and recharging of the water table, and provision of suitable storage, overflows, and connections to the Los Angeles River
- Increase and restore prime habitat and native vegetation

2.2 Current Environmental Setting

The existing 33-acre parking lot is impermeable and floods during storm events. Currently, surface flows from Zoo Drive and the parking lot are controlled by perimeter swales along Zoo Drive. However, the existing asphalt pavement throughout most of the parking lot is badly damaged and cracked, which leads to the underutilization of the swales and creates safety issues for cars and pedestrians.

2.2.1 Hydrology

Watershed Description

Located in the north central portion of the Los Angeles River Watershed, Griffith Park includes more than 3 miles of Los Angeles riverfront. While the 134 Freeway separates the Los Angeles Zoo Parking Lot from Reach 4 of the Los Angeles River (Glendale Narrows), storm drains in the project area do drain directly into the Los Angeles River.

Zoo Drainage Systems

The Zoo has three drainage systems, which collect runoff as described below:

- Storm Drain System – this system collects runoff from the Zoo Proper and from 11 acres of surrounding hillside. The Zoo Proper is comprised of animal pens, exhibits, displays, walkways, and excludes drainage from animal ponds.
- Pond Drain System – this system collects drainages from habitat ponds for animals.
- Parking Lot Storm Drain System – Surface flow from the parking lot and Zoo Drive flows to a Caltrans right-of-way storm drain, which empties directly into the Los Angeles River. The Zoo parking lot and surrounding areas are graded such that the parking lot does not receive runoff from the surrounding area with the exception of the surrounding hillside.

2.2.2 Geology and Hydrogeology

Based on the following soil characterization, it is likely that the proposed BMPs are feasible at the project site. However, a soil study/geotechnical investigation should be conducted to confirm this. The Griffith Park Master Plan states that the area is characterized by two distinct types of soil: the Tujunga-Soboba association in the extreme northern portion of the Park along the Los Angeles River floodplain (near the Headworks and the Los Angeles Zoo), and the San Andreas-San Benito association in the remainder of the Park. The Tujunga-Soboba association is a very well drained, coarse, sandy loam on alluvial fans reaching depths of five feet, resulting in low runoff and erosion potential due to its quick absorption properties. This soil is of low natural fertility and typically supports grasses, forbs (herbaceous plants), and areas of brush.

The San Andreas-San Benito association is characterized by relatively deep (to 48 inches) well-drained, sandy, clay loam. These deposits overlay sandstone or shale that is relatively fine-grained, but often excludes plant roots except in joints. This association has a moderate runoff and erosion potential because of the slope, though these soils are of moderate natural fertility and typically support wildlife and vegetation.

2.2.3 Biology

Griffith Park is home to a variety of amphibians, reptiles (native and non-native), over 166 bird species, and mammals. Additionally, Griffith Park includes areas of landscaped vegetation as well as natural plant communities. Landscaped areas include lawns and greens decorated with horticultural shrubs. Nine natural plant communities have been identified in the park and with each there is vegetation that is both native and non-native to southern California. The nine plant communities are as follows: Mixed Chaparral (most widespread), Mixed Scrub (second most widespread), Oak-Sycamore Riparian, Oak-Walnut Woodland, Oak Woodland, Pine (forest), Ornaments and Non-native Landscape, Ruderal (weedy), and Disturbed Habitat. Native plants found within the park include: chamise and toyon, costal sagebrush, California buckwheat, California encelia, white sage, coast live oak, western sycamore, Mexican elderberry, willows, mule fat, and poison oak, and non-native species include pine, silk oak short-pod mustard, wild oats, tree tobacco, castor bean, giant reed, and California fan palm.

2.2.4 Recreation and Open Space

Parks

With over 4,210 acres, Griffith Park is the largest municipal urban park in the United States and continues to be a refuge and recreational amenity for the people of Los Angeles and the surrounding region. The Park includes areas of natural chapparal-covered terrain as well as landscaped parkland and picnic areas. Recreational attractions have been developed throughout the Park, and include: numerous family attractions, an assortment of educational and cultural institutions, bicycle lanes, and miles of hiking and horseback riding trails.

Set within Griffith Park, the Zoo provides a unique recreational and educational experience for children and adults alike. Over 1.5 million people visit the Zoo each year and it is the Zoo's hope that visitors begin to develop an appreciation for our planet's wild creatures and become lifelong stewards for wildlife. Various exhibits showcase California native plants and animals as well as species from around the world. The Zoo is dedicated to the community with programs for youth, families, people with special needs, and volunteers; it also sponsors summer camps, and provides teachers' resources.

The Zoo parking lot area is not just used by Zoo patrons, but is an integrated element of Griffith Park. People from the larger community regularly use the area for biking, jogging and other recreational activities in the park. Additionally, the Zoo is integrated into the greater Griffith Park trail system. The "Skyline Trail" passes through the northwest corner of the parking lot, while the "Main Trail" crosses the main entrance to the parking lot. Per the Griffith Park Master Plan, with the completion of the Taylor Yard Path, the Park's trail system will extend south and connect to Elysian Park.

Accessibility & Other Resources

The Zoo is located approximately nine miles north of downtown Los Angeles and is accessible by major regional transit and accessibility lines. From Union Station, downtown LA's transit hub, the Los Angeles Zoo is a short walk from the station to Chinatown followed by a 20-minute ride by bus. Union Station is served by public railways including the Red line, the Gold line and Metrolink. Additionally, a Griffith Park shuttle bus drives the perimeter of the Park with two stops near the Zoo parking lot.

In addition to bus and rail, bike lanes service the Zoo. A dedicated bike path (Class I) parallels the west side of Los Angeles River, extending south from Victory Boulevard. The trail is being extended through Burbank. Class II and class III bike lanes co-exist with vehicular traffic on Zoo Drive, Crystal Springs, Griffith Park Drive, and Griffith Park Boulevard.

Although the Zoo advocates public transportation, proximity to the Golden State Freeway and the Ventura Freeway provide easy vehicular access to the Zoo.

2.2.5 Environmental Studies

The LA Zoo is the subject of one item in a City of Los Angeles settlement agreement concerning pollution control for the Los Angeles River.

Settlement Agreement

In October 1987, the California Attorney General, on behalf of the Regional Board, filed a complaint with the Los Angeles Superior Court (Case No. C 665238) for civil penalties regarding unpermitted discharges to Discharge Serial No. 001 and raw sewage overflows to surface waters from the Hyperion collection system. A settlement agreement was entered into on January 29, 1990. In lieu of civil penalties, the City was required to implement 23 projects to improve and enhance its collection system and benefit the waters in the Greater Los Angeles Area. Twenty two of the 23 Settlement Agreement projects have been completed.

The remaining project deals with the Los Angeles Zoo Wastewater Treatment Facility. Originally, this project had three components: (1) construction of the retention basin and pump station for collection of the Zoo's wastewater, (2) diversion to the North Outfall Sewer force main, and (3) the installation of a peripheral drainage system. The first two components were completed in 1995. In 1997, the City proposed to substitute BMPs that more precisely meet the goals of the City's Stormwater Management Program, for the storm water peripheral drainage system. The LA Zoo retained the services of Parsons Engineering Science (Parsons) to complete a storm water BMP study. The study was finalized in July 2000.

After reviewing the study, the Regional Board rejected the City's proposal because the proposed BMPs cannot achieve the objectives of the original Settlement Agreement. Currently, the City is in the process of reviewing this project as an option for the Regional Board's consideration.

Storm Water BMP Study

The purpose of the Parsons BMP study was to identify cost effective BMPs that could be implemented at the Los Angeles Zoo to reduce the quantity and/or improve the quality of the storm water from the Zoo. The study identified the sub-watersheds which drain to the Zoo, exclusive of the parking lot area, and the quality and quantity of runoff in each sub-watershed. Parsons evaluated (1) the BMPs which were being evaluated at the time of the study for effectiveness in improving storm water quality; and (2) BMPs that could be implemented throughout the Zoo (including the parking lot). Parsons concluded that the parking lot is the most suitable location to implement BMPs.

Section 3
Description of Proposed Project

3.1 Overview of Proposed Project

The Los Angeles Zoo parking lot project includes water quality elements that will be funded by Proposition O, as well as supporting elements that will be funded by other sources.

Renovations to the Zoo parking lot will occur in two phases in order to retain onsite parking during construction, thereby minimizing the impact to visitors. Phase I of the project will include design and engineering of the entire 33-acre Zoo parking lot and construction of the 10-acre main parking lot in front of the main entry gate. Phase II will include construction of the remaining 23 acres of parking lot. Phase I of the project is expected to be completed in 2009, with California Environmental Quality Act (CEQA) documentation filed by the end of 2006. Figure 3-1 shows the Phase I and Phase II portions of the parking lot.

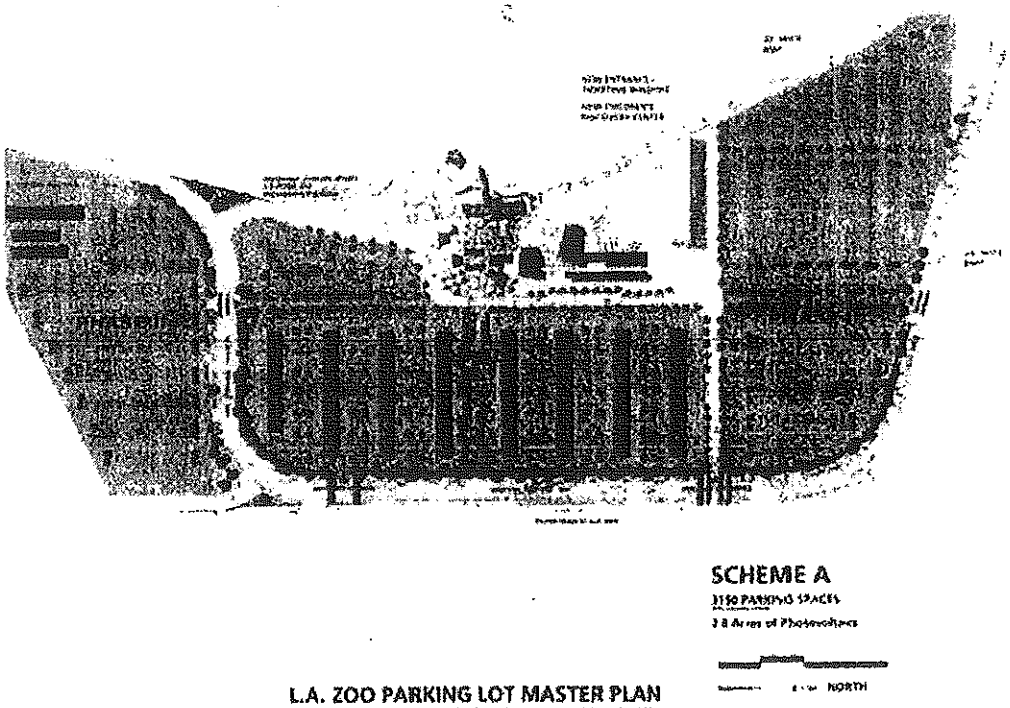


Figure 3-1
Phase I and Phase II of the LA Zoo Parking Lot Project

3.1.1 Proposition O Funded Elements

The first phase of the Zoo Project is being presented here for Proposition O funding which includes design and engineering of the BMPs throughout the entire parking area (33 acres) and construction of the BMPs in the 10-acre main parking area. A schematic of the Zoo Project is presented in Figure 3-2. The following Phase I elements of the Zoo project to be funded by Proposition O are those that are directly related to the improvement of water quality:

- **Trash capture devices** - Runoff from the neighboring Zoo Drive will still enter the storm drain system in addition to runoff from the Zoo Parking Lot during large storm events. A combination of sturdy brush material installed over the opening of the catch basin and a 5-milimeter aluminum mesh screen inside the catch basin will provide a trash capture device capable of meeting the City's trash TMDL.

- **Porous pavement in the parking area** - the company *Ecocreto* has patented a resin that when mixed with a concrete aggregate produces a permeable pavement that is able to withstand the stress of heavy equipment and high volumes of traffic, and is therefore the preferred vendor. The average permeability is 4 inches per hour and the strength of the material is over 3,000 pounds per square inch (psi) after 24 hours and over 5,000 psi after 28 days. A schematic of a typical *Ecocreto* paving situation is presented in Figure 3-3 below.

- **Gravel and vegetated swales** - The Zoo parking lot design will employ the use of vegetated swale BMPs around the perimeter of the parking lot. Vegetated swales promote infiltration and reduce flow velocities, while trapping pollutants, including sediment. The use of vegetated swales around the Zoo parking lot is especially important because they will aid in filtering out sediment and preventing the conveyance of runoff onto the permeable parking lot (except during major storms).

- **California native drought tolerant landscaping**

- **Evapotranspiration controllers and drip irrigation**

Additional Planning and Design of Additional BMPs and BMP Alternatives for Phase II Implementation

- **Reclaimed water usage for irrigation** - In the redesign of the LA Zoo parking lot the opportunity for reclaimed water for onsite irrigation has been considered. One potential alternative includes installing a liner beneath the subgrade of the porous pavement system, so that water can be captured and directed to a cistern for subsequent use. Water can then be pumped as needed from the cistern to meet a portion of the Zoo's irrigation needs. The technological feasibility of this alternative will be considered as part of the design and planning tasks for the entire 30-acre area.

- **Detention pond and Sand filtration system** – As part of the Phase II improvements, a detention pond and sand filtration system is being considered for additional pollution control. While the construction of these elements are not part of Phase I constructed elements being considered in this application, the design of these elements along with the construction of the Phase I elements will help insure an overall appropriate suite of BMPs for the Zoo Parking Lot area. Therefore, the planning and design tasks associated with the Phase II elements are being included in this application.

These measures are described briefly below.

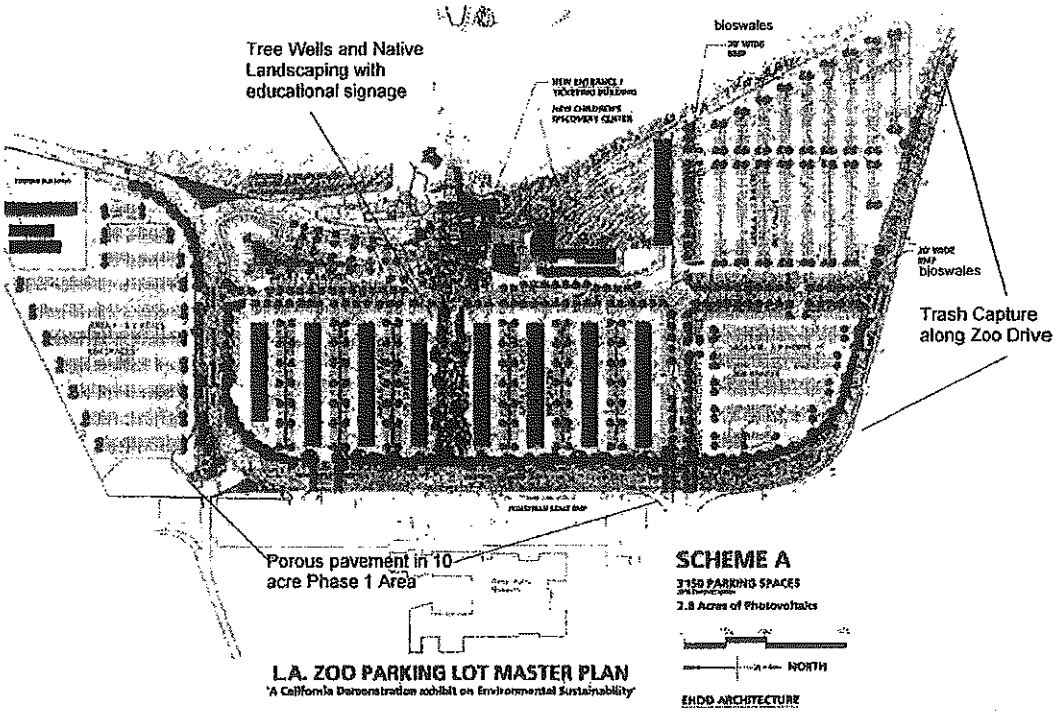


Figure 3-2
Schematic of LA Zoo and Locations of BMPs

Phase I BMPs

Trash Capture Devices

While the installation of porous pavement will help reduce runoff, runoff from the neighboring Zoo Drive will still enter the storm drain system in addition to runoff from the Zoo Parking Lot during large storm events. As mentioned in Section 2, the storm water on Zoo Drive is directed to the Caltrans storm drain and is conveyed directly to the Los Angeles River. To aid in meeting the existing trash TMDL for the LA River, trash capture devices will be installed on the two storm drains along Zoo Drive.

The Cities of Burbank, Glendale, La Canada Flintridge and Pasadena (Four-cities) submitted a request to the Regional Water Quality Control Board, Los Angeles Region for certification for an innovative trash capture method. The system proposed by the Four-cities is a two part system that includes (1) a brush material, similar to a mud flap used on large truck, installed over the catch basin opening, and (2) a metal mesh with slot size just smaller than 5-milimeters installed slightly above the opening of the outlet pipe. On May 4, 2005 the Four-cities received approval from the regional board. A similar system to that of the Four-cities is proposed for the catch basins in the vicinity of the Zoo parking lot.

USEPA lists the percent removal rates for Continuous Deflection Separators (CDS) as follows (EPA, 1999):

- Floatables: 100 percent removal
- Metals: 15 to 80 percent removal
- Suspended Solids: 80 percent removal
- Oil and Grease: 80 to 90 percent removal
- Phosphorous: 15 to 80 percent removal

Porous Pavement

Porous pavement is an infiltration system where storm water runoff is infiltrated into the ground through a permeable layer of pavement or other stabilized permeable surface. These systems can include porous asphalt, porous concrete, modular perforated concrete block, cobble pavers with porous joints or gaps or reinforced/stabilized turf. Permeable pavement can be used in parking lots, roads and other paved areas and can greatly reduce the amount of runoff and associated pollutants leaving the area. In the past porous pavement was not suitable for use in areas that are exposed to high volumes of traffic or heavy equipment. However, the company Ecocreto™ has patented a resin, that when mixed with a concrete aggregate produces a permeable pavement that is able to withstand the stress of heavy equipment and high volumes of traffic.

The *Ecocreto* specifications indicate that the pavement system must be protected from landscape clogging by either grading to prevent run-on to the pavement, or by adding a filtering area between any mulch or dirt surface and the pavement. The filter area may be any well-vegetated surface, including turf. Porous pavements, including *Ecocreto*, require maintenance including periodic vacuuming or jet-washing to remove sediment from the pores. When properly designed and maintained, porous pavement systems can be an effective means of managing urban storm water runoff.

A variety of tests were performed on two different mixtures of *Ecocreto* at the University of Texas. The void structure of the mixes is approximately 15 percent to 25 percent and has a permeability ranging from 2.24 to 5.72 inches per minute. According to the study, even if permeability were reduced by a factor of 60, the average permeability would still be 4 inches per hour. Exceeding the strength of standard concrete, the strength of both mixes were over 3,000 pounds per square inch (psi) after 24 hours and over 5,000 psi after 28 days.

Provided that there is a minimum of 18 inches of soil beneath the subgrade material, *Ecocreto* porous pavement is effective in the treatment of BOD, TSS, nitrogen, phosphorus, pathogens, metals, sulfates, organics and other toxic substances. Water quality regulations must be considered in the design and permitting of these systems as well as the establishment of a maintenance program.

Phase I of the Zoo parking lot project will include construction of the 10-acre main parking lot using *Ecocreto* porous paving materials. For heavy traffic areas 6 inches of compacted *Ecocreto* are recommended. A schematic and a typical cross-section of the porous pavement is shown in Figure 3-3 and Figure 3-4, respectively. Per the suggestion of an *Ecocreto* representative, it may be possible to recycle the existing asphalt parking lot by breaking it into 8-inch to 10-inch pieces and then using the pieces in the subgrade material. If the recycled asphalt is not technologically feasible for this application, graded sand may be the more appropriate choice.

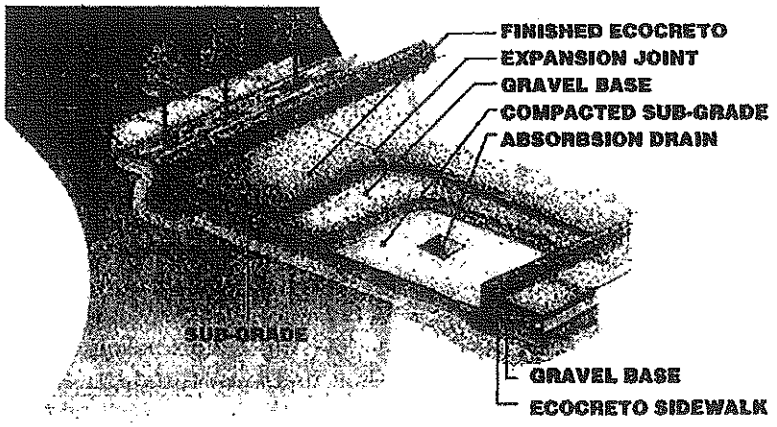


Figure 3-3
Schematic of a Typical *Ecocreto* Paving Situation

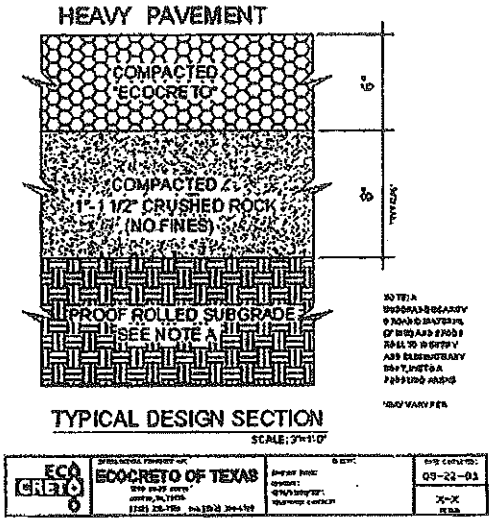


Figure 3-4
Typical Design Detail of *Ecocreto* Used for Heavy Pavement

Another feature of *Ecocreto* is versatility in artistic design. It is possible to color the resin which bonds to the aggregate, and then pour the concrete in separate colored sections. An example of the artistic design is shown in Figure 3-5.

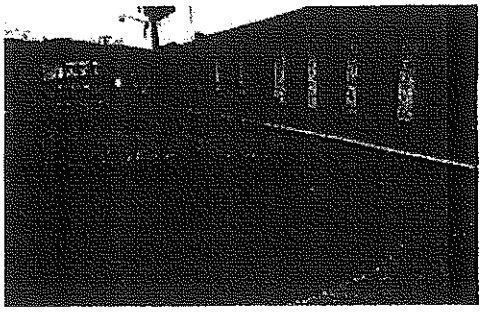


Figure 3-5
Example of *Ecocreto* Installation in Soyalo, Chipas, Mexico

The following pollutants are expected to be removed by this BMP (EPA, 1999):

- Metals: 65 to 100 percent removal
- Pathogens: 65 to 100 percent removal

- Suspended Solids: 65 to 100 percent removal
- Nitrogen: 65 to 100 percent removal
- Phosphorous: 30 to 65 percent removal

Vegetated Swales and Grading
Bioswales, also known as vegetated filter strips or biofilters, are engineered swales utilized to convey runoff and naturally pre-treat stormwater. Stormwater is conveyed through broad, shallow channels with dense vegetation covering the sides and bottom of the channel. These open channel systems are alternatives to impervious curb and gutter stormwater conveyance systems. These systems slow stormwater runoff, capture pollutants, and promote infiltration. Swales tend to be most effective when slopes are between two and six percent to increase the time for treatment, and when water depths do not exceed the vegetation height. Bioswales can either be dry, collecting runoff as it occurs, or wet, where the swale holds standing water and a wetland is established.

The Zoo parking lot design will utilize dry vegetated swale BMPs around the perimeter of the parking lot. The use of vegetated swales around the Zoo parking lot is especially important because they will aid in filtering out sediment and reducing pollutant loadings (except during major storms).

The pedestrian path which bisects the 10-acre main parking lot and leads to the front gate will also be designed with vegetated swales on either side of the walking path.

The following pollutants are expected to be removed by this BMP (EPA, 1999):

- Metals: 15 to 80 percent removal
- Total Suspended Solids: 30 to 80 percent removal
- Nitrogen: 15 to 80 percent removal
- Phosphorous: 15 to 80 percent removal

Habitat
The vegetated swales and pedestrian path will be planted with native southern California vegetation. As a result of introducing native vegetation into the parking lot, the Zoo anticipates a revitalization of the native bird and insect population. This effective habitat restoration will provide an additional educational opportunity to promote ecological awareness and preservation. Table 3-1 lists the vegetation that will be used to vegetate the swales and create habitat.

Planning for Phase II Implementation

Reclaimed Water for Irrigation

In the redesign of the Zoo parking lot the opportunity for use of reclaimed water for onsite irrigation has been considered. In addition, if a liner is installed beneath the subgrade of the porous pavement system, runoff can be captured and directed to a cistern for subsequent reuse. A storage cistern will allow the water to be reused at the site for irrigation purposes offsetting potable water demands for irrigation.

An underground cistern can be placed in the southeastern end of the parking area allowing for gravity flow following the existing elevation contours (thereby reducing the amount of grading needed). The technical feasibility collecting runoff via the porous pavement and the location of the cistern will be determined during the planning and design tasks in Phase I.

A "Smart Irrigation" system is recommended to meet the site's irrigation needs. The term "Smart Irrigation" refers to the use of irrigation controllers to monitor irrigation, based on actual weather data and soil moisture content. In addition to reducing the amount of water used by limiting irrigation (i.e. no irrigating after a storm event when the soil is already saturated), the units would also reduce or eliminate over-watering, a significant contributor to dry weather runoff. The Smart Irrigation device reduces the amount of over irrigation by anywhere from 20 to 80 percent and reduces the amount of runoff from over irrigation by 60 percent.

Smart irrigation reduces pollutant loading to the receiving water by reducing the amount of dry weather runoff. Dry weather runoff carries with it multiple pollutants, and by reducing the amount of runoff, there is in turn a direct reduction in pollutant loading.

Detention Pond

Detention ponds intercept storm water, thereby reducing the peak flow rate of a storm. The ponds are typically designed to release the impounded water within 24 hours and remain dry between storm events. Pollutant removal is limited to gravity settling of suspended solids. A detention pond is being considered as part of the Phase II implementation to potentially assist with treatment of runoff from the Zoo itself. Flows from the Zoo would be directed/conveyed to a detention pond located in the Zoo Parking Lot Area. The feasibility and need for a detention pond will be designed during Phase I for implementation in Phase II.

Table 3-1
Vegetated Swale Plant Palette

Common Name	Botanical Name
Trees	
White Alder	Alnus rhombifolia
Toyon	Heteromeles arbutifolia
Coulter Pine	Pinus coulteri
California Sycamore	Platanus racemosa
Freemont cotton wood	Populus fremontii
Coastal Live Oak	Quercus agrifolia
Black Willow	Salix gooddingii
Shrubs	
Bush Anemone	Carpenteria californica
Westren Redbud	Cercis occidentalis
California Poppy	Eschscholzia californica
Coral bells	Heuchera maxima
Pacific Coast Iris	Iris douglasiana
Coastal Statice	Limonium californicum
Matileja Poppy	Romneya coulteri
Cleveand Sage	Salvia clevelandii
Autumn Sage	" greggii
Grasses	
California Meadow sedge	Carex pansa
Berkeley Sedge	Carex tumuicola
Deer Grass	Muhenbergia rigens

Source: Patricia Araiza, Los Angeles Department of Public Works, Street Services
PW/Street Services/Engineering Division

USEPA lists the percent removal rates for Detention Ponds as follows (EPA, 1999):

- Metals: 15 to 80 percent removal
- Coliform: 30 percent removal
- Fecal Enterococcus: 30 percent reduction
- Total Suspended Solids: 75 percent removal

Sand Filter

A sand filter is a filtration system designed to remove a fraction of the constituents found in storm water. Filters are primarily a water quality control device designed to remove particulate pollutants. Typical uses of filters include small sites such as parking lots and small developments. Constructing filters in series with a forebay, such as a detention pond, will assist in removing heavier solids prior to filtration and will prevent clogging while extending the life of the filter system. A sand filter will be designed during Phase I for implementation in Phase II.

USEPA lists the percent removal rates for Sand Filtration Systems as follows (EPA, 1999):

- Metals: 90 percent removal
- Coliform: 90 percent removal
- Fecal Enterococcus: 90 percent reduction
- Total Suspended Solids: 75 percent removal

3.1.2 Project Elements Funded by Other Sources

Supporting elements of the project that will not be funded by Proposition O include: solar trees and educational signage throughout the parking lot.

Solar Trees

The Zoo has formed a partnership with the Los Angeles Department of Water and Power for the installation of solar trees throughout the parking lot. Solar trees are vertical structures consisting of photovoltaic cells suspended from metal posts; Figure 3-6 shows their innovative design. Although the solar trees will not be funded through Proposition O, these devices are an integral element of the parking lot project's concept of being an exhibit on environmental sustainability. The solar trees will generate power that will be recycled into the City's energy grid and will provide a unique opportunity to educate the public on alternative forms of energy.

The solar trees will be interspersed throughout the rows of cars providing shade while capturing passive solar energy. The system will generate one megawatt of power per hour of operation, enough for over 500 homes.

Educational Signage

This complete project provides an educational opportunity to showcase a variety of new technologies to help water quality and the environment in general. Educational kiosks and signs will be used to call attention to and explain the various features being implemented throughout the parking lot.

3.2 Water Quality Benefits

Proposed Project BMPs

There are several water quality benefits at the Zoo parking lot, including capture and infiltration of all water from small rain events. In retaining the runoff and rainwater on site, this project will contribute to the regional objective of reducing pollutant discharges to the Los Angeles River. Trash screens will also be installed at strategic locations to aid in meeting the trash TMDL, such as the storm drains located along Zoo Drive in the northeast and northwest corners of the project site.

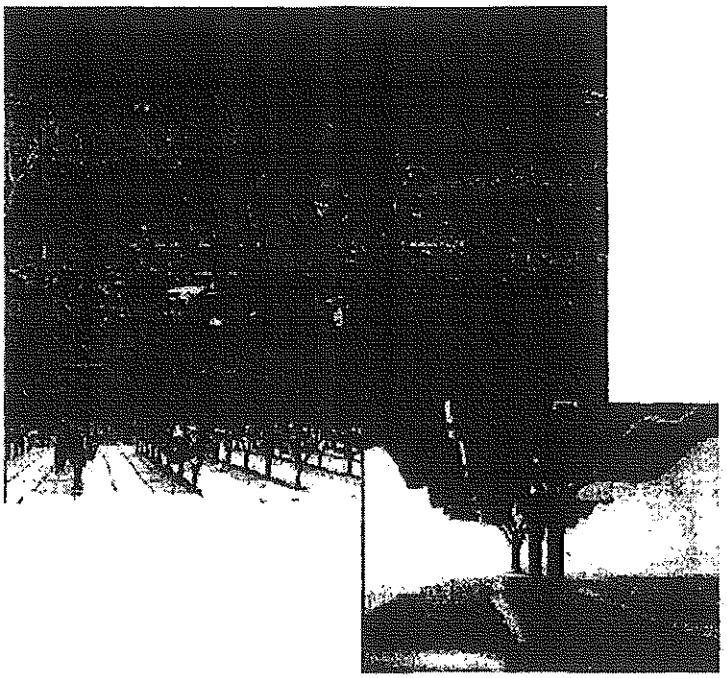


Figure 3-6
Examples of the Solar Tree Design

The following Table 3-2 identifies the BMPs included in the program and their effectiveness in reducing pollutants, as determined by the United States Environmental Protection Agency (EPA):

The City of Los Angeles, Bureau of Sanitation has determined the influent pollutant load to the Zoo parking lot BMPs and then calculated the resulting effluent load. The targeted pollutants are: trash, heavy metals (copper, lead, zinc), total coliform, fecal coliform, fecal enterococcus, oil & grease, and total suspended solids (TSS). The hand calculations were performed according to the phasing of the project. For Phase I, 10 acres of porous pavement and vegetated swales were considered, while Phase II considered 20 acres of runoff being treated by a detention pond and sand filter. In both cases, the calculations assume 15 inches of annual rainfall. The equation used to estimate total annual loading, L (kg/yr), for each targeted pollutant is as follows:

Table 3-2
Proposed BMPs and the Expected Benefits

BMP Activity	Applicability	Expected Benefit
Phase I BMPs		
Trash Screen Inserts in storm drains (possibly Full Capture Device) *or:* Continuous Deflection Separators (CDS) Units	Captures over 90% of trash Reduces floatables by 100%, reduces TSS by 80%, reduces oil and grease by 80-90% reduces phosphorous by 15-80%, reduces heavy metals by 15-80%	Reduce trash to the Los Angeles River as well as other pollutants of concern
Porous Pavement	Reduces TSS by 65-100%; reduces pathogens by 65-100%, reduces total phosphorous by 30-65%, reduces nitrogen by 65-100%; reduces heavy metals 65-100%	Reduce polluted runoff; reduce stormwater runoff
Vegetated Swales*	Reduces TSS by 30-80%; reduces nitrogen by 15-80%; reduces total phosphorous by 15-80%; reduces heavy metals 15-80%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; fix pollutants through root uptake; improve water quality
"Smart " Irrigation System	Reduces water usage; reduces runoff	Lower water demand; reduce polluted runoff
Native plantings/drought tolerant landscaping	Reduces water demand; reduces runoff	Lower water demand, reduce polluted runoff
Phase II BMPs		
Detention pond	Reduces TSS by 75%; reduces coliform by up to 30%; reduces fecal enterococcus by up to 30%; reduces heavy metals by 30-50%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; improve water quality
Sand filtration system	Reduces TSS by 75%; reduces coliform by up to 90%; reduces fecal enterococcus by up to 90%; reduces heavy metals by up to 90%	Reduce sediment loads and absorbed pollutants to the Los Angeles River; improve water quality

TSS = total suspended solids.
* Actual pollutant removal percentages vary depending on design of BMP and vegetation planted.
Sources: EPA, 1999; EPA, 1993; CWP, 2000.

$$L = \sum_{i}^{n} RC_i AASV_i * C_i * G$$

Where L = annual loading (kg/yr)

RC_i = runoff/rainfall ratio for given land use (imperviousness ≈ 1.00)

C_i = anticipated concentration for given land use (mg/l)

G = unit conversion factor (10^{-6} kg/mg*28.3 l/cf)

$AASV_i$ = average annual storm volume for given drainage area (cf/yr)

$= P*A_i \cdot F$ and where;

P = annual rain fall = 15 in /yr

Ai= Drainage area

F = unit conversion factor (43,560sf/ac-1ft/12in)

The pollutant loadings were calculated with the inputted BMPs (except for Trash Screen Insert/CDS BMP). Effluent loading of the targeted pollutants is presented in Table 3-3 and Table 3-4 for Phase I and Phase II, respectively. Please note that different sources, such as EPA and Caltrans, quote different percent removal for various BMPs. Also note that while Phase II estimates are provided below, this application does not include the construction of the Phase II BMPs.

Table 3-3 (Phase I)
Estimated Annual Pollutant Loads Within the Project Area*

Pollutant	Pollutant Conc. (mg/l)[1]	Total Annual Pollutant Load (kg/yr)	BMP Removal (%)			Effluent Loading (kg/yr)**
			Trash Screen Insert/ CDS ***	Swale	Porous Pavement	
Trash	–	–	90%	–	–	–
Copper (Cu)	0.035	0.719	–	60%	99%	0.003
Lead (Pb)	0.012	0.126	–	60%	99%	0.001
Zinc (Zn)	0.239	3.876	–	60%	99%	0.016
Total Suspended Solids (TSS)	67.40	1,045.0	–	83%	95%	8.9
Oil & Grease	–	–	80%	–	–	–

* Pollutant loading for the project area is only an estimate and is based on a number of assumptions such as, anticipated pollutant loads for various land uses, average rainfall, and runoff coefficients.

** The "Effluent Loading" is the expected pollutant load in the effluent after the runoff has gone through the BMPs. As such, the percent of the pollutant removed is as shown in the "BMP Removal" column. For example, for TSS, the effluent load is calculated as follows:

1,045 kg/yr * (1-0.83) * (1-0.95) = 8.9 kg/yr

*** BMP Removal % for trash and oil & grease pollutants is based on EPA (1999) sources.

Source: Caltrans BMP Report April 2002, ASCE's Urban Runoff Research Council

In addition to the results shown in Table 3-3, based on the 1999 EPA study, the Phase I BMP porous pavement achieves a 65 to 100 percent removal efficiency of bacteria, as referenced in Table 3-2. Furthermore, bacteria are reduced by the following Phase II BMPs: detention pond which achieves a 30 percent reduction, and sand filtration system which receives a 90 percent reduction.

It is intended that the combination of the two phases of the project be considered as one whole project. The Phase I BMPs are the first step toward reducing the targeted pollutants at the site, while the Phase II BMPs complete the project goals.

Table 3-4 (Phase II)
Estimated Annual Pollutant Loads Within the Project Area*

Pollutant	Pollutant Concentration		Total Annual Pollutant Load **	BMP Removal %		Effluent Loading***
	mg/l	(MPN/ml)		Detention Pond	Sand Filter	
Copper (Cu)	0.035		1.438	90%	80%	0.029
Lead (Pb)	0.012		0.252	90%	80%	0.005
Zinc (Zn)	0.239		7.751	90%	80%	0.155
Total Coliform		806,940	2.24E+16	90%	37%	1.41E+15
Fecal Coliform		1,340,167	3.72E+16	90%	37%	2.34E+15
Fecal Enterococcus		34,661	9.61E+14	90%	37%	6.05E+13
Total Suspended Solids (TSS)	67.40		2,090.0	75%	86%	73.1

* Pollutant loading for the project area is only an estimate and is based on a number of assumptions such as, anticipated pollutant loads for various land uses, average rainfall, and runoff coefficients.

** Units are in kg/yr for Copper, Lead, Zinc, and TSS and in MPN/yr for Total Coliform, Fecal Coliform, and Fecal Enterococcus.

*** The "Effluent Loading" is the expected pollutant load in the effluent after the runoff has gone through the BMPs. As such, the percent of the pollutant removed is as shown in the "BMP Removal" column. For example, for TSS, the effluent load is calculated as follows: 2,090 kg/yr * (1-0.75) * (1-0.86) = 73.1 kg/yr. Units are in kg/yr for Copper, Lead, Zinc, and TSS and in MPN/yr for Total Coliform, Fecal Coliform, and Fecal Enterococcus.

3.3 Additional Project Benefits

In addition to the water quality benefits noted above, the Zoo Project would include additional environmental benefits that indirectly improve water quality and improve the quality of life, including:

- Promotion of alternative transportation methods through convenient public transportation access and bicycle paths to the Zoo and throughout the Griffith Park area.
- Improved trails, walking locations, and bike paths to the Griffith Park trails network.
- Educational displays showing the Zoo's conservation efforts including, but not limited to, stormwater BMPs and promoting individual conservation measures.

- Promotion of BMP Parking Lots using the latest porous paving (e.g., *Ecocreto*)[5].
- Generation of energy through the use of photovoltaic solar trees in the parking lot.

[5] *Ecocreto* porous pavement has been recently installed at the Taylor Park parking lot. It is also being considered at bus stops in the City of Los Angeles. Source: Personal communication, David Fowler, *Ecocreto*, June 2006. www.Ecocreto.com

Section 4
Proposed Project Siting

4.1 Siting Location and Construction Constraints

Design Criteria

In order to design the proposed project, the existing site conditions need to be analyzed. During the design and planning phase, if the collection and reuse of runoff alternative is selected, any portion of the parking lot that may be underlain by a liner will need to be graded to convey infiltrated runoff to the cistern. Additionally, site-specific conditions need to be discussed with *Ecocreto* to confirm that it is possible to break apart and reuse the existing parking lot in the subbase of the new parking lot.

Per *Ecocreto* design specifications, the largest clogging threats to the system occur during construction and from landscape. During initial or reing construction, contractors may use pavement areas to store materials such as sand, gravel with fines, soil or landscape materials containing fines. The owner or supervising contractor must require all contractors to protect the pavement using heavy Visqeen or plywood under such piles and to cover all piles to prevent blowing and or washing away of such materials.

Additionally, *Ecocreto* recommends:

- No piling of dirt, sand, gravel or landscape material without covering the pavement first with a durable cover to protect the integrity of the pervious surface.
- All landscape cover must be graded to prevent washing and or floating of such materials onto or through the pervious surface.

The vegetative bioswales should also be designed to maximize retention time in order to increase the pollution removal potential. Vegetation selection must consider vegetation that can withstand periodic inundation with significantly drier conditions much of the time, particularly during the dry summers experienced in this region. The vegetation will act as a physical barrier to trash that Zoo visitors may improperly dispose of, and therefore periodic removal of trash from the bioswales will be required.

Considerations for Phase II Implementation

Cistern selection is dependent upon the underlying soil types. An infiltration cistern is only feasible if the soil has suitable porosity, and therefore soil sampling will be required if a storage cistern is determined to be infeasible. If a storage cistern is selected, a pump will be required to convey water for irrigation purposes. Sizing of either type of cistern must take into account expected flows and infiltration rates. Capacity of the pump will be determined based on desired pressure and application

rates. A connection to the unlined portion of the parking lot would be required to discharge flows that exceed the capacity of the cistern.

The use of porous pavement at the Zoo parking lot will reduce runoff from the parking lot to other BMPs, such as potential implementation of a detention pond and associated sand filters. Therefore, these BMPs, should be located and sized to receive runoff from the Zoo proper. If it is determined that runoff from the Zoo proper does not reach the parking lot area, then inclusion of these BMPs in the parking lot design should be reconsidered.

Construction Constraints

Several construction constraints need to be taken into consideration during scheduling/phasing of the project. The LA Zoo parking lot accommodates LA Zoo visitors as well as providing overflow parking for the Glendale Galleria and the Hollywood Bowl; therefore, construction scheduling needs to be done such that the visitors to the LA Zoo are not drastically impacted by the construction activities, and loss of valuable parking spaces.

Additionally, the sequencing of construction needs to be phased such that the construction of the vegetated swales will not immediately clog the porous pavement system. Requirements for the installation of the solar trees should be discussed with DWP.

4.2 Environmental Feasibility

As described in previous sections, the runoff from the Zoo parking lot and Zoo Drive areas will flow either through the porous pavement for infiltration or captured by a cistern for later irrigation reuse, be treated through one of the bioswales located in the parking lot area, or flow through the existing storm drain system on Zoo Drive, enhanced with trash capture devices.

As the site currently has no existing recreational program elements, construction of the proposed facilities will not have any impacts on recreational aspects of the site.

Section 5
Operations and Maintenance

The proposed water quality improvements will not change the overall use or size of the Zoo parking lot. Operations and maintenance is the responsibility of the Zoo. Existing operations and maintenance activities include the upkeep of the existing parking lot area including daily sweeping and periodic restriping, landscaping, trash pickup and periodic maintenance of the existing irrigation system.

The Zoo parking lot improvements may potentially require some additional upkeep to maintain the treatment and runoff reduction elements. The "Smart" Irrigation System will require periodic maintenance to insure that the sensors and infrastructure are in working condition. It is essential that the vegetation in the vegetated swales be maintained as needed and periodically cleared of trash and plant debris to prevent clogging of the vegetated channels.

The *Ecocreto* specifications include a section regarding "maintenance, clogging, special recommendations". *Ecocreto* recommends that the surface be vacuumed at least 2 times per year, on six-month intervals, to lift any silt or debris from the surface. This process will prevent clogging of the pervious system. Frequency may be increased due to over hanging vegetation and or excessive dirt & pollutants, which may wash into or over & foul the surface of the pervious system.

Power washing is also recommended on an annual basis, but not limited to annually, in order to flush silt or other contaminants, which is essential to maintaining the permeability of the system. It has been determined that these fines cause little to no threat to the system when washed into the lower and larger aggregate.

Section 6
Regulatory Requirements

This section describes the environmental review process and appropriate regulatory requirements for the project.

6.1 California Environmental Quality Act (CEQA)

The City of Los Angeles anticipates commencing with CEQA documentation in February 2007, following Proposition O funding approvals. For purposes of this Concept Report, a Mitigated Negative Declaration is assumed to be the appropriate level of CEQA documentation for the proposed project.

6.2 Permit Requirements

During construction, there are several state and local permits that will be required to be obtained by the contractor. The following is a preliminary list of these permits:

- Construction General Permit issued by State Water Resources Control Board (SWRCB) which includes the Storm Water Pollution Prevention Plan (SWPPP).
- Traffic Control Plan
- Erosion Control Plan
- Access Plan
- Floodplain

Section 7
Public Outreach Program

The Bureau of Sanitation will be responsible for the planning phase of the proposed project. The Bureau of Engineering will be responsible for the design and implementation phases of the proposed project. The Zoo Department will be responsible for the operations and maintenance of the proposed project. Interested stakeholders include: Greater Los Angeles Zoo Association, Gene Autry National Center, Department of Water and Power, Tree People, and Councilman Tom LaBonge's Office.

Section 8
Preliminary Cost Estimate

The total project cost is estimated at $13,900,000. The amount requested from Prop O is $13,900,000. Detailed cost breakdowns are shown in Tables 8-1, 8-2, and 8-3 below. Costs are broken down into two categories: Water Quality Benefits and Other Project Benefits.

Table 8-1
Water Quality Benefits Construction Cost Estimate

Description	Unit	Quantity	Unit Price	Item Total
Trash Capture Device	EA	2	$8,000	$16,000
Porous Pavement Installation	SF	435,600	$9	$3,920,400
Bioswales	EA	5	$40,000	$200,000
Tree Wells/Landscaping	LS	1	$100,000	$100,000
Smart Irrigation System	LS	1	$72,000	$72,000
Subtotal (1)				**$4,308,400**
Mobilization - 0% to 7% of Subtotal (1)			7%	$301,588
Permits Allowances - 1% to 3% of Subtotal (1)			3%	$129,252
Other Allowances - 5% of Subtotal (1)			5%	$215,420
Subtotal (2)				**$4,954,660**
Estimating Contingency - 10% to 25% of Subtotal (2)			20%	$990,932
Subtotal (3)				**$5,945,592**
Escalation - 10% per year of Subtotal (3)			10% (per year, 3 years)	$1,967,991
Subtotal (4)				**$7,913,583**
Construction Contingency - 10% to 20% of Subtotal (4)			10%	$791,358
Total Estimated Project Construction Cost				**$8,704,941**
Project Right of Way Estimated Cost				**$0**

Table 8-2
Other Project Benefits Construction Cost Estimate

Description	Unit	Quantity	Unit Price	Item Total
Parking lot striping, lighting, and signage	LS	1	$1,200,000	$1,200,000
Solar Trees	TBD	TBD	TBD	TBD
Subtotal (1)				**$1,200,000**
Mobilization - 0% to 7% of Subtotal (1)			7%	$84,000
Permits Allowances - 1% to 3% of Subtotal (1)			3%	$36,000
Other Allowances - 5% of Subtotal (1)			5%	$60,000
Subtotal (2)				**$1,380,000**
Estimating Contingency - 10% to 25% of Subtotal (2)			20%	$276,000
Subtotal (3)				**$1,656,000**
Escalation - 10% per year of Subtotal (3)			10% (per year, 3 years)	$548,136
Subtotal (4)				**$2,204,136**
Construction Contingency - 10% to 20% of Subtotal (4)			10%	$220,413
Total Estimated Project Construction Cost				**$2,424,549**
Project Right of Way Estimated Cost				**$0**

While total costs for the "Solar Trees" are still being determined, the City of Los Angeles, Department of Water and Power has committed to provide funding for the solar tree component of this Demonstration Project.

Table 8-3
(Project No. 9) The Los Angeles Zoo Parking Lot, Demonstration on Environmental Sustainability
Cost Estimate

	Budget Category	Non-Proposition O Funding (if applicable) see notes below	Requested Proposition O Funding		Total
			Water Quality Benefits	Other Project Benefits	
(a)	Construction Cost	-	$8,704,941	$2,424,549	$11,129,490
(b)	Land Purchase/Right-of-Way acquisition	-	-	-	-
(c)	Pre-Design and Design (including environmental clearance, design project management)	-	$1,239,332	$504,441	$1,743,773
(d)	Construction and Post-Construction management	-	$803,637	$227,342	$1,030,979
(e)	**Grand Total [Sum (a) through (d) for each column]**	**-**	**$10,747,910**	**$3,156,332**	**$13,904,242**

Source(s) of Non-Proposition O Funds
Los Angeles Department of Water and Power – Solar Energy Component

Operation and Maintenance Costs

The annual operation and maintenance cost for the project is estimated at $55,000. However, O&M costs are not being requested through Proposition O.

Other Funding Sources

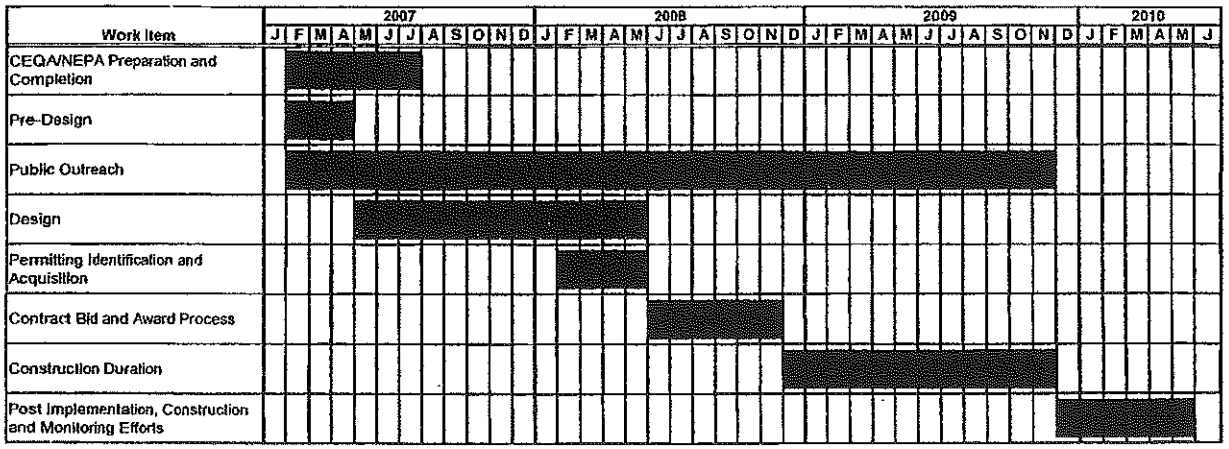
The Los Angeles Zoo has secured funds from the Los Angeles Department of Water and Power for the solar energy component of the project.

Potential Sources of Revenue

While there is no potential for additional revenues as a result of this project, however this project would result in improved facilities for both the Los Angeles Zoo and the entire Griffith Park Area, encouraging visitors to the facilities.

Section 9
Implementation Schedule

The final version of this Concept Report, which will provide a conceptual overview of the creation of the Zoo Parking Lot project, will be completed in December 2006. Based on the best information available during preparation of this Concept Report, the project design and construction will be completed by December 2009. No buildings exist at the site that will require demolition. A staging area for construction vehicles will be onsite and traffic control measures, according to the approved traffic control plan, will be implemented along affected streets, if necessary.



Section 10
Project Recommendations

In summary, the following project recommendations should be considered:

- Verify Solar Trees costs with City of Los Angeles, Department of Water and Power.
- Conduct soils and geotechnical investigation to assess local site conditions and BMP suitability.

Appendix A
References

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GGPNC OFFICERS
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Charley Mims
VICE-PRESIDENTS
Phillip Gmeiner - Administration
Rosemary DeBonte - Outreach
TREASURER
Joel Friedman
SECRETARY
Kurt Radermacher

Greater Griffith Park Neighborhood Council
Your Neighborhood. Your Voice. Your Council.

PO Box 27003
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323-908-6054
www.GGPNC.org
GGPNC@GGPNC.org
Certified Council #35

June 21, 2007

David Attaway
Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street
Suite 700
Los Angeles, CA 90017

RE: Scoping for Environmental Impact Report: Autry National Center Improvements

Dear Mr. Attaway:

Members of the Board of the Greater Griffith Park Neighborhood Council (GGPNC) and its Parks, River and Open Space Committee attended the May 29, 2007 Public Scoping Meeting on the Environmental Impact Report (EIR) for the Autry National Center expansion plan held at the applicant's facility in Griffith Park.

After hearing a report from them, the GGPNC Board has concluded that the list of "Environmental Factors Potentially Affected" transmitted in the notification letter and presented at the meeting is too narrowly drawn in that it does not specifically consider environmental impacts on the facility's physical host and lessor, Griffith Park.

Since the Autry expansion has the potential to impact both the park's natural environment and the quality of the park-going experience, we are requesting that the scope of the EIR be amended to include and assess the environmental impacts it will have on Griffith Park as an integrated whole; on the public park facilities abutting the Autry leasehold which include, but are not limited to, a golf course, bikeway, equestrian and hiking trail, and Zoo; on the existing inventory of open space, trees and established wildlife habitat and corridors included in the Autry's un-built leasehold; and on the sustainability of the park's role as an open, non-urban space in the face of major development such as the Autry is proposing.

The GGPNC looks forward to working with you on the continuing CEQA EIR Process.

Yours truly,

Charley Mims, President
Greater Griffith Park Neighborhood Council

The Oaks Homeowners Association
P.O. Box 29155
Los Angeles, California 90029-0155

June 28, 2007

David Attaway, Environmental Supervisor
Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: The Autry National Center Improvements – Initial Study

Mr. Attaway:

The Oaks Homeowners Association, representing approximately 800 Griffith Park-adjacent households, has never received any outreach material and has never received the notification of the Scoping Meeting for the above referenced study. However, through the involvement of Board Member Gerry Hans as a participant in the Griffith Park Master Plan Working Group, possible building activity of Autry's Griffith Park facility became known. Even then, the extent of the expansion in Griffith Park was grossly misrepresented as being confined to within the footprint, and as reported by the LA TIMES, "the building footprint will be maintained". The implication to most listeners and readers is that the outer boundary of the building would not expand, and that the project was more of a reallocation of building space or an efficiency improvement within the current building area. Clarification of this became apparent with the arrival of the Notice of Public Scoping Meeting (received personally by Gerry Hans at his residence), in which 129,000 square feet additional space was specified.

The largely unpublicized Scoping Meeting provided insignificant outreach to the public. Council District 4 has offered little assistance in promoting awareness through its various information outlets. As Oaks Homeowners Association attempted to bring local last-minute awareness to the issue in May, our constituency has expressed surprise and concern that this project is not consistent with the public's best use of City park space.

Specifically, Oaks Homeowners Association would like to bring to mind these points:

1. A Master Planning process is currently underway for Griffith Park. Until such time that environmental clearances are given for the final accepted Griffith Park Master Plan document, approvals for proposed Autry improvements should not be given. Goals of the Griffith Park Master Plan should take precedence over those of any Park lease holder. Furthermore, the cumulative impact of multiple plans needs to be considered.

2. The LA River Revitalization Plan has chosen an "opportunity area" in close proximity to the Autry venue. A goal of the River Plan is to connect significant natural areas ecologically via the LA River and to expand riparian habitat areas along the River. As a lease holder, any Autry improvements should be closely checked for potential conflicts with the LA River Plan and should take a back seat to any goals of the LA River Plan. The cumulative impact again should be considered, rather than looking at separate plans piecemeal.
3. Current Park users, including equestrians, runners, hikers, golfers, and bikers may be impacted by further development of the open space within the Autry's leased property. The impact should be studied carefully, whether direct or indirect. Quality of experience should be given high consideration, as well, since this is public space which is being occupied by a private institution. Quality of experience is an attribute that a park user expects above and beyond that which one expects in a non-park setting.
4. It is apparent that alternative venues for the primary exhibition of the SouthWest collection and related activities have not been considered or studied. It is obligatory to explore and consider alternative plans, especially those which are obvious. Public transportation and public convenience should be significant criteria for making decisions between alternative venues. Historical aspects should also be considered, including the close proximity of historically-related venues, such as El Alisal, the Southwest Museum founder's historically-significant home.

The Oaks Homeowners Association would like to bring to your attention an alternative site being supported by numerous organizations and individuals across Los Angeles. The site is the original site of the Southwest Museum in Mt. Washington. We request that this privately-held property be given full review and consideration in the same serious manner that the publicly-owned Griffith Park site has been.

Sincerely,

Gerry Hans
President
Oaks Homeowners Association
(Day) 818 547-6869

David Attaway
City of Los Angeles
Department Parks
Environmental Management
1200 W. 7th Street Suite 700
Los Angeles Ca 90017

Dear Mr. Attaway.

Making sure the right plants are introduced to the park and botanists [are] assigned to study the park sounds like a good idea.

There was a vine with an unusual flower that used to grow up the Cedars at the Cedar Grove and overcome the trees. I used to pull it down but it was strong and scarry. The roots seemed to be everywhere.

Thank you.

Sheila O'Callaghan
2633 N. Commonwealth Ave
Los Angeles 90027

City of Los Angeles
Department of Recreation and Parks

Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements
June 11, 2007

Written Comment Form

The purpose of the public scoping meeting is to obtain input from the public regarding the scope of the issues that will be addressed in the Draft EIR for the Autry National Center Improvement Project. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements are intended to allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

Comments can be provided verbally at the scoping meeting or in written form. The deadline for submitting written comments to the City is ***June 28, 2007****. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.*

Looks like plans will focus on the beauty of the environment ie placement of entrance and Café. Giving the Southwest Museum's beautiful artifacts a home next to those of the Autry Museum expands museum appeal. 1 (Autry) plus 1 (Southwest Museum) does not equal 2 but much more in terms of Community and National attention and financial support. Infra structure logistics ie parking & Kitchen location & size seem to be well thought out. We love the museum!

Name: Mary Lou Reid & John Celentano

Address: 37 El Dorado St. #A

Arcadia, Ca. 91006

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

JOYCE DILLARD
P.O. Box 31377
Los Angeles, CA 90031
Email: dillardjoyce@yahoo.com

June 29, 2007

David Attaway
City of Los Angeles
Department of Recreation and Parks
Environmental Management Section
1200 West 7th St. 7th Floor
Los Angeles, CA 90017

RE: COMMENTS TO AUTRY NATIONAL CENTER IMPROVEMENTS DUE 6/28/2007

Dear David,

As per our conversation, enclosed please find a hard copy of comments sent to you yesterday with attachments. We do not have access to a color computer, so the attachments are in black and white.

Joyce Dillard

JD/j
enc

YAHOO! MAIL Print - Close Window

Date: Thu, 28 Jun 2007 14:50:27 -0700 (PDT)

From: "Joyce Dillard" <dillardjoyce@yahoo.com>

Subject: COMMENTS TO AUTRY NATIONAL CENTER IMPROVEMENTS DUE 6/28/2007

To: david.attaway@lacity.org

CC: "Joe Young" <joengeri@ca.rr.com>, "Daniel Wright" <fiberflash@aol.com>, "Nicole Possert" <aguild@pacbell.net>, "Susan Swan" <sswanla@aol.com>, "Lynn Brown" <akalynnbrown@aol.com>

COMMENTS TO AUTRY NATIONAL CENTER IMPROVEMENTS DUE 6/28/2007

A Negative Declaration (ND) dated 3/7/1986 accompanied the original Ground Lease to Gene Autry Western Heritage Foundation for 13 acres of the "Pine Meadow" section of Griffith Park for a term of 30 years for the construction and operation of the Gene Autry Western Heritage Museum. This ND declared "compatible with the Griffith Park Master Plan."

MASTER PLANS

GRIFFITH PARK MASTER PLAN published 12/19/1968.

The Goals for Griffith Park are listed as:

* "To provide recreational experiences harmonious with a rugged terrain.
* To encourage appreciation of wildlife and conservation.
* To develop and expand facilities that will keep pace with the increasing leisure time needs of the people."

The Primary Objectives in the Long Range Plan in developing Griffith Park were listed as:

* "To protect the inherent qualities of Griffith Park and to recognize the uniqueness of its terrain and central location.
* To fulfill the recreation, needs of the individual by providing and/or improving facilities such as picnicking, hiking, fishing, swimming, horseback riding, meditation and bicycling.
* To increase the opportunities for enjoying wildlife by providing and/or improving facilities such as the nature center, zoo, aquarium nature walks, wilderness areas encouraging wildlife habitation throughout the park.
* To keep pace with the growing demands fro recreational facilities in Los Angeles."

The Implementation in the Long Range Plan of the Griffith Park Master Plan was listed as:

* "Circulation Element-To provide an efficient and adequate distribution system for visitors to all areas of the park and to relate they system to future expansion and development.
* Utility Element-To provide an adequate and efficient utility system for all facilities and to relate the system to future expansion and development

of the park.
* Water Element-To provide an inte4rrelated system consisting of irrigation, recreation and fire fighting water systems.
* Facility Element-To provide areas and facilities to carry out the goals and objective determined for Griffith Park."
* Forestation Element-To improve and enhance the terrain and environment of Griffith Park that will sustain the projected park population.
* Expansion 1990-2025-To expand the park's facilities to keep abreast of the leisure time recreational needs of the people."

The 1975 Griffith Park Master Plan states:

"A master plan charts a course for future actions that are responsive to the public's needs and to the physical capabilities of the resource. The plan presented here contains recommendations for specific improvements and management techniques aimed at enhancing the parklands, and consequently, the Griffith Park experience. For clarity, the various recommendations are grouped according to an easily recognizable park structure: recommendations for a large natural zone; recommendations for the existing developed zone that includes most of the man-made facilities; and several special concepts for Griffith Park Drive corridor, where the developed zone and the natural zones merged. . .

The Master Plan foresees an evolutionary process of improvement for the Park. Many of its recommendations can be implemented immediately through new management policies; others may require a series of events to achieve full maturity. In all cases, the recommendations are directed at maintaining the entire 4,043 acres as recreational park space. Uses which do not meet this classification should be located elsewhere in the City."

Under the Park Improvement Strategy, the plan goes on to state:

2) "To improve the visual and environmental quality of the developed recreation areas at the entries and around the perimeter of the Park. . .
3) To make more efficient use of existing facilities and developed areas before using more open parklands for new facilities.

Analysis of the limited amount of recreational land in the City and the review of neighboring park facilities bear out the oft-heard citizen comment that there is an overall deficiency of local public park land in Los Angeles. Yet a wide range of citizens indicated this deficiency of recreation land and facilities must be balanced against the extremely important role of Griffith Park as an open space and natural area unique to the City and to the region.

Some recreational needs generated on a citywide basis can be satisfied through utilization of appropriate portions of Griffith Park. Many cannot, due to the

limited land availability or sensitive natural resource protection requirements of Griffith Park. Many of the citizens reflected this reality in their suggestions for more efficient use of land in Griffith Park, the requests for multiple use of certain developed areas, and the desires for optimizing quality of experience on every acre of land potentially usable for recreation. For example, locating new parking areas or new buildings in existing green spaces should not be considered until present parking and buildings are utilized to their maximum.

Where new facilities must be constructed they present new opportunities, not only for visitor use but also for strengthening the Park image. New structures, roadways, parking areas, even picnic tables, benches and other details need visual integration into the landscape. Facilities require careful siting and sensitive use of materials in order to complement the recreation environment."

As you can read, the message is consistent—open space, recreation and natural environment. According to William R. McCarley, Chief Legislative Analyst, his memorandum of 7/31/1985 states:

"According to Recreation and Parks staff a report has been prepared for the August 9th meeting of the Board, which recommends against granting permission to build the Gene Autry Western Museum in Griffith Park. Recreation and Parks staff indicated that they do no believe the museum is a park related function and that the proposed location would directly conflict with zoo attendance and zoo parking needs."

Author Mike Eberts states, from his book "Griffith Park A Centennial History," that the (Recreation and Parks) department received 112 out of 114 responses opposed to the museum.

The Environmental Impacts of that Negative Declaration show that the Autry IS part of the Griffith Park Master Plan.

The AUTRY NATIONAL CENTER does not have its own Master Plan. It is clearly apart of the GRIFFITH PARK MASTER PLAN.

COUNCIL MOTION

The Motion from Council File Index 02-0778 dated 4/19/2002 and titled FUNDING / NEW UPDATED MASTER PLAN / GRIFFITH PARK reads:

"Griffith Park is one of the greatest urban parks in the world. It is located in the center of Los Angeles bordered by the Los Angeles River, and the communities of Los Feliz, Los Feliz Oaks, Hollywoodland, Lake Hollywood and Atwater Village.

Griffith Park was established 105 years ago as a place for the masses to enjoy open space.
The 4,107 acres of Griffith Park constitute the

largest assemblage of open space in any American city. The Park is home of the world famous Griffith Observatory, the Los Angeles Zoo, Greek Theatre, Travel Town Train Museum, Autry Museum of Western Heritage, Los Angeles Equestrian Center, four golf courses, fifty four miles of hiking and equestrian trails, seven hundred miles of hiking trails, historic Merry-Go-Round - the oldest carousel in the Western United States, Griffith Park Boys Camp, and Hollywoodland Girls Camp, twenty three tennis courts, and sports fields, including the Ferraro Soccer Complex.

It has been nearly 35 years that a comprehensive Master Plan for the Park has been prepared. For this reason, the time has come for this Master Plan to be updated to guide all further development and acquisition for Griffith Park.
THEREFORE MOVE that the City Administrative Officer, Chief Legislative Analyst and Department of Recreation and Parks be directed to work together to identify funding sources and a methodology to develop a new, updated master plan for Griffith Park.
FURTHER MOVE that this effort also explore the possibility of working with any one of the universities and colleges in Southern California for the development of a new Griffith Park Master Plan.
FURTHER MOVE that the master plan development process be guided with great public outreach and all Griffith Park facility management and constituencies and their adjacent homeowner groups to come up with a Griffith Park Master Plan to guide us for the next 25 years."

ENVIRONMENTAL IMPACT COMPARISONS

Attached is a comparison of Environmental Impacts from Gene Autry Western Heritage Museum (Western Heritage) (1968) and Autry National Center (Autry) (2007).

PROPOSITION FUNDING

Excluded from this analysis is the effect of the Parking Lots on the Griffith Park Master Plan. Please note that neither the Western Heritage nor the Autry have been included in the Master Plan. This is a deliberate omission considering its mention on the ND of 1986. A sum of $13,904,242 has been allocated to the Zoo Parking Lot Demonstration on Environmental Sustainability Project from Proposition O (water quality and water supply) as an experimental project. That effect MUST be listed. The Zoo Parking Lot is shared with the Autry. With the Autry parking lots additions, the Proposition O project becomes fraudulent regarding the intent of the bond funding.

CONFLICT OF INTEREST

Also notable, was the conflict of interest in the Board of Recreation and Park Commissioners to the approval of the Ground Lease in 1986. Commissioner Mary Nichols was in conflict of interest as her husband John Daum is an attorney in the firm of O'Melveny and Myers. That firm represented the Autry Foundation. The matter was referred to the Board of

Referred Powers for approval.

Does that conflict of interest relationship still exist as Mary Nichols sits on the Proposition O Citizens Oversight Committee with advisory approval for Proposition O bond projects? Does Autry still have a relationship with O'Melveny and Myers? David Cartwright from O'Melveny and Myers sits on the Autry board and contributes to City of Los Angeles candidates for election. Does Greater Los Angeles Zoo Association (GLAZA) have a relationship with O'Melveny and Myers? Does the City of Los Angeles have a relationship with O'Melveny and Myers? Does any Political Action Committee (PAC) of the firm O'Melveny and Myers contribute to City of Los Angeles candidates or employees? John Daum contributes to his firm's PAC.

AUTRY'S PROMISE

In Jackie Autry's correspondence of 3/14/1985 to Councilwoman Pat Russell, she states:

"In addition it is the intention of The Autry Foundation to develop the Museum as a self-sustaining entity. All excess funds which are not required for the operation of or acquisitions for the museum will go toward the funding and the establishment of other philanthropic projects in the City of Los Angeles."

THAT HAS NEVER HAPPENED. In fact, the City of Los Angeles has funded activities at the Western Heritage and Autry.

LEASE

The 50 year lease was executed on 1/23/1987, Lease No. 209, Ordinance No. 161692 adopted on 10/8/1986, CFI 86-1810, at $1 per year. The termination date is approximately 2037. At the end of the term, the facility, but not the contents will become part of the City (Council Meeting 10/1/1986, testimony by Joel Breitbart, Department of Recreation and Parks.)

INTENTION

The oversized building, its height variances cause significant impact to the environment and the intention of the use of our PUBLIC PARK as repeatedly stated from Colonel Griffith Jenkins Griffith's Indenture of 3/5/1889 to present day.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

Ready for the edge of your seat?

Check out tonight's top picks on Yahoo! TV.
http://tv.yahoo.com/

Attachments

Files:

- **Comparison_of_Environmental_Impacts.pdf** (399k)
- **LAZoo_ConceptReport.pdf** (1001k)
- **Jackie_Autry_Letter_of_5.14.1985.pdf** (1.7MB)

COMPARISON OF ENVIRONMENTAL IMPACTS

CATEGORIES	1968	1968 AND 2007 CATEGORIES	2007
PHYSICAL/CHEMICAL			
LAND USE	NO APPRECIABLE IMPACT	LAND USE-PLANNING	POTENTIALLY SIGNIFICANT IMPACT
AIR	NO EFFECT	AIR QUALITY	POTENTIALLY SIGNIFICANT IMPACT
WATER	NO EFFECT	UTILITIES	POTENTIALLY SIGNIFICANT IMPACT
SOLID WASTE	NO EFFECT		
NOISE	NO APPRECIABLE IMPACT	NOISE	POTENTIALLY SIGNIFICANT IMPACT
ODOR	NO EFFECT		
LIGHT AND GLARE	NO EFFECT		
SOIL AND GEOLOGY	NO APPRECIABLE IMPACT	GEOLOGY AND SOILS	LESS THAN SIGNIFICANT IMPACT
TRAFFIC CIRCULATION	NO APPRECIABLE IMPACT		
PARKING	NO APPRECIABLE IMPACT	TREES/VEGETATION AND WILDLIFE	POTENTIALLY SIGNIFICANT IMPACT
PUBLIC TRANSPORTATION	NO EFFECT		
HAZARDS	NO EFFECT	HAZARDOUS/HAZARDOUS SUBSTANCES	POTENTIALLY SIGNIFICANT IMPACT
METEOROLOGY/CLIMATOLOGY	NO EFFECT		
BIOLOGICAL			
HUMAN RESOURCE POTENTIAL	NO EFFECT	MINERAL RESOURCES	NO IMPACT
WILDLIFE	NO EFFECT		
PLANT LIFE	RESERVE IS A BENEFICIAL IMPACT/ MITIGATION MEASURES AVAILABLE	AGRICULTURAL	NO IMPACT
ENDANGERED SPECIES	NO EFFECT		
NATURAL ECOSYSTEMS	NO EFFECT		
SOCIOECONOMIC			
CONSTRUCTION/INFRASTRUCTURE	NO EFFECT		
ENERGY CONSUMPTION/CONSERVATION	NO EFFECT	UTILITIES/SERVICE SYSTEMS	POTENTIALLY SIGNIFICANT IMPACT
PUBLIC SERVICES	NO EFFECT	PUBLIC SERVICES	POTENTIALLY SIGNIFICANT IMPACT
HEALTH AND SAFETY	NO EFFECT	HAZARDOUS AND HAZARDOUS MATERIALS	LESS THAN SIGNIFICANT IMPACT
DISPOSAL	NO EFFECT	POPULATION AND HOUSING	NO IMPACT
BUSINESS AND INDUSTRY	NO EFFECT		
AESTHETIC/HUMAN INTEREST		AESTHETICS	POTENTIALLY SIGNIFICANT IMPACT
VISUAL/SCENIC AMENITIES	NO APPRECIABLE IMPACT		
OPEN SPACE	NO APPRECIABLE IMPACT		
RECREATION/LEISURE	POSITIVE OR BENEFICIAL IMPACT	RECREATION	LESS THAN SIGNIFICANT IMPACT
HISTORIC STRUCTURES	NO EFFECT		
ARCHAEOLOGICAL/CULTURAL RESOURCES	NO EFFECT	CULTURAL RESOURCES	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION MEASURES ARE INCORPORATED
NEIGHBORHOOD CHARACTER	NO EFFECT	GROWTH INDUCING POTENTIAL OF SUPPLEMENT	POTENTIALLY SIGNIFICANT IMPACT

GENE AUTRY WESTERN HERITAGE MUSEUM (1968) AND PLANNING (NATIONAL CENTER (2007))

JACKIE AUTRY

May 14, 1985

Dear Councilwoman Russell:

We are pleased that The Autry Foundation has been extended an invitation to consider locating its proposed Western Heritage Museum on the site east of the Los Angeles Zoo between the zoo parking lot and the freeway. In view of the strong expression of support we received at our meeting of May 6, including that of the Zoo Association, we would be interested in having the City Council pursue this matter further with the intent of a long term lease.

Since this land has been previously developed and is, therefore, not in its natural state, we believe the proposed site is both appropriate and compatible with the cultural center to be built. Excellent visibility and access to and from the freeways will provide direct traffic access without the necessity of traveling through residential areas, and will also aid in the assurance of visitor attendance to support both the museum and zoo.

The non-profit Autry Foundation is committed to building one of the finest and most complete museums dedicated to the Old West. Our research indicates it will be the only one of its kind in the United States. To that end, it has acquired the entire 10,000 plus piece western collection from the Frontier Museum Historical Center in Temecula, California which is the beginning of major acquisitions for the museum. As a result of this major acquisition, the tax exempt museum will encompass approximately 70,000 square feet which will house authentic western artifacts dating back to the Civil War era. The museum will also house a permanent and temporary gallery of Western art, a theatre dedicated to the viewing of historical documentaries and other western shows, and there will be space provided for major exhibitions pertinent to the era. It is our belief this museum will enhance the area thereby making it a more complete cultural, educational and recreational facility. Visitors would now be able to enjoy the addition of the historical offerings of this museum, the scientific wonders of the observatory and planetarium, the educational delights of the Los Angeles Zoo as well as the enjoyment of the attractions at Travel Town in one central location.

4200 E. PALM CANYON DR.
PALM SPRINGS, CA 92264
(619) 328-1171

The Autry Foundation proposes to fully finance the construction, operation and maintenance of the museum. It will assume the cost of additional trees, flowers, public restrooms, water fountains, picnic tables and maintenance of the immediate surrounding grounds.

The architectural structure of the museum will be in keeping with the feeling of the Old West and the surrounding area of beautifully landscaped grounds.

In addition, it is the intention of The Autry Foundation to develop the museum as a self-sustaining entity. All excess funds which are not required for the operation of or acquisitions for the museum will go toward the funding and establishment of other philanthropic projects in the City of Los Angeles.

Enclosed for your consideration is an Addendum of Comparative Facts. We look forward to an early response as the Foundation is prepared to commence architectural work immediately upon site approval.

Sincerely,

Jackie Autry

Jackie Autry

Encl. 1. Addendum of Comparative Facts

The Honorable Pat Russell
Councilwoman Sixth District
Room 260, City Hall
Los Angeles, CA. 90012

ADDENDUM OF COMPARATIVE FACTS

The blending of cultural and educational enrichment plus recreational enjoyment in the expanse of open park space and picnic areas has proven to be te magnet by which visitors are drawn to use and more fully enjoy a park area.

Examples are:

Exposition Park combines its Museum of Science and Industry and the Los Angeles County Museum of Natural History with its rose garden, expansive open park and picnic areas plus the Coliseum Swim Stadium and the Sports Arena.

Visitors to Balboa Park in San Diego can enjoy a trip through the zoo and avail themselves of the facilities of the San Diego Museum of Art, the Museum of Man, the Aerospace Historical Center, The Natural History Museum, the Hall of Champions and other cultural buildings which are all located on the same 1,158 acres. Similarly, visitors to San Francisco's Golden Gate Park which ecompasses 1, 017 acres, may visit the Japanese Teagarden, The California Academy of Sciences, the Morrison Planetarium, The N.H. de Young Memorial Museum, the Asian Art Museum, plus other major attractions.

Centralizing and clustering the locations of several facilities will provide a valuable service to all visitors who wish to enjoy these facilities without having to travel throughout the City of Los Angeles.

Marian Dodge
2648 N. Commonwealth Avenue
Los Angeles, CA 90027

June 28, 2007

David Attaway, Environmental Supervisor
Environmental Management Section
Department of Recreation and Parks
1200 W. 7th Street, Suite 700
Los Angeles, CA 90017

RE: Autry National Center Expansion

Dear Mr. Attaway:

The scoping meeting failed to address the fact that The Autry National Center, a private institution, does not own the land where it is planning to expand. The land belongs to the people of Los Angeles as part of the open space of Griffith Park. The Autry should not have been allowed to build there in the first place.

Furthermore, a highly viable alternative to the expansion has been proposed. Friends of the Southwest Museum have presented plans for the expansion and improvement of the Southwest Museum site which would completely alleviate the Autry's need to expand. Additionally it would keep the invaluable collection where it rightfully belongs and preserve the city's first museum as a museum exhibit space.

The expansion of the Autry National Center is entirely unnecessary and a further loss of valuable open space.

Thank you.

Sincerely,

Marian Dodge

City of Los Angeles
Department of Recreation and Parks

Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements
May 29, 2007

Written Comment Form

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This is a western museum!!!
Why not have rodeos - real old fashioned stuff?
Even have cowboy dressed riders with costume as an actual western saddle greeting visitors?
Need real live western horses.
People who live in Burbank and Griffith Rancho area could help. Maybe would have out some sometimes on weekends.

Name: (FLORAN FRANK)

Address: 1342 Valley Heart Drive (PRESIDENT, BURBANK RANCHO HOMEOWNERS)
Burbank 91506

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City of Los Angeles
Department of Recreation and Parks

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This looks like a very attractive addition to the Autry with some beautiful landscape features as well as keeping the buildings within a reasonable height.

I have been a member of the Autry for some time and enjoy it immensely when I visit.

I am also a member of the equestrian community and would like to make sure that we don't lose our water and tie up area. Widening the lawn belt at the south end along the trail would give us a place to sit & picnic from the restaurant while staying with our horses. Since the Autry has the western heritage theme I think that horses should be considered in your plan.

Name: Lisa GenieStege

Address: 542 S. Sparks St.
Burbank, Ca. 91506.

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OUR ONLY CONCERN IS THE TRAFFIC ON LOS FELIZ BLVD. BECAUSE IT WILL BE A GREAT IMPACT ON OUR NEIGHBORHOOD.

Name: CARMELINA G. GERONCA

Address: 2658 GLENDOWER AVE.
LOS ANGELES, CA 90027

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When the City accepted Griffith Park as a gift from Colonel Griffith, he specified that it would be "free to the masses." Autry is a public/private venture, it has to make money so their services are not and will not be "free to the masses" The City has already broken that agreement When they gave the Autry Ten acres of City land. Who was taking care of the City Business when they gave a lease to the Autry, for these 10 acres, for only ONE DOLLAR A YEAR! Colonel Griffith made it clear free to the masses not to a business tycoon.

The Park already has heavy traffic, i.e the Autry Expansion Will only serve to augment the traffic, not only for the park, But for the residents of the surrounding areas. the freeways and roads that lead to it.

Why should the City allow the expansion of the Autry museum as they can absorb the SWM collection? Why should they allow the "Cultural Piracy" of our community? as Councilwoman Ed Reyes has stated. The City of Los Angeles is responsible for the entire city, they cannot pick and choose between the people for the welfare of a business.

IF THE CITY ALLOWS THE EXPANSION OF THE AUTRY, THEY WILL BE DOING IMMEASURABLE DISSERVISE TO THE COMMUNITY OF GRIFFITH PARK, THE SURROUNDING COMMUNITIES AND THE NORTHEAST AREA.

Name: Olga Hall

Address: 337 Stowe Terrace
Los Angeles, Ca. 90042

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AS PRESIDENT OF THE GLENDALE RANCHO HOMEOWNERS ASS'N, AUTRY MUSEUM & S.W. MUSEUM MEMBER, AND LOCAL RESIDENT ON GARDEN ST. NEARBY, PRIMARY CONCERNS ARE THOSE OF DEMO. & CONSTRUCTION IMPACTS, AS WELL AS THOSE ASSOCIATED WITH LATER, POST-CONSTRUCTION OPERATIONS. TRAFFIC, NOISE, VIBRATION, AIRBORNE SOILS, DUST, ETC., AND NIGHT TIME ACTIVITIES (LIGHTS ETC.) CONCERN OUR NEIGHBORHOOD — WHICH ALREADY ENDURES AN UPTICK IN TRAFFIC ASSOCIATED WITH THE DISNEY IMAGINEERING (GC-3) CAMPUS PLANS AND EXPANSION, AS WELL AS EVENTS HELD AT THE L.A. EQUESTRIAN CENTER. COMMUTER TRAFFIC USING THE RIVERSIDE-VICTORY-SONORA INTERSECTION IS NEARLY PEAKED, & THIS INTERSECTION ALSO UTILIZES EQUESTRIAN, CYCLIST, & PED. CROSSINGS. GLENDALE RESIDENTS ARE CHALLENGED BY DIFFICULTY GETTING ONTO & OFF OF SONORA AVE. FROM RESIDENTIAL STREETS & ON HORSEBACK & BIKES. THEY ALSO ARE WORKING TO ADVANCE AN IDEA W/ GL. TRAFFIC & TRANS. STAFF TO STREETSCAPE & TRAFFIC CALM SONORA AVE. FROM LAKE ST. TO VICTORY & ON TO WESTERN AV. ERGO - THEY ARE IMPACTED ON ALL SIDES BY TRAFFIC IMPACTS ON SAFETY, WELLBEING, & PROPERTY VALUES

FINALLY, EMERGENCY CONTINGENCIES CONCERN ALL RE CHAPARRAL FIRES VEHICLE ACCIDENTS, ETC.

Name: RESIDENTS

Address: Joanne Hedge
1415 GARDEN ST.
GLENDALE CA 91201

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In my opinion, increasing the Autry Center building area from 142,880 square feet to 271,880 square feet is excessive. I also oppose the Center's gobbling up any of the (own area South of the museum. What Los Angeles needs is more green, open space, not more development even in the form of a museum.

My wish would be that as much as possible of the Southwest Museum collection be left at that museum, the City's oldest, an icon, an institution reachable by public transit. If there is to be a parking structure, why not put it east of the Autry Center where employee parking is now.

Frankly, I do not think the City should have given the private Autry Foundation a chunk of Griffith Park at the rate of $1 per year. Griffith Park belongs to the public and should remain, insofar as this is possibly an urban wilderness.

Name: Carol Henning

Address: 333 No. Norton Ave.
Los Angeles, CA 90004-1511

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Please cut the trees the same size - don't square them off

Name: Lynn Bauer - see letter

Address:

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David Attaway
Los Angeles Dept.Recreation and Parks 5/212/07

Dear Sir,

I support the expansion of the Autry :Museum. This has been a wonderful addition to the culture of Los Angeles. I believe in the utilization of the Griffith Park land for culture and recreation; there is extensive pristine land within ½ hours drive of the park. The fairly new, 3 hole, children's golf course stopped the fire in our area, 500 yards from our home.

I was born in Los Angeles in l930 and have lived on the edge of Griffith Park for 21 years.

Sincerely,

Muirl R Johnstone, MD.
3706 Effingham Pl
Los Angeles, 90027-1428
323 667-3372

City of Los Angeles
Department of Recreation and Parks

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I say yes

Name: ARLENE Kayedarian

Address: 1976 N. New Hampshire
LA 90027

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From: Kevin Kidney <miehana@earthlink.net>
To: <david.attaway@lacity.org>
Date: 5/28/2007 4:03:34 AM
Subject: Regarding the Southwest Museum

Dear Mr. Attaway,

I live on Mt. Washington and frequently visit the Southwest Museum with my family. We especially enjoy attending special events there, because the building and grounds are such a treat. I just heard that the old Museum is in danger of being lost. This upsets me greatly and I thought I would write and tell you that I object to the museum's assets being merged with the Autry's. The building on MT. Washington is as historically significant as the collection in houses, in my opinion, and is the ICON of our neighborhood.

Since it is so close to the Lummis House and Heritage Park, can't this area be given more attention as the "museum district" that it is? Heck, it already has its own Metro train station!

Thanks for reading my message,

Kevin Kidney
502 Dove Drive
Los Angeles, CA 90065

From: "richardkiel" <richard.kiel@charter.net>
To: <David.Attaway@lacity.org>
CC: <SWMCoalition@pacbell.net>
Date: 6/9/2007 8:25 PM
Subject: Save the Southwest Museum

Dear Supervisor Attaway,

I have recently been made aware of the intent of the Gene Autry Museum of Western Heritage to break the terms of their merger agreement with

The historic Southwest Museum, founded by Charles Fletcher Lumus.

Please don't let this happen.

Properly restored and managed, the Southwest Museum can and should take its rightful place as a cultural monument on our city.

Please help.

Thank you,

Richard P. Kiel

3021 East Second Street

Long Beach, CA 90803

City of Los Angeles
Department of Recreation and Parks

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It looks like you have a worthwhile project, or projects ahead. Parking space will be an improvement over the existing spaces.

Name: Kathleen Lowenthal

Address: 2030 N Commonwealth Ave
Los Angeles 90027-2825

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OUR CONCERN IS THE TRAFFIC ON 403 FELIZ BLVD.

Name: RENÉ MUDRINICH

Address: 2744 GLENDOWER AVE.
LOS ANGELES, CA 90027

Rene mudrinich

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Traffic - How will increased traffic to site be handled?

Urban Wilderness - How will the increased attendess impact our urban wilderness?

Environment - How might trees, shrubs, (flora, fauna) impact our urban wilderness?

Leases - What review process is in place to review? $1 dollar a year rental.

Parking - How will parking impact the 30?

Name: Dr. Sarah A. Tahir Napier

Address: 4362 Cedarhurst Circle
Los Angeles, CA. 90027

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Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements
June 11, 2007

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(SEE ATTACHED)

Name: DAVID ORR

Address:

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David Orr
1414 West Oak Street
Burbank, California 91506
June 12, 2007

Mr. David Attaway;

When asking the public for comment regarding the preparation of a Draft EIR, the Center runs the risk of receiving a plethora of un-professional and non-factual feedback. In a personal effort to avoid this, and yet communicate my opinion in response to the Scope meeting of June 11, I will be brief in the hope this letter might actually be read.

The proposal; known as the Autry National Center Improvement Project, includes 'increasing the building space by 129,000 square feet,' to 'store it's collections in a single location...to provide additional presentation areas for the public,' is not, in my humble opinion, anywhere near adequate. The plans represent a good beginning, but appear exceedingly limiting and short sighted.

I am reminded that even the original plans for the Southwest Museum were scaled back, quite possibly out of financial consideration. Now I fear, the process of Convergence; of bringing a larger portion of that institution's collection to the public view for the first time also seems truncated.

Although the present proposal suggests increasing exhibit space five times that of the Southwest Museum, the sheer enormity of the collection seems to dictate the need for a minimum of ten times that. Even with rotation, it seems to me that what is proposed does not allow even half of the 250,000 items presently in storage to be viewed in my lifetime.

I further do not believe this present proposal would completely establish the Center as 'the premier interpretive site.'

One only has to consider the growth of Los Angeles in the last ten years to visualize the coming impact on the Center. A larger scale, farther-reaching plan, is needed to preserve this legacy for future appreciation, learning and study.

David Orr

Tom and Melinda Peters
La Casa de la Abuela
4770 Bonvue Avenue
Los Angeles, CA
90027

June 5, 2007

David Attaway
Environmental Supervisor
Los Angeles Dept. Recreation & Parks
Environment Section
1200 W. 7th Street,
Suite 700,
Los Angeles, CA
90017

Dear David Attaway:

Our Gold Spur level membership to the Autry National Center bespeaks our respect, loyalty and support of that institution. That relationship notwithstanding, we wish to stand on the side of those who do NOT support any further building in the park. -Not restaurants, parking structures, or an addition to the museum.

There is already a lack of open spaces and of undeveloped areas in our city, and to further encroach upon what we do have is not acceptable. IF the powers-that-be decide that the Autry must be allowed to expand within Griffith Park, our position is that it should occur ONLY where there already is development, such as across from the zoo parking lot, where currently there is dirt or grass. Additionally, any hiking or bridle trails should be accommodated and in fact enhanced by the addition, e.g. the museum provide some kind of integrated educational and/or artistic adjunct to those paths. IF the Autry is permitted to build, we urge that a citizens' oversight committee have authority to weigh in on both the plans and their execution.

We love the Autry National Center, but also our wonderful Griffith Park. It is our hope that you and your colleagues, as well as our City Council consider seriously the need for meaningful input from our community.

Yours sincerely,

Tom C. Peters

Melinda J. Peters

Copy: Tom LaBonge, Councilman

City of Los Angeles
Department of Recreation and Parks

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See letter provided
See correspondence + plan provided
BS

Name: Bernadette Soter

Address: 2640 N. Commonwealth Ave
LA CA 90027

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Bernadette Soter 2640 N. Commonwealth Avenue Los Angeles, CA 90027

June 27, 2007

David Attaway
Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street
Suite 700
Los Angeles, CA 90017

RE: Scoping for Environmental Impact Report: Autry National Center Improvements

Dear Mr. Attaway:

Thank you for preparing the Initial Study and Checklist for the Autry's proposed expansion in Griffith Park. In accordance with the instructions in your meeting notification letter, I am faxing my comments to you to comply with the June 28, 2007 deadline. A hard copy of my remarks will follow by mail.

RE: ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED described in the Initial Study and Checklist and the notification letter. I am requesting that you give greater weight and consideration to both the individual and cumulative environmental impacts the proposed expansion will have on Griffith Park, the regional park in which is the facility is wholly contained on approximately ten leased acres of dedicated parkland.

BIOLOGICAL RESOURCES
D. Disagree that the proposed expansion will have "less than significant impact" on the movement of Griffith Park's wildlife species in that the Park's wildlife corridors in that have not been mapped and therefore, the Autry's leased parcel cannot be excluded as an active wildlife route. Coyotes are frequently seen in the adjacent Zoo parking lot and informal observation by Park users attests that, at the very least, they move through this parcel. Road kill on Western Heritage Way and Zoo Drive indicate that other wild species access the Autry's parcel. Since the loss of approximately 850 acres of habitat in the fire of May 8/9, 2007 Griffith Park's remaining green and grazable has assumed critical importance for its indigenous species. Ranking should be "potentially significant impact."

HYDROLOGY AND WATER QUALITY
B. Disagree that the proposed expansion will have "less than significant impact" on groundwater depletion in that its neighbor, the Los Angeles Zoo, has created and is implementing a Zoo Parking Lot Master Plan that features permeable surfacing that will recharge groundwater while the Autry is proposing a subterranean parking structure that will interfere with recharging groundwater. Ranking should be "potentially significant impact."

PUBLIC SERVICES
D. Parks: Disagree that the proposed expansion will have "less than significant impact" on Griffith Park's services and environment in that the Autry's expansion plan is too vague at this time to gauge its impact. Rankign should be "potentially significant impact."

RECREATION
A and B. Disagree that the proposed expansion will have "less than significant" and "no impact" on existing neighborhood and regional parks or other facilities, etc. in that all the impacts of the expansion plan will be wholly contained within the borders of a regional park and will have specific and cumulative effects on the public park facilities contained therein including but not limited to these recreational facilities abutting the Autry leasehold: a golf course, bikeway, equestrian and hiking trail, and Zoo; on the existing inventory of open space, trees and established wildlife habitat and corridors included in the Autry's un-built leasehold; and on the sustainability of the park's role as an open, non-urban space in the face of major development such as the Autry is proposing. Ranking should be "potentially significant impact."

RE: CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT (15126.6) I am requesting that this CEQA consideration be added to the EIR in that the Autry National Center owns an established museum complex, the Southwest Museum in the Highland Park area of Los Angeles. The continuing operation of this facility as the locus of the Southwest Museum Collection which was obtained by the Autry and which it cites as basis for the expansion of its facility in Griffith Park, was agreed to in the March 4, 2003 Merger Agreement between the two insititutions. The existing, vacated Southwest Museum complex provides a reasonable alternative to much of the expansion being proposed for the Autry's Griffith Park facility in its conceptual plan. Use of it would "feasibly accomplish most of the basic objectives of the project and could avoid or *substantially lessen one or more of the significant effects.*" To aid in your evaluation of this alternative I am submitting to you by mail a copy of a Southwest Museum Expansion Plan prepared by Friends of the Southwest Museum and received positively by the L.A.Conservancy; a copy of the Southwest Museum Expansion Plan is not faxable, but will be included with the hard copies submitted to you by mail.Conservancy's letter is included by fax.

If you have any questions, se give me a call at 323-663-6193.

Sincerely,

Bernadette Soter

City of Los Angeles
Department of Recreation and Parks

Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements May 29, 2007

Written Comment Form

The purpose of the public scoping meeting is to obtain input from the public regarding the scope of the issues that will be addressed in the Draft EIR for the Autry National Center Improvement Project. The Project would renovate and modernize certain portions of the existing museum facility in two development phases. The key Project features include increasing the building space by 129,000 square feet, renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation, and parking amenities. These improvements are intended to allow the Autry National Center to establish the Center as the premier interpretive site for the exhibition of the American West; to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource..

Comments can be provided verbally at the scoping meeting or in written form. The deadline for submitting written comments to the City is June 28, 2007. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

Please consider: 1) Electro-magnetic hazards from nearby high transmission power lines. 2) Visual pollution – additional planned height further exacerbating diminished panoramic view toward mountains caused by current Autry structure. 3) Historic Hazard Potentials: a) floods of 1884, 1889, 1914, 1934, 1938 b) Fire Storms including 2007 c) high water table - 10 feet below surface 4) Historic, archaeological and toxic considerations due to previous uses of site: a) Native American villages, trails, hunting grounds b) Rancho los Feliz c) Griffith Aviation Field d) Calif. National Guard Air Field e) Rodger Young Village f) prisoner of war Camps g) anti-aircraft installations 5) Noise and Air Quality impacts due to proximity of 134 and 5 Freeways, the rerouting of the historic park's main thoroughfare to pass directly in front of Autry leasehold, the additional of shuttle terminals for the Observatory and Hollywood Bowl, and off-gasing from Toyon Canyon land fill. SEE: Griffith Park, A Centennial History, by Mike Eberts, Hist. Soc. of So Calif. 1996

Name: Ann Walaven

Address: 755 Coast Blvd.

Los Angeles CA.

90065-4038

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

06/28/2007 15:10 323-254-3162 QUICK.R PRINT.R:.INC PAGE 01/01

To: David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Center

From: Carolyn West
(213) 897-1801
1621 Rancho Avenue
Glendale, CA 91201

Date: 6/13/07

Subject: Autry National Center Expansion Plans

Back when the Autry was first proposed in Griffith Park, I was opposed because I felt the construction of more buildings was against the precepts of donor Griffith. 7.5 years ago I moved nearby and started going to exhibits at the museum. I consider it to be a fine institution. The location is rather a "buffer" area between freeway and park.

I do not object to the planned staged development proposed by the Autry. However, I would like to make some comments.

Parking is a big issue. The "Zoo" frequently overwhelms everything. Overflow "Zoo" parking is allowed to use Autry parking. On some recent occaisions everything has been full. People park at the "Zoo" for shuttles to Griffith Observatory. In the summer, people park in the "Zoo" parking lot for shuttles to the Hollywood Bowl. Around Christmas time people park there for shuttles to Glendale Galleria. There are people parking there for their own personal "ride share" programs. The point is that the parking is overwhelmed. The Autry really needs more dedicated Autry parking. The "Zoo" needs more parking. We may be looking at underground parking and multi-level parking structures.

I would also like to see people coming in shuttles to the "Zoo." The #96 bus goes there (7 AM to 7 PM) but is only lightly used. There must be some parking lots that could be used (like on weekends) in downtown LA and in the Valley where people could park and ride a shuttle to the "Zoo." This would greatly relieve some of the congestion.

I would like to add that lots of these wayward people trying to drive to the zoo in their own cars get lost. I have give directions to a large number of people over the years that get lost on my street and want to go to the zoo!!

I have even considered printing up a sheet with directions so I can hand it out. (Turn around, make two rights and then a left!!)

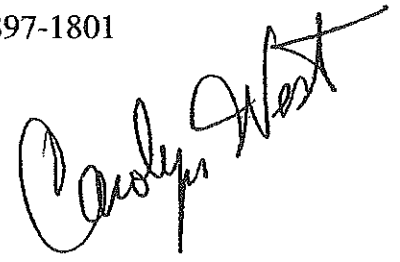
The new building that was constructed at the zoo is rather an eye sore. I wonder if it is all functional? Combining that with the massive amount of vehicles makes it look like a civic center metropolis. We need to get back to a more rural park-like appearance. Air quality has suffered greatly due to the massive number of vehicles, including diesel school busses with no pollution controls.

PS: another environmental comment. I go to work at 5:30 AM and during the part of the year that it is dark at that time, I have observed that the new Zoo building is all lit up – blazing with light at that time of morning. I just wonder if the lights are on all night? Or, are the lights turned on at 5:30 AM? This is quite a point of curiosity.

I had to rather rush out this response. Hard copy to follow in the mail.

Conclusion: Please review above comments.
Ok to approve Autry expansion plans.

Carolyn West Contact Phone: (213) 897-1801



1621 Rancho Avenue
Glendale, CA 91201-2905

June 12, 2007

David Attaway, Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
Environmental Management Section
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Subject: AUTRY PROPOSAL – EQUESTRIAN ELEMENT

Dear David,

I would like to address the Equestrian Element in the Autry Expansion Plan. As a nearby resident and equestrian, this is quite important to me and my friends.

The north, east and southerly sides of the Autry property are bounded by the "Park Trail." This is used by a large number of pedestrians and joggers, as well as horse riders. I think these parties would all support the following comments and suggestions.

(1) Maintain trail integrity and size. We don't want the trail adversely impacted or made smaller by the proposed construction.

(2) Trail users do not want to feel like they are in yet another tunnel. There should at least be a landscaped area between the trail and the Autry improvements; the wider the landscaped area the better.

(3) Improvements should not frighten horses.

(4) Blind spots should be avoided / prevented. One needs to be able to see on-coming horses, joggers, etc. Also, we don't want areas where vandals and hoodlums can hide in wait to cause harm to trail users. This is a big concern.

(5) The hiding place issue is related to all improvements built by the Autry Center. Care needs to be exercised to make sure there are not places where the homeless and the criminal element can hang out and attack trail users.

(6) Air quality on the trail needs to be addressed. Trail users (people and animals...including horses, goats, and dogs) need to have good air quality. There is enough pollution at present caused by the freeway. Walls are of some help. We don't want a lot of car and bus exhaust being pumped right onto the trail for us to breath while we are trying to exercise.

(7) Drainage and "storm water runoff" need to be addressed. We don't want runoff affecting the trail. Drainage needs to be taken away in storm drains and not affect the trail. The trail gets too much ponding water on it now when it rains. We would like to see an improvement in trail quality as relates to water drainage.

(8) The trail needs periodic maintenance with tractors / equipment to bring in more dirt / dg, level the trail, fix holes, remove rocks, remove fallen tree limbs, etc. The fact that this equipment needs to be used on the trail needs to be considered by the Autry plans. They need to know that this work will take place periodically and not be alarmed by it or try to get it stopped.

(9) There needs to be more signage concerning the trail and trail crossings. Safety needs to be #1.

(10) I have observed a number of bicycles lately on various parts of the trails, especially on a segment along the south side of the L.A. River between LAEC and the Riverside Drive Bridge.

Any questions, please call: (213) 897-1801

Sincerely,

Carolyn West

CAROLYN WEST

From: "nancy winters" <newinters@hotmail.com>
To: <david.attaway@lacity.org>
Date: 5/25/2007 9:11:16 AM
Subject: object to SW Museum merger with Autry

Dear Mr. Attaway,

I don't think the merger of the Southwest Museum with the Autry Museum is a good idea. The grounds and location of the Southwest Museum are beautiful. Please allow the Southwest Museum to continue - it was the first museum in Los Angeles!! I'm also concerned about the environmental impact of the project on Griffith Park if the merger is allowed.

Thank you,

Nancy Winters
55 5th Court
Hermosa Beach, CA 90254

PC Magazine's 2007 editors' choice for best Web mail—award-winning Windows Live Hotmail.
http://imagine-windowslive.com/hotmail/?locale=en-us&ocid=TXT_TAGHM_migration_HM_mini_pcmag_0507

City of Los Angeles
Department of Recreation and Parks

Scoping Meeting for the Environmental Impact Report Regarding Autry National Center Improvements
May 29, 2007

Written Comment Form

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THE AUTRY NATIONAL CENTER IS NOT ONLY AN URBAN LANDMARK, BUT A DEFINING NATIONAL ICON. THE PROJECT PRESENTED SHOWS A WAY IN WHICH THIS LANDMARKED CAN BE ENHANCED ~~BOTH~~ IN SIZE, ENVIRONMENTAL LANDSCAPE, AND COMMUNITY COMPONENT.

THE TEAM SHOWS A STRONG ARGUEMENT FOR POSITIVE IMPROVEMENT. THE AUTRY NATIONAL CENTER CAN ONLY SHINE BRIGHTER THROUGH THE EXPANSION & IMPROVEMENT PROJECTS.

Name: _____

Address: _____

_____

_____

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

City of Los Angeles
Department of Recreation and Parks

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THIS IS A WONDERFUL PROJECT THAT WILL BE A GREAT BENEFIT TO THE NEIGHBORHOOD AND THE CITY AS A WHOLE.

THE ARCHITECTURE AND LANDSCAPE DESIGN IN PARTICULAR ARE WORTHY OF PRAISE!

Name: _____

Address: _____

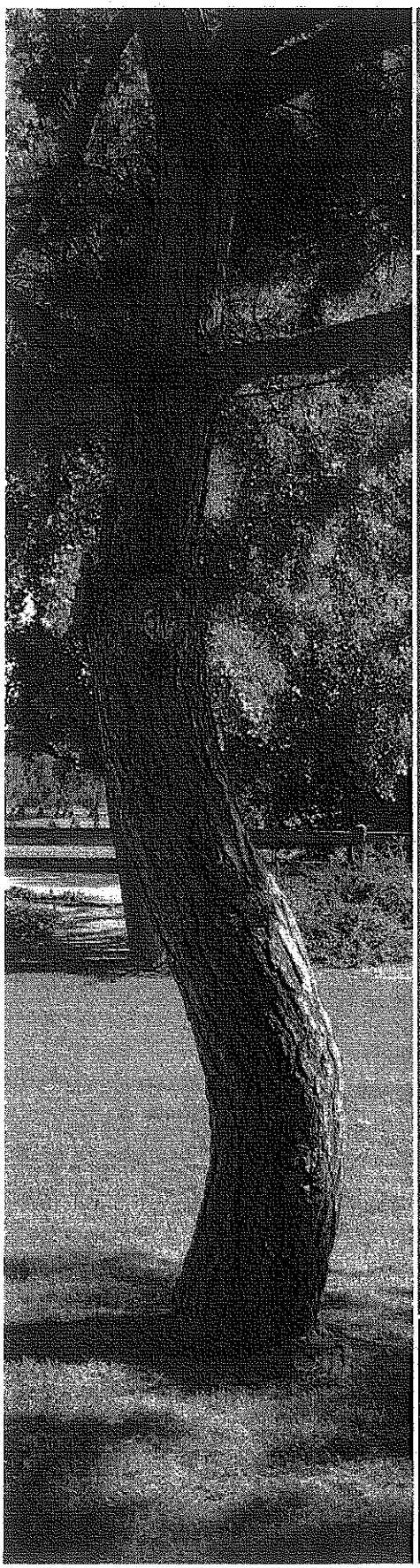
_____

_____

Please leave this form in the box provided or deliver or mail it to David Attaway, Environmental Supervisor, City of Los Angeles Department of Recreation and Parks, Environmental Management Section, 1200 West 7th Street, Suite 700, Los Angeles, CA 90017. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Appendix B

Tree Survey



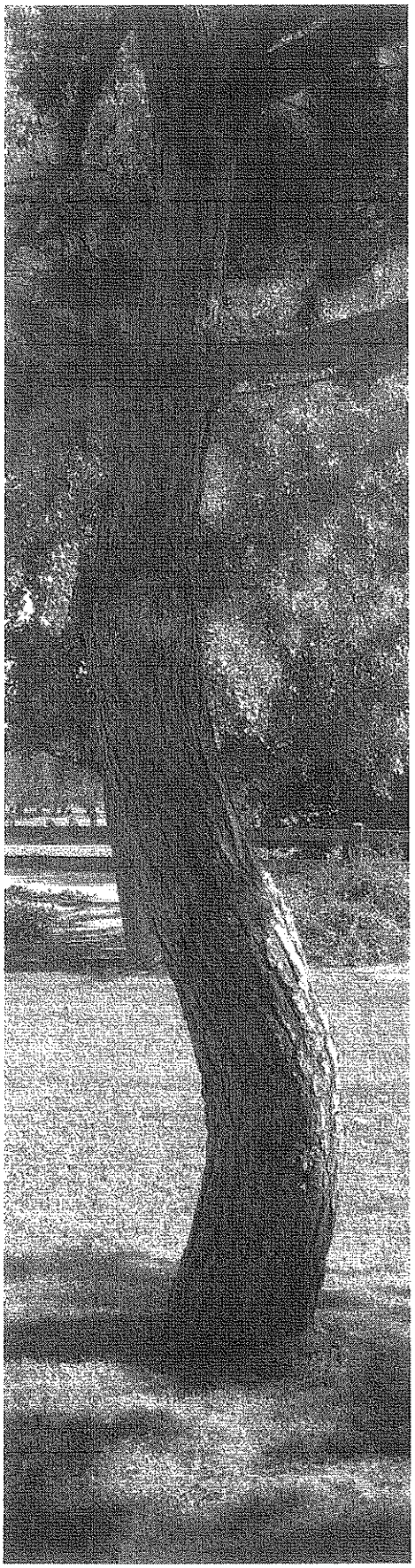
Tree Survey Report

Autry National Center's Griffith Park Campus

City of Los Angeles, Los Angeles County, California

October 25, 2006

PCR



Tree Survey Report

Autry National Center's Griffith Park Campus

City of Los Angeles, Los Angeles County, California

Prepared by:
PCR Services Corporation
1 enture, Suite 150
Irvine, California 92618
Contact: Richard Haywood
Senior Wetland Ecologist/Certified Arborist

October 25, 2006

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APPENDIX A: TREE SURVEY DATA

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TREE SURVEY REPORT
FOR THE AUTRY NATIONAL CENTER'S GRIFFITH PARK CAMPUS
CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

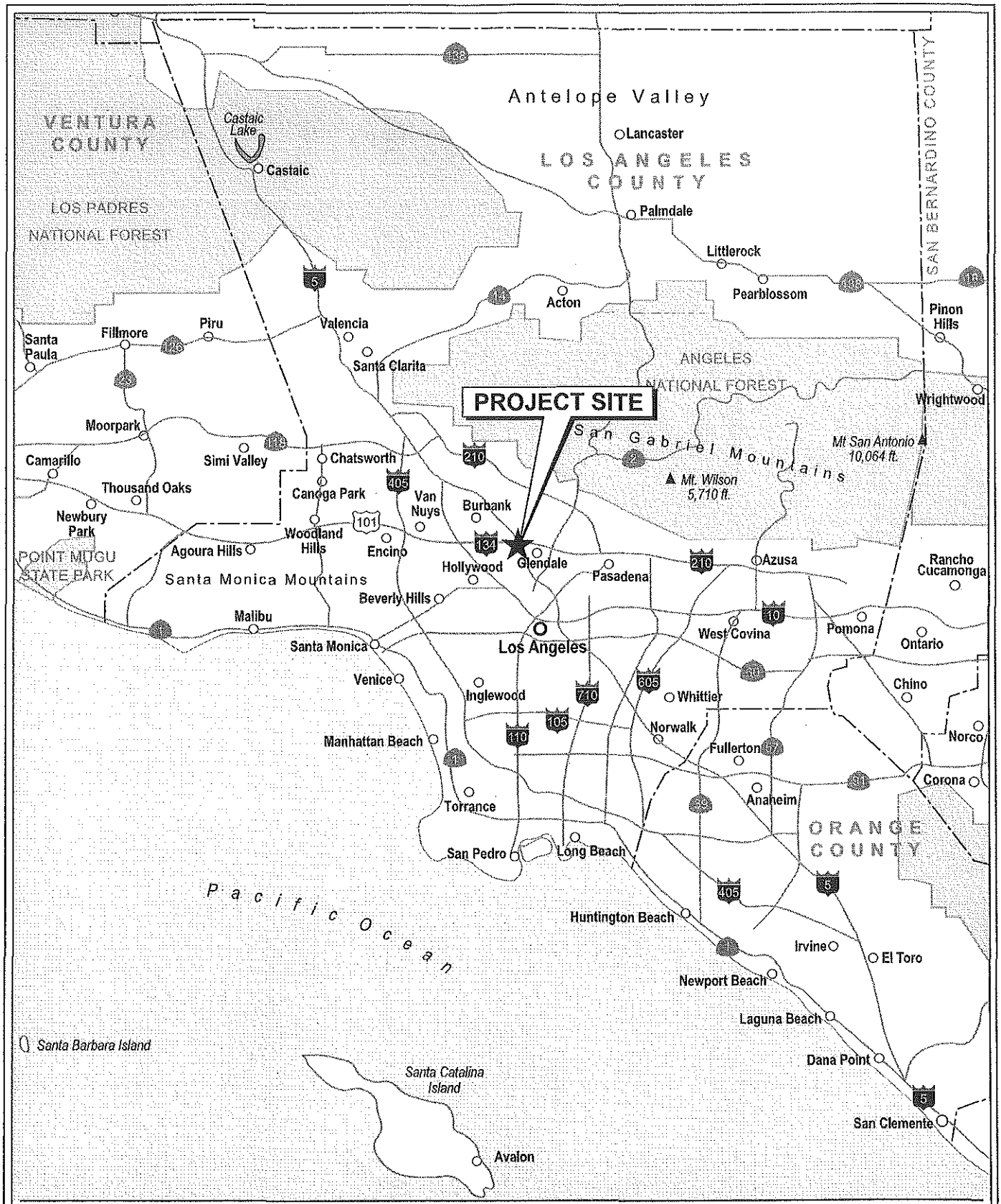
1.0 INTRODUCTION

This report presents the results of a tree survey conducted by **PCR Services Corporation (PCR)** for the City of Los Angeles on the Autry National Center's Griffith Park Campus (the Site) located within the City of Los Angeles, Los Angeles County, California (Figure 1, *Regional Map*, on page 2). The Site consists of approximately 12.75 acres and is located within the northeast portion of Griffith Park in the City of Los Angeles, approximately five miles northwest of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. The Site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway, both of which provide regional access to the Site. The Site is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east of the Campus Building. Also located directly south of the Site is the Los Angeles Zoo wastewater treatment facility, which is not located within the boundaries of the project site. The Site can also be found on the U.S. Geological Survey (USGS) 7.5-minute Burbank map within Section 30, T. 1 N., R. 13 W., as shown in Figure 2, *Vicinity Map*, on page 3.

The purpose of this tree survey report is to satisfy the requirements of the City of Los Angeles (City) Tree Ordinance (City of Los Angeles Ordinance No. 153,478, including recent amendments to the ordinance). This report is consistent with the City's ordinance and the accepted scientific and professional standards of the International Society of Arboriculture (ISA) 9th Edition Guide for Plant Appraisal (ISA 2000). The scope of this tree survey encompasses the methods, survey results, mitigation recommendations, and conclusions.

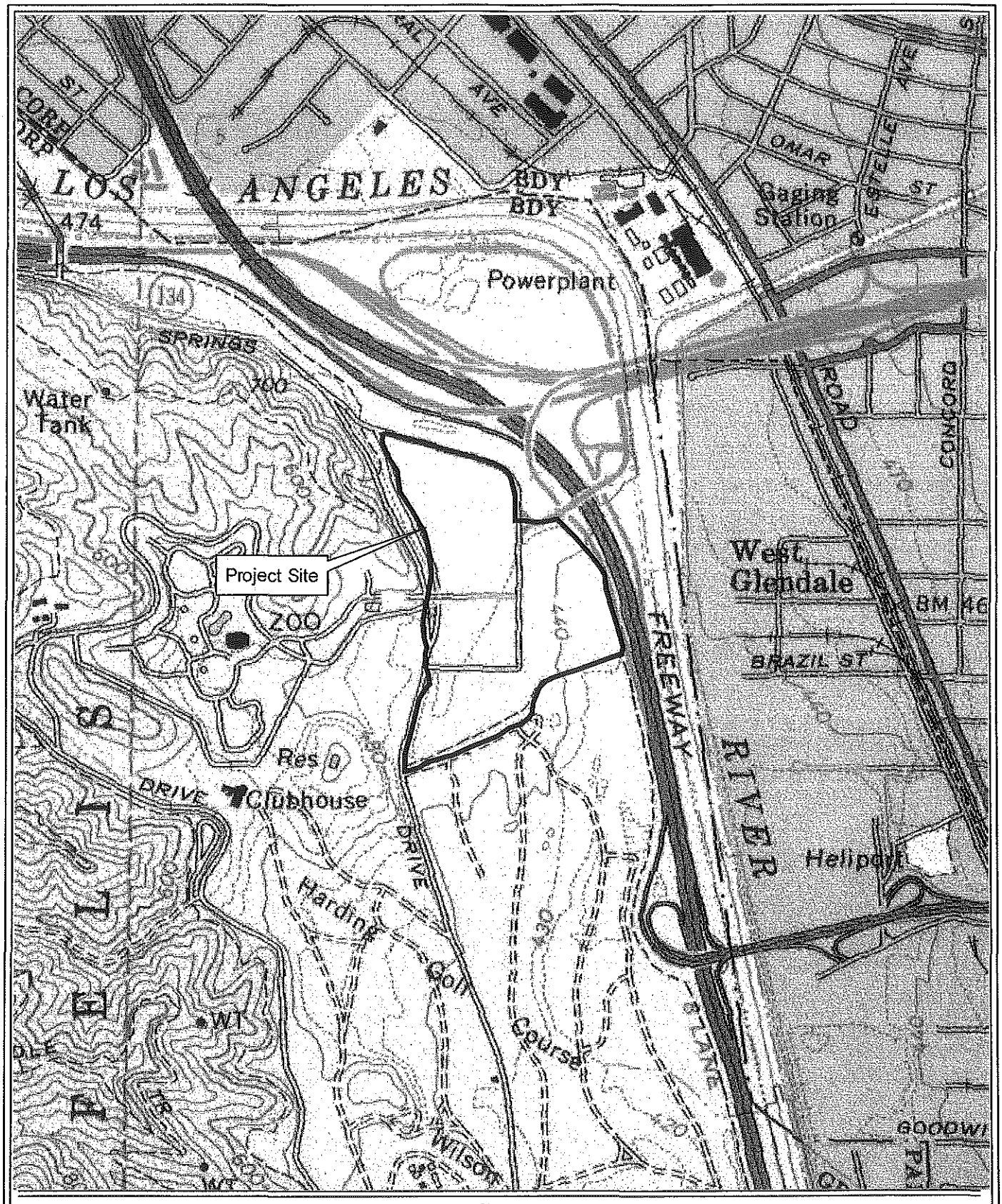
2.0 EXISTING SITE CONDITIONS

The Site is located within a generally developed area of Griffith Park. The Site includes the Campus Building, surface parking areas, and an expansive lawn area referred to as the South Lawn. Outdoor open spaces include the South Lawn, which slopes down to the south, the Campus Plaza that visitors enter upon passing through the main entrance at the west, a small courtyard outside of the main entrance to the site, and landscaped open space areas near the eastern façade of the Campus Building and near the surface parking area within the northern portion of the Site. The Trails West exhibit within the northern portion of the Campus Building



Source: PCR Services Corporation, 2006.

Figure 1
Autry National Center
Regional Map



Source: USGS Topographic Series (Burbank, CA); PCR Services Corporation, 2006.

Figure 2
Autry National Center
Vicinity Map

is also an outdoor open space available to guests. Landscaping is located within these areas of the Site as well as within the surface parking areas and around the Site perimeter. Landscaping within the Site is generally comprised of a variety of pine trees (*Pinus* sp.), California pepper trees (*Schinus molle*), coast live oaks (*Quercus agrifolia*), honey locus (*Gleditsia triacanthos*), crape myrtle (*Lagerstroemia indica*) and blue atlas cedar (*Cedrus atlantica*). Ornamental species include oleander (*Nerium oleander*), toyon (Heteromeles arbutifolia), cotoneaster (*Cotoneaster* sp.), rockrose (*Helianthemum grandiflorum*), escallonia (*Escallonia* sp.), daylily (*Hemerocallis middendorfii*) and Guinea gold vine (*Hibbertia scandens*). Additionally, several western sycamores (*Platanus racemosa*) are planted within the parking area. The Site is relatively flat with elevation approximately 440 feet above mean sea level.

3.0 METHODOLOGY

This tree survey report is based on information compiled through field reconnaissance, previous documentation, and appropriate reference materials. Such reference materials include aerial photography, a USGS topographic map, digital ortho quarter quadrangle data, and literature search. The tree survey was conducted on September 26, 2006 and October 13, 2006 by PCR Senior Ecologist and ISA-certified arborist Richard Haywood and Associate Biologist Joanna Nigro.

In order to locate the approximate location of each tree, a color aerial photograph (1"=100') and a hand-held Global Positioning System (GPS) unit were used. The Trimble GeoXT system is an advanced geographic data collection tool that integrates satellite differential and wide area augmentation system capabilities to provide sub-meter (50 cm RMS) positional accuracy on a real-time basis.

The tree survey consisted of assessing the over-all health of each tree on-site. All trees on-site that measured four-inches or greater at breast height (DBH) were identified, numbered, and measured for DBH and height. Data collected included comments on the health and aesthetics of each tree.

4.0 RESULTS

A total of 204 trees were counted, recorded, and assessed (Table 1, *Tree Species Observed*, on page 6). The locations of each tree can be found in Figure 3, *Tree Location Map*, on page 6). All of the trees on-site appear to have been planted as part of the Site's landscaping and visual screening between the Museum and the surrounding development, including the Golden State Freeway, golf course, equestrian trail, and wastewater treatment plant. The Site's landscaping includes both native and non-native species. Most trees within the Site were found to be on average in good condition physiologically, structurally, and aesthetically. Photographs of specific trees are found in Figures 4 and 5, *Tree Specific Photographs*, on page 7 and 8.

Table 1

Tree Species Observed

Common Name	Scientific Name	Number of Trees Found On-Site
Crape myrtle	*Lagerstroemia indica*	34
California pepper	*Schinus molle*	20
Western sycamore	*Platanus racemosa*	42
Pine	*Pinus* sp.	36
Blue atlas cedar	*Cedrus atlantica*	5
Canary Island Date Palm	*Phoenix canariensis*	1
Coast live oak	*Quercus agrifolia*	19
Gingko	*Gingko* sp.	1
Fig	*Ficus* sp.	1
Quaking aspen	*Populus tremuloides*	2
Thinleaf alder	*Alnus incana* ssp. *tenuifolia*	5
Lemonade berry	*Rhus integrifolia*	3
Eucalyptus	*Eucalyptus* sp.	3
Honey locus	*Gleditsia triacanthos*	6
Mexican fan palm	*Washingtonia robusta*	16
Unknown ornamental	-	10
Total		**204**

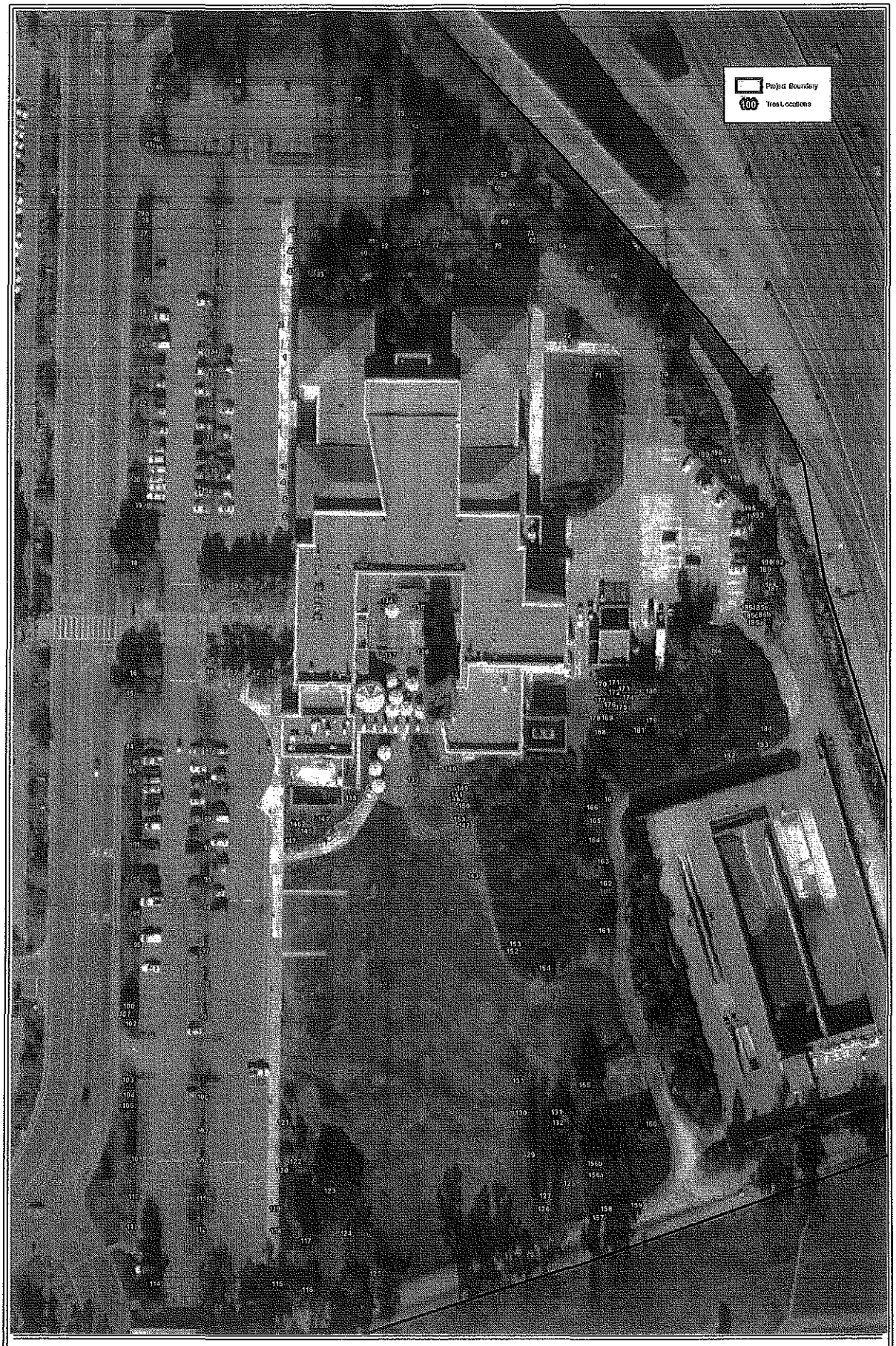
Source: PCR Services Corporation, 2006.

5.0 RECOMMENDED MEASURES

5.1 Mitigation Measures for Protected Trees

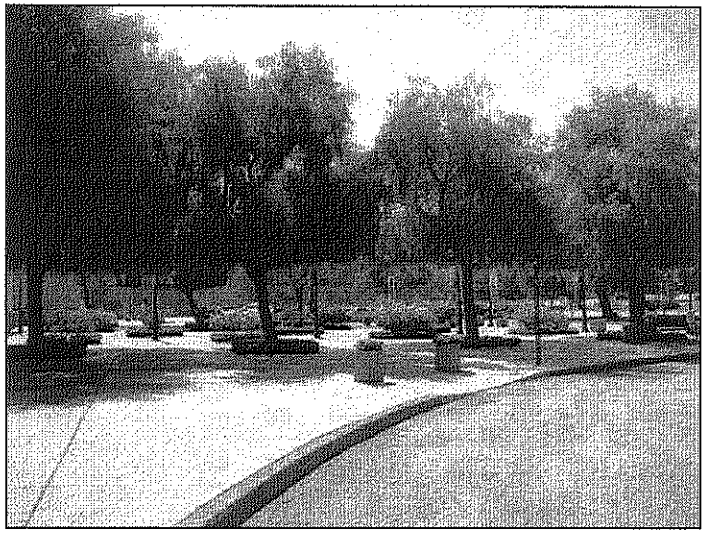
In the event that a tree that is defined as protected by the City of Los Angeles Municipal Code Section 43 (Protected Tree Ordinance) will be removed, PCR recommends the following mitigation measures be implemented to reduce potential impacts associated with protected trees and migratory birds to less than significant levels:

- Protected trees removed shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), southern California black walnut (*Juglans californica* ssp. *californica*), western sycamore, and California bay (*Umbelluleria californica*). Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

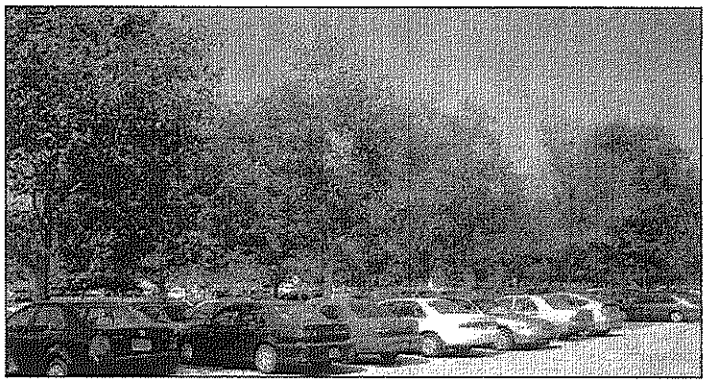


Source: USGS Aerial, 2004; PCR Services Corporation, 2006.

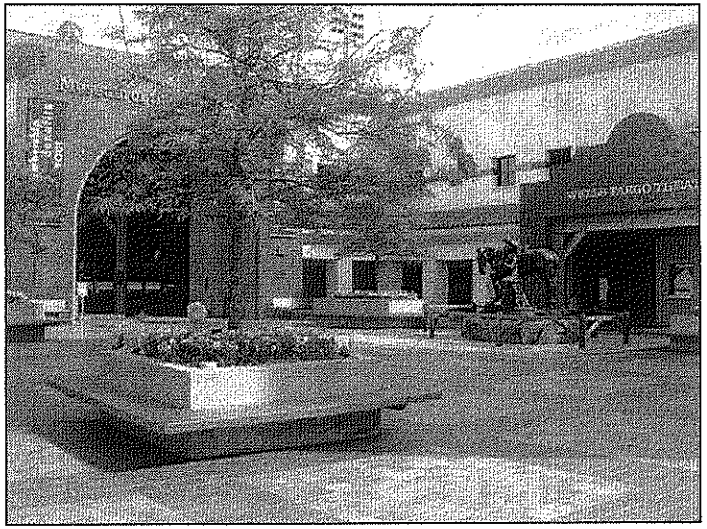
Figure 3
Autry National Center
Tree Locations Map



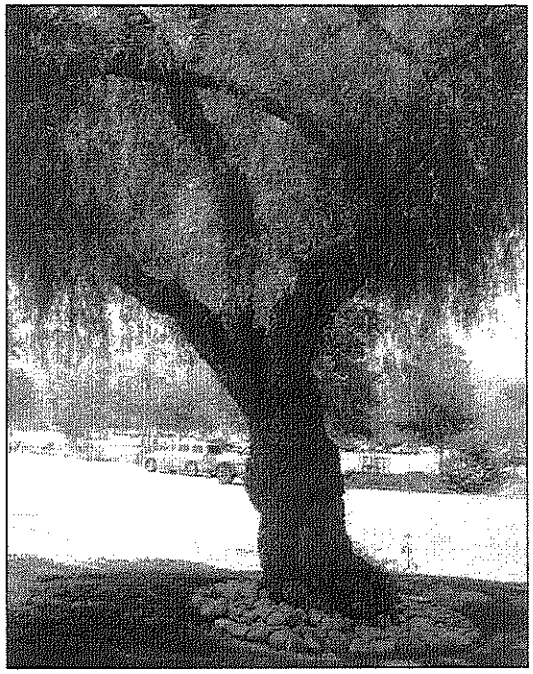
Photograph 1: California pepper trees near entrance of the Museum.



Photograph 2: Row of western sycamore trees in the Museum parking lot.



Photograph 3: Califronia pepper trees in the Museum plaza.



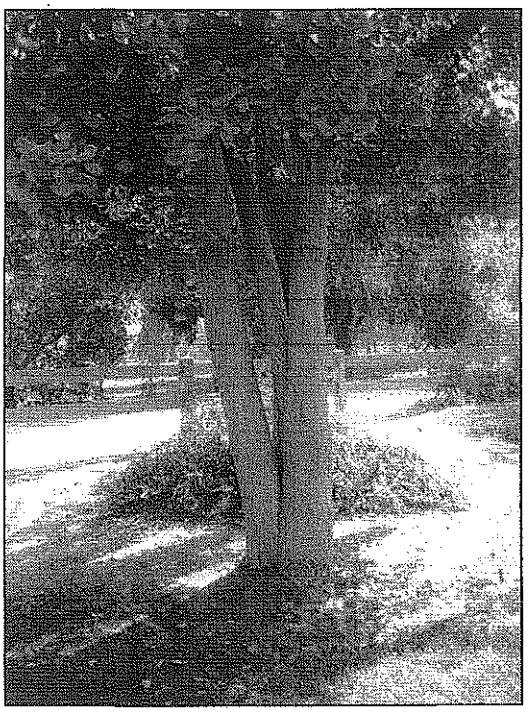
Photograph 4: Tree #196 - California pepper tree.

PCR

Figure 4
Autry National Center
Site Photographs

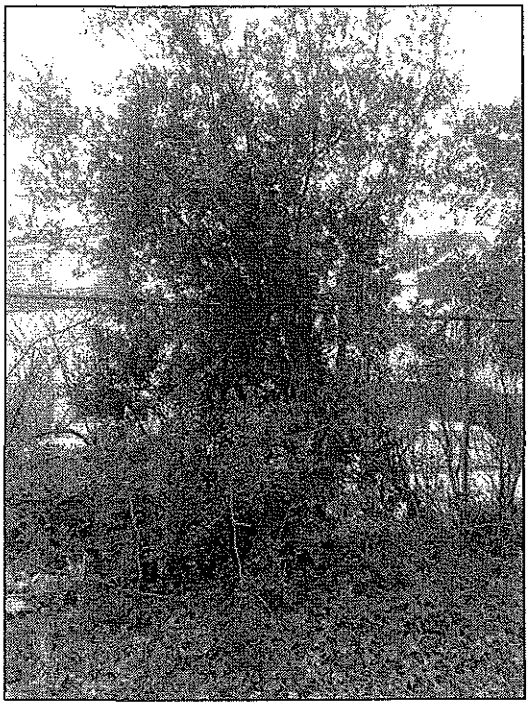
Source: PCR Services Corporation, 2006.

Photograph 5: Tree #56 - Unknown B.



Photograph 6: Tree #125 - Gingko tree.

Photograph 7: Point 126 - Eight quaking aspen trees.



Photograph 8: Tree #196 - Coast live oak tree.

PCR

Figure 5
Autry National Center
Site Photographs

Source: PCR Services Corporation, 2006.

- All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.

- During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

- During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of partially and potentially impacted protected trees to delineate the tree protection area. The protective fence shall be installed five feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

5.2 Additional Tree Protection Measures

Trees that are not protected under the Protected Tree Ordinance do not require mitigation. However, measures should be taken to protect any trees that will remain on-site during construction.

5.3 Migratory Bird Treaty Act (MBTA)

Due to some sizeable trees and shrubs occurring within and adjacent to the Site, this section has been included to ensure the protection of nesting birds per the Federal Migratory Bird Treaty Act (MBTA) and the protection of nests and eggs per the California Department of Fish and Game Code Section 3503. In accordance with the MBTA, all tree and vegetation (i.e., large branching shrubs) removal activities should take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found a 200' buffer radius (500' for raptors) will be established until the fledglings have left the nest.

6.0 CONCLUSIONS

The approximately 12.75-acre Site contains 204 trees that were planted as landscaping. The majority of trees located on-site are in good condition physiologically, structurally, and aesthetically (see Appendix A).

7.0 REFERENCES

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APPENDIX A: TREE SURVEY DATA

Tree Survey Data

Tree #	Species	DBH (inches)	Height (feet)	Rating			Comments
				Health	Aesthetics & Conformity	Balance	
1	*Lagerstroemia indica*	3.5	15				Lawn mower damage
2	*Lagerstroemia indica*	5	25				Lawn mower damage
3	*Lagerstroemia indica*	11	18				Lawn mower damage; 2 photos
4	*Lagerstroemia indica*	5	25				Lawn mower damage; ants on trunk; flower photo
5	*Lagerstroemia indica*	5.5	30				Lawn mower damage
6	*Lagerstroemia indica*	5	30				Lawn mower damage
7	*Schinus molle*	16	45	Good	Good	Good	
8	Schinus molle	15	45	Good	Good	Good	
9	*Schinus molle*	16	45	Good	Fair	Fair	
10	*Schinus molle*	16	45	Good	Good	Good	Moderate sucker growth
11	*Schinus molle*	12	35	Fair	Fair	Good	Deadwood; leaning; poor pruning
12	*Schinus molle*	15.5	45	Good	Fair	Good	
13	*Schinus molle*	14	35	Fair	Fair	Good	Minor trunk damage
14	*Schinus molle*	12	35	Good	Fair	Good	Sucker growth; needs pruning
15	*Schinus molle*	33	60	Fair	Good	Fair	Bark galls; sucker growth on trunk
16	*Schinus molle*	18	45	Fair	Fair	Fair	Braced; leaning
17	*Schinus molle*	16.5	50	Fair	Good	Good	Sucker growth
18	*Schinus molle*	25	55	Fair	Good	Fair	Included bark; bad pruning
19	*Lagerstroemia indica*	6	18	Fair	Fair	Fair	Surface roots
20	*Lagerstroemia indica*	3.5	14	Good	Good	Good	
21	*Platanus racemosa*	14	50	Good	Fair	Fair	Deadwood
22	*Platanus racemosa*	12	40	Good	Fair	Fair	Small sucker growth; crown die-off about 10%
23	*Platanus racemosa*	11	40	Good	Fair	Fair	
24	*Platanus racemosa*	9	35	Good	Fair	Good	
25	*Platanus racemosa*	11	40	Good	Fair	Fair	Bad pruning cuts; crown die-off about 5%; sucker growth
26	*Platanus racemosa*	11	40	Good	Fair	Fair	Twig die-back
27	*Lagerstroemia indica*	5	18	Good	Good	Good	
28	*Lagerstroemia indica*	6	18	Good	Good	Good	
29a	*Lagerstroemia indica*	5	18	Good	Good	Good	
29b	*Platanus racemosa*	10	15	Good	Fair	Fair	Bad pruning
30	*Platanus racemosa*	9	40	Fair	Fair	Fair	Suckers
31	*Platanus racemosa*	9	35	Fair	Fair	Fair	Crown die-back; sucker growth
32	*Platanus racemosa*	10	35	Fair	Fair	Fair	Crown die-back; thining
33	*Platanus racemosa*	12	45	Good	Fair	Fair	
34	*Platanus racemosa*	10	40	Good	Fair	Fair	

Tree #	Species	DBH (inches)	Height (feet)	Rating			Comments
				Health	Aesthetics & Conformity	Balance	
37	*Platanus racemosa*	10	35	Fair	Fair	Fair	Crown die-back
38	*Platanus racemosa*	12	35	Good	Fair	Good	
39	*Lagerstroemia indica*	4	18	Good	Good	Good	
40	*Lagerstroemia indica*	6	18	Good	Good	Fair	Minor lean
41	*Lagerstroemia indica*	4	18	Good	Good	Good	
42	*Lagerstroemia indica*	5,5,5	18	Good	Good	Good	
43	*Lagerstroemia indica*	4	15	Fair	Good	Good	Trunk damage
44	*Lagerstroemia indica*	4	12	Good	Good	Good	Trunk damage
45	*Lagerstroemia indica*	3	12	Good	Fair	Fair	Trunk damage
46	*Lagerstroemia indica*	6	20	Good	Good	Good	
47	*Lagerstroemia indica*	5	18	Good	Good	Good	
48	*Pinus* sp.	24	55	Fair	Fair	Fair	Trunk damage; Photo; leaning
49	Unknown A	16,14,14, 14	60	Fair	Fair	Fair	Photo; deadwood; trunk damage; regrown trunk
50	*Pinus* sp.	12	40	Poor	Poor	Fair	Witches broom; dead growth; trunk damage; deadwood
51	*Pinus* sp.	8	25	Fair	Poor	Poor	Photo; deadwood
52	*Quercus agrifolia*	13	45	Good	Fair	Fair	Bad pruning; deadwood
53	*Pinus* sp.	12	35	Good	Fair	Good	Deadwood
54	*Quercus agrifolia*	10,8,6,10, 8,8	50	Fair	Fair	Fair	Weak main crotch; broken branches; deadwood; mainstem dieback; surface roots; photo
55	Unknown B	6,9,8		Good	Good	Fair	1-1 stem; 1-2 stem; photo
56	Unknown B	10,8		Good	Fair	Good	2-stem
57	*Pinus* sp.	26		Fair	Fair	Fair	Point 20 feet from tree
58	*Cedrus atlantica*	8	30	Fair	Good	Good	
59	*Phoenix canariensis*	10	40	Good	Good	Good	
60	*Cedrus atlantica*	10	35	Good	Fair	Fair	
61	Unknown B	7	30	Good	Fair	Fair	
62	Unknown B	4	15	Good	Fair	Fair	
63	*Pinus* sp.	16	50	Fair	Fair	Fair	
64	Unknown B	6	25	Good	Good	Fair	
65	*Pinus* sp.	16	40	Fair	Fair	Fair	Point off by 20 feet
66	*Pinus* sp.	16	40	Fair	Fair	Fair	Point off by 20 feet
67	*Pinus* sp.	16	35	Fair	Fair	Fair	Point off by 20 feet
68	Unknown B	7	20	Good	Fair	Fair	
69	*Pinus* sp.	16	40	Poor	Fair	Fair	Point off by 15 feet
70	Unknown ornamental	17	40	Poor	Poor	Fair	Trunk damage
71	*Quercus agrifolia*	14	45	Fair	Good	Fair	Broken branches; deadwood; galls
72	*Quercus agrifolia*	10	15	Fair	Fair	Fair	Bad pruning cuts
74	*Pinus* sp.	31	60	Fair	Fair	Fair	Weak main crotch; broken branches; deadwood

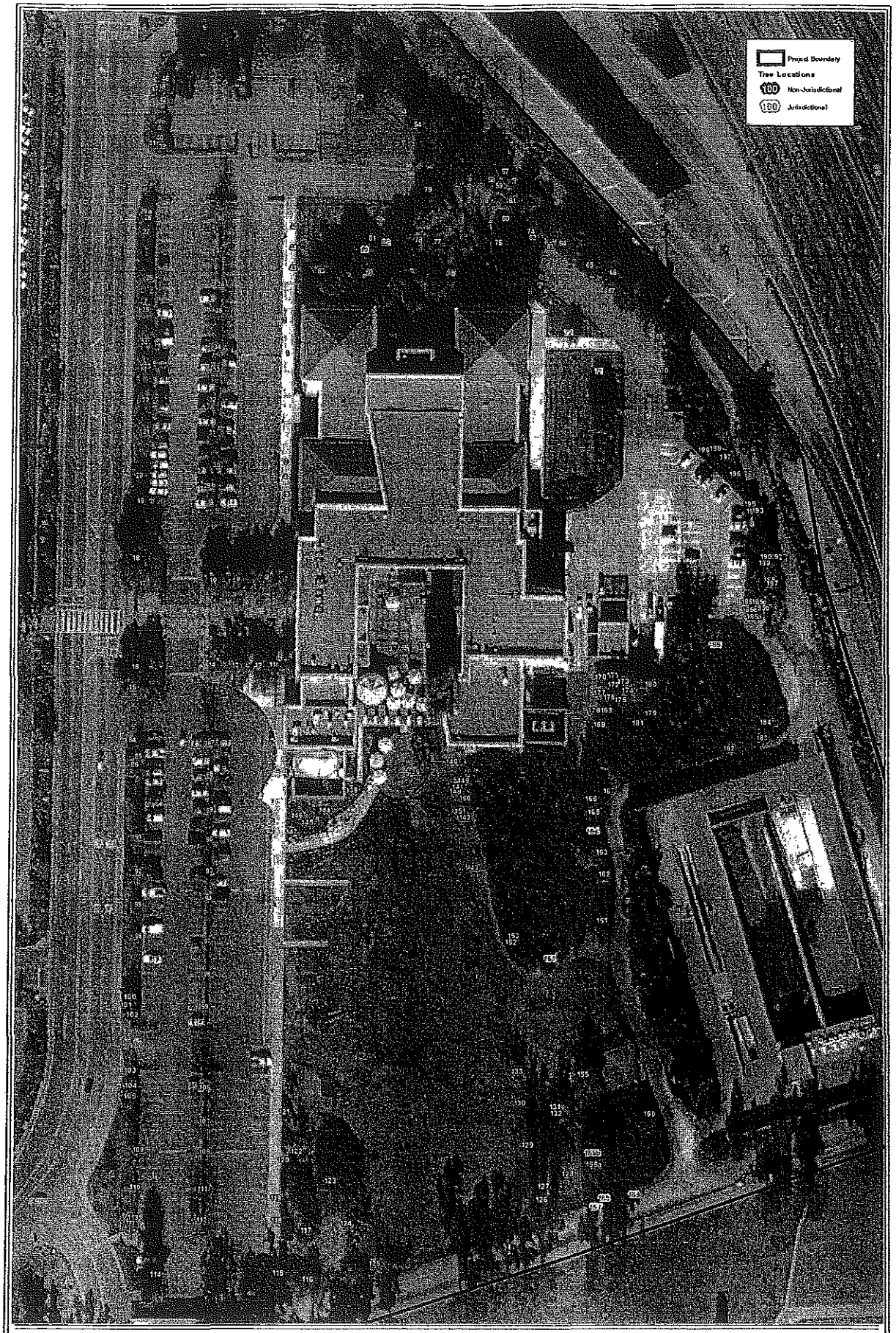
Tree #	Species	DBH (inches)	Height (feet)	Rating			Comments
				Health	Aesthetics & Conformity	Balance	
77	*Platanus racemosa*	10	35	Poor	Fair	Fair	Mistletoe
78	*Pinus* sp.	31	55	Fair	Fair	Fair	
79	*Platanus racemosa*	14,14,8	35	Poor	Fair	Fair	Mistletoe; picture
80	*Quercus agrifolia*	18	40	Good	Good	Fair	Deadwood
81	*Ficus* sp.	4,4,4,4,4, 4	30	Fair	Fair	Fair	
82	*Quercus agrifolia*	17	45	Good	Good	Fair	
83	Unknown B	8,6	35	Good	Fair	Fair	
84	*Lagerstroemia indica*	6	20	Good	Good	Good	
85	*Lagerstroemia indica*	5	20	Good	Good	Good	
86	*Lagerstroemia indica*	6	20	Good	Good	Good	
87	*Platanus racemosa*	10	40	Fair	Fair	Fair	
88	*Platanus racemosa*	8	35	Good	Good	Fair	
89	*Platanus racemosa*	9	35	Fair	Good	Fair	Deadwood
90	*Platanus racemosa*	8	35	Fair	Fair	Fair	Trunk damage
91	*Platanus racemosa*	9	35	Fair	Fair	Fair	Bad pruning cuts
92	*Platanus racemosa*	10	35	Good	Good	Fair	
93	*Platanus racemosa*	10	35	Good	Fair	Fair	
94	*Platanus racemosa*	10	35	Good	Fair	Fair	
95	*Platanus racemosa*	9	35	Good	Good	Fair	
96	*Platanus racemosa*	10	35	Good	Fair	Fair	
97	*Platanus racemosa*	8	35	Good	Fair	Fair	
98	*Platanus racemosa*	8	35	Fair	Fair	Fair	
99	*Platanus racemosa*	8	35	Good	Good	Fair	
100	*Lagerstroemia indica*	5	20	Good	Good	Good	
101	*Lagerstroemia indica*	6	20	Good	Good	Good	
102	*Lagerstroemia indica*	5	20	Good	Good	Good	
103	*Lagerstroemia indica*	5	18	Good	Good	Good	
104	*Lagerstroemia indica*	4	20	Good	Good	Good	
105	*Lagerstroemia indica*	4	15	Good	Good	Good	
106	*Platanus racemosa*	10	35	Good	Fair	Fair	Leaning
107	*Platanus racemosa*	9	35	Fair	Fair	Fair	
108	*Platanus racemosa*	8	30	Good	Fair	Fair	
109	*Platanus racemosa*	12	40	Good	Fair	Fair	
110	*Platanus racemosa*	8	35	Fair	Fair	Fair	
111	*Platanus racemosa*	6	25	Fair	Fair	Fair	
112	*Platanus racemosa*	12	40	Good	Good	Fair	
113	*Platanus racemosa*	10	35	Good	Fair	Fair	
114	*Pinus* sp.	18	75	Good	Good	Fair	Weak main crotch; deadwood; leaning
115	*Lagerstroemia indica*	6	20	Good	Good	Good	
116	*Quercus agrifolia*	12	35	Fair	Fair	Fair	Weak main crotch; deadwood
117	*Pinus* sp.	14	70	Good	Fair	Fair	
Tree #	Species	DBH	Height	Rating			Comments

		(inches)	(feet)	Health	Aesthetics & Conformity	Balance	
119	*Lagerstroemia indica*	4	15	Good	Good	Good	
121	*Lagerstroemia indica*	3	12	Good	Fair	Good	
122	*Pinus* sp.	8	40	Fair	Fair	Fair	
123	*Pinus* sp.	33	40	Fair	Good	Fair	Weak main crotch
124	*Pinus* sp.	12	30	Fair	Fair	Fair	Poor health overall
125	*Gingko* sp.	22	50	Good	Good	Good	Weak main crotch
126	*Populus tremuloides*	12	65	Fair	Good	Good	8 trees of equal size in a circle; surface roots; fungus; galls; trunk damage
127	*Pinus* sp.	16	50	Fair	Fair	Fair	5 needles; surface roots; deadwood
128	*Gleditsia triacanthos*	32	50	Good	Fair	Fair	Broken branches; trunk damage
129	*Gleditsia triacanthos*	10	40	Good	Fair	Fair	Broken branches; deadwood; surface roots
130	*Pinus* sp.	6	6=35	Fair	Fair	Fair	Trunk damage
131	*Pinus* sp.	12	35	Good	Fair	Fair	Broken branches; deadwood; leaning
132	*Pinus* sp.	14	50	Fair	Fair	Fair	
133	*Gleditsia triacanthos*	8	35	Good	Fair	Fair	Broken branches; deadwood; cavity in tree
134	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage
135	*Schinus molle*	5	15	Good	Good	Good	Broken branches; trunk damage
136	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage
137	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage; photo in courtyard
138	*Alnus incana* ssp. *tenuifolia*	6	25	Good	Good	Good	Broken branches; trunk damage
139	*Platanus racemosa*	7,8	30	Good	Good	Good	Photo; trunk damage
140	*Schinus molle*	7	20	Good	Good	Good	Trunk damage
141	*Schinus molle*	5	18	Good	Good	Good	Broken branches
142	*Schinus molle*	5	18	Good	Good	Good	Broken branches
143	*Schinus molle*	3	15	Good	Good	Good	Broken branches
144	*Alnus incana* ssp. *tenuifolia*	5	25	Good	Good	Good	
145	*Alnus incana* ssp. *tenuifolia*	4	18	Good	Good	Good	Trunk damage
146	*Alnus incana* ssp. *tenuifolia*	3	20	Good	Good	Good	Trunk damage
147	*Alnus incana* ssp. *tenuifolia*	6	20	Good	Good	Good	Trunk damage; Photo #145-147

Tree #	Species	DBH (inches)	Height (feet)	Rating			Comments
				Health	Aesthetics & Conformity	Balance	
150	*Quercus agrifolia*	3	8	Fair	Poor	Fair	Broken branches
151	Unknown 2	5	16	Good	Good	Good	Trunk damage; Photo
152	*Rhus integrifolia*	2	12	Good	Fair	Good	Broken branches
153	*Rhus integrifolia*	2	12	Good	Fair	Good	Broken branches
154	*Quercus agrifolia*	9.5	25	Good	Good	Good	Trunk damage; evidence of previous girdling; photo
155	*Pinus* sp.	17	40	Good	Good	Good	
156a	*Pinus* sp.	27	50	Good	Good	Good	Photo #155-156
156b	*Quercus agrifolia*	6	12	Good	Good	Good	
157	*Quercus agrifolia*	1.5	14	Good	Good	Good	
158	*Quercus agrifolia*	6	20	Good	Good	Good	
159	*Quercus agrifolia*	8	25	Good	Good	Good	
160	*Cedrus atlantica*	15	20	Good	Good	Good	
161	*Pinus* sp.	14	25	Good	Good	Good	Point 3 feet E of tree
162	*Pinus* sp..	8	20	Good	Good	Good	Point 2 feet E of tree
163	*Pinus* sp.	15	35	Good	Good	Good	Point 15 feet E of tree
164	*Quercus agrifolia*	15	25	Good	Good	Good	Point 20 feet E of tree
165	*Eucalyptus* sp.	16	30	Good	Good	Good	Point 2 feet E of tree
166	*Eucalyptus* sp..	19	35	Good	Good	Good	Point 10 feet E of tree
167	*Pinus* sp.	17	15	Good	Good	Good	Point 10 feet E of tree
168	*Washingtonia robusta*	10	12	Good	Good	Good	
169	*Pinus* sp.	10	20	Good	Good	Good	
170	*Pinus* sp.	13	30	Good	Good	Good	
171	*Pinus* sp.	8	20	Fair	Fair	Fair	
172	*Pinus* sp.	5	22	Fair	Fair	Fair	
173	*Pinus* sp.	8	20	Fair	Fair	Fair	
174	*Pinus* sp.	8	20	Fair	Fair	Fair	
175	*Pinus* sp.	7	20	Fair	Fair	Fair	
176	*Populus tremuloides*	6,4,6,4,5	25	Fair	Good	Good	#170-175 clustered but only 170 and 171 could get points 20 feet S of trees
177	*Pinus* sp.	4,6,8	20	Fair	Good	Good	
178	*Rhus integrifolia*	6	20	Good	Fair	Fair	
179	*Gleditsia triacanthos*	10	18	Fair	Fair	Fair	
180	*Gleditsia triacanthos*	8	22	Fair	Fair	Fair	
181	*Gleditsia triacanthos*	4	14	Good	Good	Good	
182	*Pinus* sp.	4	16	Fair	Good	Good	
184	*Washingtonia robusta*	15	32	Fair	Fair	Fair	
185a	*Washingtonia robusta*	60	40	Good	Good	Good	
185b	*Washingtonia robusta*	45	38	Good	Good	Good	
185c	*Washingtonia robusta*	38	30	Good	Good	Good	
185d	*Washingtonia robusta*			Good	Good	Good	
185e	*Washingtonia robusta*			Good	Good	Good	Photo 185a-e

Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments
186	*Quercus agrifolia*	16	28	Good	Good	Good	Point 20 feet N of tree
188	*Washingtonia robusta*	3	22	Good	Good	Good	
189	*Cedrus atlantica*	21	38	Good	Good	Good	
190	*Washingtonia robusta*	10	13	Good	Good	Good	
191	*Cedrus atlantica*	18	33	Fair	Good	Good	
192	*Washingtonia robusta*	11	12	Fair	Fair	Good	
193	*Washingtonia robusta*	23	17	Fair	Fair	Fair	
194	*Washingtonia robusta*	32	19	Poor	Poor	Poor	Top cut off; photo
195	*Washingtonia robusta*	18	13	Fair	Fair	Fair	
196	*Quercus agrifolia*	2,2,2,2,2, 1.5	13	Good	Fair	Fair	Photo
197	*Quercus agrifolia*	1.5,1	7	Fair	Fair	Fair	
198	*Washingtonia robusta*	16	16	Fair	Good	Good	
199	*Washingtonia robusta*	21	18	Fair	Good	Good	

Soucre: PCR Services Corporation, 2007.



Source: USGS Aerial, 2004; PCR Services Corporation, 2006

Figure 1
Autry National Center
Tree Locations Map

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

See Figure 1 below for locations of listed trees.

				Rating				
Tree #	Species	DBH (inches)	Height (feet)	Health	Aesthetics & Conformity	Balance	Comments	Proposed Project landscape plan
1	*Lagerstroemia indica*	3.5	15				Lawn mower damage	Remove
2	*Lagerstroemia indica*	5	25				Lawn mower damage	Remove
3	*Lagerstroemia indica*	11	18				Lawn mower damage; 2 photos	Remove
4	*Lagerstroemia indica*	5	25				Lawn mower damage; ants on trunk; flower photo	Remove
5	*Lagerstroemia indica*	5.5	30				Lawn mower damage	Remove
6	*Lagerstroemia indica*	5	30				Lawn mower damage	Remove
7	*Schinus molle*	16	45	Good	Good	Good		Remove
8	*Schinus molle*	15	45	Good	Good	Good		Remove
9	*Schinus molle*	16	45	Good	Fair	Fair		Remove
10	*Schinus molle*	16	45	Good	Good	Good	Moderate sucker growth	Remove
11	*Schinus molle*	12	35	Fair	Fair	Good	Deadwood; leaning; poor pruning	Remove
12	*Schinus molle*	15.5	45	Good	Fair	Good		Remove
13	*Schinus molle*	14	35	Fair	Fair	Good	Minor trunk damage	Remove
14	*Schinus molle*	12	35	Good	Fair	Good	Sucker growth; needs pruning	Remove
15	*Schinus molle*	33	60	Fair	Good	Fair	Bark galls; sucker growth on trunk	Remove
16	*Schinus molle*	18	45	Fair	Fair	Fair	Braced; leaning	Remove
17	*Schinus molle*	16.5	50	Fair	Good	Good	Sucker growth	Remove
18	*Schinus molle*	25	55	Fair	Good	Fair	Included bark; bad pruning	Remove
19	*Lagerstroemia indica*	6	18	Fair	Fair	Fair	Surface roots	Remove
20	*Lagerstroemia indica*	3.5	14	Good	Good	Good		
21	*Platanus occidentalis*	14	50	Good	Fair	Fair	Deadwood	Retain
22	*Platanus occidentalis*	12	40	Good	Fair	Fair	Small sucker growth; crown die-	Retain
23	*Platanus occidentalis*	11	40	Good	Fair	Fair		Retain
24	*Platanus occidentalis*	9	35	Good	Fair	Good		Retain
25	*Platanus occidentalis*	11	40	Good	Fair	Fair	Bad pruning cuts; crown die-off	Retain
26	*Platanus occidentalis*	11	40	Good	Fair	Fair	Twig die-back	Retain
27	*Lagerstroemia indica*	5	18	Good	Good	Good		Remove
28	*Lagerstroemia indica*	6	18	Good	Good	Good		Remove
29a	*Lagerstroemia indica*	5	18	Good	Good	Good		Remove
29b	*Platanus occidentalis*	10	15	Good	Fair	Fair	Bad pruning	Retain
30	*Platanus occidentalis*	9	40	Fair	Fair	Fair	Suckers	Retain
31	*Platanus occidentalis*	9	35	Fair	Fair	Fair	Crown die-back; sucker growth	Retain
32	*Platanus occidentalis*	10	35	Fair	Fair	Fair	Crown die-back; thining	Retain
33	*Platanus occidentalis*	12	45	Good	Fair	Fair		Retain
34	*Platanus occidentalis*	10	40	Good	Fair	Fair		Retain
35	*Platanus occidentalis*	10	40	Good	Fair	Fair		Retain
36	*Platanus occidentalis*	10	40	Good	Fair	Fair		Retain
37	*Platanus occidentalis*	10	35	Fair	Fair	Fair	Crown die-back	Retain
38	*Platanus occidentalis*	12	35	Good	Fair	Good		Retain
39	*Lagerstroemia indica*	4	18	Good	Good	Good		Remove
40	*Lagerstroemia indica*	6	18	Good	Good	Fair	Minor lean	Remove
41	*Lagerstroemia indica*	4	18	Good	Good	Good		Remove

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

See Figure 1 below for locations of listed trees.

Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments	Proposed Project landscape plan
42	*Lagerstroemia indica*	5,5,5	18	Good	Good	Good		Remove
43	*Lagerstroemia indica*	4	15	Fair	Good	Good	Trunk damage	Remove
44	*Lagerstroemia indica*	4	12	Good	Good	Good	Trunk damage	Remove
45	*Lagerstroemia indica*	3	12	Good	Fair	Fair	Trunk damage	Remove
46	*Lagerstroemia indica*	6	20	Good	Good	Good		Remove
47	*Lagerstroemia indica*	5	18	Good	Good	Good		Remove
48	*Pinus* sp.	24	55	Fair	Fair	Fair	Trunk damage; Photo; leaning	Remove
49	Unknown A	16,14,14,14	60	Fair	Fair	Fair	Photo; deadwood; trunk damage; regrown trunk	Remove
50	*Pinus* sp.	12	40	Poor	Poor	Fair	Witches broom; dead growth; trunk damage; deadwood	Remove
51	*Pinus* sp.	8	25	Fair	Poor	Poor	Photo; deadwood	Remove
52	*Quercus agrifolia*	13	45	Good	Fair	Fair	Bad pruning; deadwood	Retain, relocate or replace
53	*Pinus* sp.	12	35	Good	Fair	Good	Deadwood	Remove
54	*Quercus agrifolia*	10,8,6,10,8, 8	50	Fair	Fair	Fair	Weak main crotch; broken branches; deadwood; mainstem dieback; surface roots; photo	Retain, relocate or replace
55	Unknown B	6,9,8		Good	Good	Fair	1-1 stem; 1-2 stem; photo	Remove
56	Unknown B	10,8		Good	Fair	Good	2-stem	Remove
57	*Pinus* sp.	26		Fair	Fair	Fair	Point 20 feet from tree	Remove
58	*Cedrus atlantica*	8	30	Fair	Good	Good		Remove
59	*Phoenix canariensis*	10	40	Good	Good	Good		Remove
60	*Cedrus atlantica*	10	35	Good	Fair	Fair		Remove
61	Unknown B	7	30	Good	Fair	Fair		Remove
62	Unknown B	4	15	Good	Fair	Fair		Retain
63	*Pinus* sp.	16	50	Fair	Fair	Fair		Retain
64	Unknown B	6	25	Good	Good	Fair		Retain
65	*Pinus* sp.	16	40	Fair	Fair	Fair	Point off by 20 feet	Retain
66	*Pinus* sp.	16	40	Fair	Fair	Fair	Point off by 20 feet	Retain
67	*Pinus* sp.	16	35	Fair	Fair	Fair	Point off by 20 feet	Retain
68	Unknown B	7	20	Good	Fair	Fair		Remove
69	*Pinus* sp.	16	40	Poor	Fair	Fair	Point off by 15 feet	Remove
70		17	40	Poor	Poor	Fair	Trunk damage	Remove
71	*Quercus agrifolia*	14	45	Fair	Good	Fair	Broken branches; deadwood; galls	Retain, relocate or replace
72	*Quercus agrifolia*	10	15	Fair	Fair	Fair	Bad pruning cuts	Retain, relocate or replace
74	*Pinus* sp.	31	60	Fair	Fair	Fair	Weak main crotch; broken branches; deadwood	Remove

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

See Figure 1 below for locations of listed trees.

Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments	Proposed Project landscape plan
75	*Platanus occidentalis*	8	35	Fair	Fair	Fair		Retain, relocate or replace
76	*Platanus occidentalis*	10	35	Good	Fair	Fair	Broken branches	Retain, relocate or replace
77	*Platanus occidentalis*	10	35	Poor	Fair	Fair	Mistletoe	Remove
78	*Pinus* sp.	31	55	Fair	Fair	Fair		Remove
79	*Platanus occidentalis*	14,14,8	35	Poor	Fair	Fair	Mistletoe; picture	Remove
80	*Quercus agrifolia*	18	40	Good	Good	Fair	Deadwood	Retain, relocate or replace
81	*Ficus* sp.	4,4,4,4,4,4	30	Fair	Fair	Fair		Remove
82	*Quercus agrifolia*	17	45	Good	Good	Fair		
83	Unknown B	8,6	35	Good	Fair	Fair		
84	*Lagerstroemia indica*	6	20	Good	Good	Good		Remove
85	*Lagerstroemia indica*	5	20	Good	Good	Good		Remove
86	*Lagerstroemia indica*	6	20	Good	Good	Good		Remove
87	*Platanus occidentalis*	10	40	Fair	Fair	Fair		Retain
88	*Platanus occidentalis*	8	35	Good	Good	Fair		Retain
89	*Platanus occidentalis*	9	35	Fair	Good	Fair	Deadwood	Retain or replace
90	*Platanus occidentalis*	8	35	Fair	Fair	Fair	Trunk damage	Retain or replace
91	*Platanus occidentalis*	9	35	Fair	Fair	Fair	Bad pruning cuts	Retain or replace
92	*Platanus occidentalis*	10	35	Good	Good	Fair		Retain
93	*Platanus occidentalis*	10	35	Good	Fair	Fair		Retain
94	*Platanus occidentalis*	10	35	Good	Fair	Fair		Retain
95	*Platanus occidentalis*	9	35	Good	Good	Fair		Retain
96	*Platanus occidentalis*	10	35	Good	Fair	Fair		Retain
97	*Platanus occidentalis*	8	35	Good	Fair	Fair		Retain
98	*Platanus occidentalis*	8	35	Fair	Fair	Fair		Retain
99	*Platanus occidentalis*	8	35	Good	Good	Fair		Retain
100	*Lagerstroemia indica*	5	20	Good	Good	Good		Remove
101	*Lagerstroemia indica*	6	20	Good	Good	Good		Remove
102	*Lagerstroemia indica*	5	20	Good	Good	Good		Remove
103	*Lagerstroemia indica*	5	18	Good	Good	Good		Remove
104	*Lagerstroemia indica*	4	20	Good	Good	Good		Remove
105	*Lagerstroemia indica*	4	15	Good	Good	Good		Remove
106	*Platanus occidentalis*	10	35	Good	Fair	Fair	Leaning	Retain or replace
107	*Platanus occidentalis*	9	35	Fair	Fair	Fair		Retain
108	*Platanus occidentalis*	8	30	Good	Fair	Fair		Retain
109	*Platanus occidentalis*	12	40	Good	Fair	Fair		Retain

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

See Figure 1 below for locations of listed trees.

Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments	Proposed Project landscape plan
110	*Platanus occidentalis*	8	35	Fair	Fair	Fair		Retain
111	*Platanus occidentalis*	6	25	Fair	Fair	Fair		Retain
112	*Platanus occidentalis*	12	40	Good	Good	Fair		Retain
113	*Platanus occidentalis*	10	35	Good	Fair	Fair		Retain
114	*Pinus* sp.	18	75	Good	Good	Fair	Weak main crotch; deadwood; leaning	Remove
115	*Lagerstroemia indica*	6	20	Good	Good	Good		Remove
116	*Quercus agrifolia*	12	35	Fair	Fair	Fair	Weak main crotch; deadwood	Retain, relocate or replace
117	*Pinus* sp.	14	70	Good	Fair	Fair		Remove
118	*Lagerstroemia indica*	4	15	Good	Good	Good		Remove
119	*Lagerstroemia indica*	4	15	Good	Good	Good		Remove
120	*Lagerstroemia indica*	3	12	Good	Fair	Good		Remove
121	*Lagerstroemia indica*	3	12	Good	Fair	Good		Remove
122	*Pinus* sp.	8	40	Fair	Fair	Fair		Remove
123	*Pinus* sp.	33	40	Fair	Good	Fair	Weak main crotch	Remove
124	*Pinus* sp.	12	30	Fair	Fair	Fair	Poor health overall	Remove
125	*Gingko* sp.	22	50	Good	Good	Good	Weak main crotch	Remove
126	*Populus tremuloides*	12	65	Fair	Good	Good	8 trees of equal size in a circle; surface roots; fungus; galls; trunk damage	Remove
127	*Pinus* sp.	16	50	Fair	Fair	Fair	5 needles; surface roots; deadwood	Remove
128	*Gleditsia triacanthos*	32	50	Good	Fair	Fair	Broken branches; trunk damage	Remove
129	*Gleditsia triacanthos*	10	40	Good	Fair	Fair	Broken branches; deadwood; surface roots	Remove
130	*Pinus* sp.	6	35	Fair	Fair	Fair	Trunk damage	Remove
131	*Pinus* sp.	12	35	Good	Fair	Fair	Broken branches; deadwood; leaning	Remove
132	*Pinus* sp.	14	50	Fair	Fair	Fair		Remove
133	*Gleditsia triacanthos*	8	35	Good	Fair	Fair	Broken branches; deadwood; cavity in tree	Remove
134	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage	Remove
135	*Schinus molle*	5	15	Good	Good	Good	Broken branches; trunk damage	Remove
136	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage	Remove
137	*Schinus molle*	5	12	Good	Good	Good	Broken branches; trunk damage; photo in courtyard	Remove
138	*Alnus incana* ssp. *tenuifolia*	6	25	Good	Good	Good	Broken branches; trunk damage	Remove
139	*Platanus occidentalis*	7,8	30	Good	Good	Good	Photo; trunk damage	Retain, relocate or replace
140	*Schinus molle*	7	20	Good	Good	Good	Trunk damage	Remove
141	*Schinus molle*	5	18	Good	Good	Good	Broken branches	Remove

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

See Figure 1 below for locations of listed trees.

Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments	Proposed Project landscape plan
142	*Schinus molle*	5	18	Good	Good	Good	Broken branches	Remove
143	*Schinus molle*	3	15	Good	Good	Good	Broken branches	Remove
144	*Alnus incana* ssp. *tenuifolia*	5	25	Good	Good	Good		Remove
145	*Alnus incana* ssp. *tenuifolia*	4	18	Good	Good	Good	Trunk damage	Remove
146	*Alnus incana* ssp. *tenuifolia*	3	20	Good	Good	Good	Trunk damage	Remove
147	*Alnus incana* ssp. *tenuifolia*	6	20	Good	Good	Good	Trunk damage; Photo #145-147	Remove
148	*Quercus agrifolia*	2,2,2,2,2,2	10	Fair	Poor	Fair	Broken branches	retain or replace
149	*Quercus agrifolia*	3	10	Fair	Poor	Fair	Broken branches; photo #146-149	retain or replace
150	*Quercus agrifolia*	3	8	Fair	Poor	Fair	Broken branches	retain or replace
151	Unknown 2	5	16	Good	Good	Good	Trunk damage; Photo	Remove
152	*Rhus integrifolia*	2	12	Good	Fair	Good	Broken branches	Remove
153	*Rhus integrifolia*	2	12	Good	Fair	Good	Broken branches	Remove
154	*Quercus agrifolia*	9.5	25	Good	Good	Good	Trunk damage; evidence of previous girdling; photo	retain or replace
155	*Pinus* sp..	17	40	Good	Good	Good		Remove
156a	*Pinus* sp.	27	50	Good	Good	Good	Photo #155-156	Remove
156b	*Quercus agrifolia*	6	12	Good	Good	Good		Retain, relocate or replace
157	*Quercus agrifolia*	1.5	14	Good	Good	Good		
158	*Quercus agrifolia*	6	20	Good	Good	Good		Retain, relocate or replace
159	*Quercus agrifolia*	8	25	Good	Good	Good		Retain, relocate or replace
160	*Cedrus atlantica*	15	20	Good	Good	Good		Remove
161	*Pinus* sp.	14	25	Good	Good	Good	Point 3 feet E of tree	Remove
162	*Pinus* sp..	8	20	Good	Good	Good	Point 2 feet E of tree	Remove
163	*Pinus* sp.	15	35	Good	Good	Good	Point 15 feet E of tree	Remove
164	*Quercus agrifolia*	15	25	Good	Good	Good	Point 20 feet E of tree	Retain, relocate or replace
165	*Eucalyptus* sp.	16	30	Good	Good	Good	Point 2 feet E of tree	Remove
166	*Eucalyptus* sp..	19	35	Good	Good	Good	Point 10 feet E of tree	Remove
167	*Pinus* sp.	17	15	Good	Good	Good	Point 10 feet E of tree	Remove
168	*Washingtonia robusta*	10	12	Good	Good	Good		Remove or
169	*Pinus* sp.	10	20	Good	Good	Good		Remove
170	*Pinus* sp.	13	30	Good	Good	Good		Remove

Autry National Center

Site Tree Listing
(from October 2006 PCR Survey)

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Tree #	Species	DBH (inches)	Height (feet)	Rating: Health	Rating: Aesthetics & Conformity	Rating: Balance	Comments	Proposed Project landscape plan
171	*Pinus* sp.	8	20	Fair	Fair	Fair		Remove
172	*Pinus* sp.	5	22	Fair	Fair	Fair		Remove
173	*Pinus* sp.	8	20	Fair	Fair	Fair		Remove
174	*Pinus* sp.	8	20	Fair	Fair	Fair		Remove
175	*Pinus* sp.	7	20	Fair	Fair	Fair		Remove
176	*Populus tremuloides*	6,4,6,4,5	25	Fair	Good	Good	#170-175 clustered but only 170 and 171 could get points 20 feet S of trees	Remove
177	*Pinus* sp.	4,6,8	20	Fair	Good	Good		Remove
178	*Rhus integrifolia*	6	20	Good	Fair	Fair		Remove
179	*Gleditsia triacanthos*	10	18	Fair	Fair	Fair		Remove
180	*Gleditsia triacanthos*	8	22	Fair	Fair	Fair		Remove
181	*Gleditsia triacanthos*	4	14	Good	Good	Good		Remove
182	*Pinus* sp.	4	16	Fair	Good	Good		Remove
183	*Eucalyptus* sp.	5,4	32	Good	Good	Good		Remove
184	*Washingtonia robusta*	15	32	Fair	Fair	Fair		Remove or
185a	*Washingtonia robusta*	60	40	Good	Good	Good		Remove or
185b	*Washingtonia robusta*	45	38	Good	Good	Good		Remove or
185c	*Washingtonia robusta*	38	30	Good	Good	Good		Remove or
185d	*Washingtonia robusta*			Good	Good	Good		Remove or
185e	*Washingtonia robusta*			Good	Good	Good	Photo 185a-e	Remove or
186	*Quercus agrifolia*	16	28	Good	Good	Good	Point 20 feet N of tree	Retain, relocate or replace
187	*Washingtonia robusta*	12	15	Good	Good	Good		Remove or
188	*Washingtonia robusta*	3	22	Good	Good	Good		Remove or
189	*Cedrus atlantica*	21	38	Good	Good	Good		Remove or relocate
190	*Washingtonia robusta*	10	13	Good	Good	Good		Remove or
191	*Cedrus atlantica*	18	33	Fair	Good	Good		Remove or relocate
192	*Washingtonia robusta*	11	12	Fair	Fair	Good		Remove or
193	*Washingtonia robusta*	23	17	Fair	Fair	Fair		Remove or
194	*Washingtonia robusta*	32	19	Poor	Poor	Poor	Top cut off; photo	Remove or
195	*Washingtonia robusta*	18	13	Fair	Fair	Fair		Remove or
196	*Quercus agrifolia*	2,2,2,2,2,1.5	13	Good	Fair	Fair	Photo	Retain, relocate or replace
197	*Quercus agrifolia*	1.5,1	7	Fair	Fair	Fair		Retain, relocate or replace
198	*Washingtonia robusta*	16	16	Fair	Good	Good		Remove or
199	*Washingtonia robusta*	21	18	Fair	Good	Good		Remove or

Appendix C

Air Quality Technical Worksheets

Autry National Center

Draft Environmental Impact Report
Appendix C

Air Quality Assessment Files

Provided by PCR Services Corporation

August 2007

C-1 Project Construction Emissions

C-2 SCAQMD Rule 403 (Fugitive Dust) Control Requirements

C-3 Project Operation Emissions

C-4 Project Operational Greenhouse Gas Emissions

Appendix C-1

- Construction Emissions Inventory
  - Regional Construction Emissions
    - URBEMIS2007 Output Files

Urbemis 2007 Version 9.2.0

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Construction\Revised 7_12\Phase1.urb9

Project Name: Autry Construction 2010

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	8.45	78.95	38.05	0.03	34.50	4.00	38.49	7.22	3.68	10.90	7,754.92
2008 TOTALS (lbs/day mitigated)	8.45	78.95	38.05	0.03	20.92	4.00	24.91	4.38	3.68	8.06	7,754.92
2009 TOTALS (lbs/day unmitigated)	1.61	11.49	11.90	0.01	0.04	0.71	0.75	0.01	0.65	0.67	1,752.94
2009 TOTALS (lbs/day mitigated)	1.61	11.49	11.90	0.01	0.04	0.71	0.75	0.01	0.65	0.67	1,752.94
2010 TOTALS (lbs/day unmitigated)	26.76	23.35	20.46	0.01	0.05	1.70	1.76	0.02	1.57	1.58	3,032.10
2010 TOTALS (lbs/day mitigated)	26.76	23.35	20.46	0.01	0.05	1.70	1.76	0.02	1.57	1.58	3,032.10

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.65	0.78	2.24	0.00	0.00	0.00	919.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	29.92	44.80	390.73	0.41	66.94	13.03	39,735.11

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	30.57	45.58	392.97	0.41	66.94	13.03	40,654.26

Construction UnMitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 4/18/2008-10/16/2008 Number Active Days: 130	1.73		8.08		3.85	0.89		0.80		1.62	1,360.43
		13.43		0.01			4.74		0.82		
Demolition 04/18/2008-10/16/2008	1.73		8.08		3.85	0.89		0.80	0.82		1,360.43
		13.43		0.01			4.74			1.62	
Fugitive Dust	0.00	0.00	0.00	0.00	3.82	0.00	3.82	0.79	0.00	0.79	0.00
Demo Off Road Diesel	1.31	8.68	4.91	0.00	0.00	0.68	0.68	0.00	0.62	0.62	700.30
Demo On Road Diesel	0.37	4.68	1.92	0.01	0.02	0.21	0.23	0.01	0.19	0.20	535.69
Demo Worker Trips	0.04	0.08	1.24	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.45
Time Slice 10/17/2008-11/14/2008 Number Active Days: 21	8.45		38.05		20.92	4.00		4.38		8.06	7,754.92
		78.95		0.03			24.91		3.68		
Mass Grading 10/17/2008-11/14/2008	8.45		38.05		20.92	4.00		4.38	3.68		7,754.92
		78.95		0.03			24.91			8.06	
Mass Grading Dust	0.00	0.00	0.00	0.00	20.80	0.00	20.80	4.34	0.00	4.34	0.00
Mass Grading Off Road Diesel	6.19	51.17	24.20	0.00	0.00	2.74	2.74	0.00	2.52	2.52	4,341.36
Mass Grading On Road Diesel	2.18	27.62	11.36	0.03	0.11	1.25	1.35	0.03	1.15	1.18	3,164.67
Mass Grading Worker Trips	0.08	0.15	2.49	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.89
Time Slice 11/17/2008-12/31/2008 Number Active Days: 33	1.73		12.55		0.04	0.75		0.01		0.70	1,753.22
		12.30		0.01			0.79		0.69		
Building 11/17/2008-12/17/2010	1.73		12.55		0.04	0.75		0.01	0.69		1,753.22
		12.30		0.01			0.79			0.70	
Building Off Road Diesel	1.39	10.47	5.09	0.00	0.00	0.67	0.67	0.00	0.61	0.61	893.39
Building Vendor Trips	0.13	1.44	1.17	0.00	0.01	0.07	0.07	0.00	0.06	0.06	230.63
Building Worker Trips	0.21	0.39	6.29	0.01	0.03	0.02	0.05	0.01	0.01	0.02	629.20

Time Slice 1/1/2009-12/31/2009 Number Active Days: 261	1.61		11.90		0.04	0.71		0.01		0.67	1,752.94
		11.49		0.01			0.75		0.65		
Building 11/17/2008-12/17/2010	1.61		11.90		0.04	0.71		0.01	0.65		1,752.94
		11.49		0.01			0.75			0.67	
Building Off Road Diesel	1.30	9.79	4.94	0.00	0.00	0.63	0.63	0.00	0.58	0.58	893.39
Building Vendor Trips	0.12	1.35	1.09	0.00	0.01	0.06	0.07	0.00	0.05	0.06	230.66
Building Worker Trips	0.19	0.36	5.87	0.01	0.03	0.02	0.05	0.01	0.01	0.03	628.89
Time Slice 1/1/2010-6/29/2010 Number Active Days: 128	1.49		11.32		0.04	0.65		0.01		0.61	1,752.74
		10.73		0.01			0.68		0.59		
Building 11/17/2008-12/17/2010	1.49		11.32		0.04	0.65		0.01	0.59		1,752.74
		10.73		0.01			0.68			0.61	
Building Off Road Diesel	1.21	9.16	4.81	0.00	0.00	0.58	0.58	0.00	0.53	0.53	893.39
Building Vendor Trips	0.11	1.23	1.01	0.00	0.01	0.05	0.06	0.00	0.05	0.05	230.67
Building Worker Trips	0.18	0.33	5.50	0.01	0.03	0.02	0.05	0.01	0.01	0.03	628.68
Time Slice 6/30/2010-9/30/2010 Number Active Days: 67	26.76		11.64		0.04	0.65		0.01		0.61	1,789.39
		10.74		0.01			0.69		0.59		
Building 11/17/2008-12/17/2010	1.49		11.32		0.04	0.65		0.01	0.59		1,752.74
		10.73		0.01			0.68			0.61	
Building Off Road Diesel	1.21	9.16	4.81	0.00	0.00	0.58	0.58	0.00	0.53	0.53	893.39
Building Vendor Trips	0.11	1.23	1.01	0.00	0.01	0.05	0.06	0.00	0.05	0.05	230.67
Building Worker Trips	0.18	0.33	5.50	0.01	0.03	0.02	0.05	0.01	0.01	0.03	628.68
Coating 06/30/2010-09/30/2010	25.27		0.32		0.00	0.00		0.00	0.00		36.65
		0.02		0.00			0.00			0.00	
Architectural Coating	25.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.65
Time Slice 10/1/2010-11/12/2010 Number Active Days: 31	1.49		11.32		0.04	0.65		0.01		0.61	1,752.74

		10.73		0.01			0.68		0.59		
Building 11/17/2008-12/17/2010	1.49		11.32		0.04	0.65		0.01	0.59		1,752.74
		10.73		0.01			0.68			0.61	
Building Off Road Diesel	1.21	9.16	4.81	0.00	0.00	0.58	0.58	0.00	0.53	0.53	893.39
Building Vendor Trips	0.11	1.23	1.01	0.00	0.01	0.05	0.06	0.00	0.05	0.05	230.67
Building Worker Trips	0.18	0.33	5.50	0.01	0.03	0.02	0.05	0.01	0.01	0.03	628.68
Time Slice 11/15/2010-12/17/2010 Number Active Days: 25	3.65		20.46		0.05	1.70		0.02		1.58	3,032.10
		23.35		0.01			1.76		1.57		
Asphalt 11/15/2010-12/17/2010	2.15		9.13		0.01	1.06		0.00	0.97		1,279.36
		12.62		0.00			1.07			0.98	
Paving Off-Gas	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.95	11.89	6.98	0.00	0.00	1.03	1.03	0.00	0.94	0.94	979.23
Paving On Road Diesel	0.05	0.62	0.25	0.00	0.00	0.03	0.03	0.00	0.02	0.03	82.53
Paving Worker Trips	0.06	0.11	1.90	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.60
Building 11/17/2008-12/17/2010	1.49		11.32		0.04	0.65		0.01	0.59		1,752.74
		10.73		0.01			0.68			0.61	
Building Off Road Diesel	1.21	9.16	4.81	0.00	0.00	0.58	0.58	0.00	0.53	0.53	893.39
Building Vendor Trips	0.11	1.23	1.01	0.00	0.01	0.05	0.06	0.00	0.05	0.05	230.67
Building Worker Trips	0.18	0.33	5.50	0.01	0.03	0.02	0.05	0.01	0.01	0.03	628.68

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/17/2008 - 11/14/2008 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 50% PM25: 50%

Page: 1

39,276.43

Urbemis 2007 Version 9.2.0

Combined Summer Emissions Reports (Pounds/Day)

File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Construction\Revised 7_12\Phase2.urb9

Project Name: Autry 2014 Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2012 TOTALS (lbs/day unmitigated)	10.74	102.30	49.86	0.07	22.21	4.62	26.83	4.67	4.25	8.92	14,053.50
2012 TOTALS (lbs/day mitigated)	10.74	102.30	49.86	0.07	13.53	4.62	18.15	2.68	4.25	6.92	14,053.50
2013 TOTALS (lbs/day unmitigated)	18.83	18.49	16.42	0.01	0.04	1.32	1.35	0.01	1.21	1.22	2,713.83
2013 TOTALS (lbs/day mitigated)	18.83	18.49	16.42	0.01	0.04	1.32	1.35	0.01	1.21	1.22	2,713.83

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.46	0.50	2.01	0.00	0.00	0.00	582.75

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13.96	20.31	185.36	0.26	42.32	8.20	25,114.63

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	14.42	20.81	187.37	0.26	42.32	8.20	25,697.38

Construction UnMitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/2/2012-1/13/2012 Number Active Days: 10	1.05	7.25	5.61	0.00	0.51	0.52	1.03	0.11	0.47	0.58	895.23
Demolition 01/01/2012-01/15/2012	1.05	7.25	5.61	0.00	0.51	0.52	1.03	0.11	0.47	0.58	895.23
Fugitive Dust	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.10	0.00	0.10	0.00
Demo Off Road Diesel	0.98	6.77	4.49	0.00	0.00	0.49	0.49	0.00	0.45	0.45	700.30
Demo On Road Diesel	0.04	0.43	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02	70.64
Demo Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.29
Time Slice 1/16/2012-3/1/2012 Number Active Days: 34	10.74	102.30	49.86	0.07	13.53	4.62	18.15	2.68	4.25	6.92	14,053.50
Mass Grading 01/16/2012-03/01/2012	10.74	102.30	49.86	0.07	13.53	4.62	18.15	2.68	4.25	6.92	14,053.50
Mass Grading Dust	0.00	0.00	0.00	0.00	13.29	0.00	13.29	2.59	0.00	2.59	0.00
Mass Grading Off Road Diesel	7.15	60.54	30.43	0.00	0.00	2.91	2.91	0.00	2.68	2.68	6,830.52
Mass Grading On Road Diesel	3.50	41.61	16.83	0.06	0.23	1.70	1.93	0.08	1.56	1.64	6,881.17
Mass Grading Worker Trips	0.08	0.15	2.60	0.00	0.02	0.01	0.03	0.01	0.01	0.01	341.81
Time Slice 3/2/2012-12/31/2012 Number Active Days: 217	1.18	8.68	8.14	0.01	0.02	0.52	0.55	0.01	0.48	0.49	1,437.13

Building 03/01/2012-10/01/2013	1.18	8.68	8.14	0.01	0.02	0.52	0.55	0.01	0.48	0.49	1,437.13
Building Off Road Diesel	1.03	7.87	4.56	0.00	0.00	0.49	0.49	0.00	0.45	0.45	893.39
Building Vendor Trips	0.06	0.63	0.55	0.00	0.01	0.03	0.03	0.00	0.02	0.03	146.00
Building Worker Trips	0.09	0.17	3.02	0.00	0.02	0.01	0.03	0.01	0.01	0.02	397.74
Time Slice 1/1/2013-6/28/2013 Number Active Days: 129	1.09	8.01	7.80	0.01	0.02	0.46	0.49	0.01	0.42	0.43	1,437.09
Building 03/02/2012-10/01/2013	1.09	8.01	7.80	0.01	0.02	0.46	0.49	0.01	0.42	0.43	1,437.09
Building Off Road Diesel	0.95	7.29	4.48	0.00	0.00	0.43	0.43	0.00	0.39	0.39	893.39
Building Vendor Trips	0.05	0.56	0.51	0.00	0.01	0.02	0.03	0.00	0.02	0.02	146.01
Building Worker Trips	0.08	0.16	2.82	0.00	0.02	0.01	0.03	0.01	0.01	0.02	397.69
Time Slice 7/1/2013-8/30/2013 Number Active Days: 45	17.08	8.02	7.97	0.01	0.03	0.46	0.49	0.01	0.42	0.43	1,460.27
Building 03/02/2012-10/01/2013	1.09	8.01	7.80	0.01	0.02	0.46	0.49	0.01	0.42	0.43	1,437.09
Building Off Road Diesel	0.95	7.29	4.48	0.00	0.00	0.43	0.43	0.00	0.39	0.39	893.39
Building Vendor Trips	0.05	0.56	0.51	0.00	0.01	0.02	0.03	0.00	0.02	0.02	146.01
Building Worker Trips	0.08	0.16	2.82	0.00	0.02	0.01	0.03	0.01	0.01	0.02	397.69
Coating 07/01/2013-10/01/2013	15.99	0.01	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.19
Architectural Coating	15.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.19
Time Slice 9/2/2013-10/1/2013 Number Active Days: 22	18.83	18.49	16.42	0.01	0.04	1.32	1.35	0.01	1.21	1.22	2,713.83
Asphalt 09/01/2013-10/01/2013	1.75	10.47	8.45	0.00	0.01	0.85	0.87	0.00	0.78	0.79	1,253.55
Paving Off-Gas	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.61	10.07	6.79	0.00	0.00	0.83	0.83	0.00	0.77	0.77	979.23
Paving On Road Diesel	0.03	0.30	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01	56.84
Paving Worker Trips	0.05	0.09	1.54	0.00	0.01	0.01	0.02	0.00	0.00	0.01	217.49
Building 03/01/2012-10/01/2013	1.09	8.01	7.80	0.01	0.02	0.46	0.49	0.01	0.42	0.43	1,437.09
Building Off Road Diesel	0.95	7.29	4.48	0.00	0.00	0.43	0.43	0.00	0.39	0.39	893.39
Building Vendor Trips	0.05	0.56	0.51	0.00	0.01	0.02	0.03	0.00	0.02	0.02	146.01
Building Worker Trips	0.08	0.16	2.82	0.00	0.02	0.01	0.03	0.01	0.01	0.02	397.69
Coating 07/01/2013-10/01/2013	15.99	0.01	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.19
Architectural Coating	15.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.19

Construction Related Mitigation Measures
The following mitigation measures apply to Phase: Mass Grading 1/15/2012 - 3/1/2012 - Default Mass Site Grading/Excavation Description
For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:
PM10: 50% PM25: 55%

Appendix C-2

- SCAQMD Rule 403 (Fugitive Dust) Control Requirements
  - SCAQMD Rule 403

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)
(Amended June 3, 2005)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) COMMERCIAL POULTRY RANCH means any building, structure, enclosure, or premises where more than 100 fowl are kept or maintained for the primary purpose of producing eggs or meat for sale or other distribution.

(10) CONFINED ANIMAL FACILITY means a source or group of sources of air pollution at an agricultural source for the raising of 3,360 or more fowl or 50 or more animals, including but not limited to, any structure, building, installation, farm, corral, coop, feed storage area, milking parlor, or system for the collection, storage, or distribution of solid and liquid manure; if domesticated animals, including horses, sheep, goats, swine, beef cattle, rabbits, chickens, turkeys, or ducks are corralled, penned, or otherwise caused to remain in restricted areas for commercial agricultural purposes and feeding is by means other than grazing.

(11) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(12) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(13) DAIRY FARM is an operation on a property, or set of properties that are contiguous or separated only by a public right-of-way, that raises cows or

produces milk from cows for the purpose of making a profit or for a livelihood. Heifer and calf farms are dairy farms.

(14) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(15) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(16) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(17) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(18) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(19) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(20) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(21) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic

meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(22) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(23) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(24) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(25) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(26) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(27) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(28) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(29) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(30) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange

County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(31) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(32) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(34) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(35) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(36) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(37) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(6) Beginning January 1, 2006, any person who operates or authorizes the operation of a confined animal facility subject to this Rule shall implement the applicable conservation management practices specified in Table 4 of this Rule.

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation

Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Dairy farms.

(B) Confined animal facilities provided that the combined disturbed surface area within one continuous property line is one acre or less.

(C) Agricultural vegetative crop operations provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(D) Agricultural vegetative crop operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(E) Agricultural vegetative crop operations outside the South Coast Air Basin whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(F) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(G) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(H) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(I) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(J) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities, and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(K) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for

each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Unpaved roads/parking lots	19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant land	20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).

Appendix C-3

- Operation Emissions Inventory
  - Regional Operation Emissions
    - Regional Emission Summary Sheets
    - Stationary Emission Summary Sheets
    - URBEMIS2007 Output Files
  - Local Operation Emissions
    - LOS Analysis Sheet
    - One-hour CO Summary Sheets
    - Eight-hour CO Summary Sheets
    - CALINE4 Output Files
    - EMFAC2007 Emission Rates

Autry National Center 2010

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx	PM2.5
Existing						
Mobile	47	7	7	5	0	1
Area	3	1	0	1	0	0
Stationary	1	5	0	0	0	0
Total Existing	**51**	**13**	**0**	**6**	**0**	**2**
Project						
Mobile	74	11	12	7	0	2
Area	3	2	0	2	0	0
Stationary	1	7	0	0	1	0
Total Project	**78**	**20**	**12**	**9**	**1**	**3**
Net Project						
Net Mobile	26	4	5	3	0	1
Net Area	0	1	0	1	0	0
Net Stationary	0	3	0	0	0	0
Total Net	27	8	5	3	0	1
SCAQMD Significance Threshold	550	55	150	55	150	55
Difference	**(523)**	**(47)**	**(145)**	**(52)**	**(150)**	**(54)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

* PM2.5 Emissions were calculated using the emission factors detailed in the report.
SCAQMD: http://www.aqmd.gov/ceqa/handbook/PM2_5/finalmeth.doc

Autry National Center 2014

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx	PM2.5
Existing						
Mobile	47	7	7	5	0	1
Area	3	1	0	1	0	0
Stationary	1	5	0	0	0	0
Total Existing	**51**	**13**	**0**	**6**	**0**	**2**
Project						
Mobile	67	9	13	7	0	2
Area	4	3	0	2	0	0
Stationary	2	9	0	0	1	0
Total Project	**73**	**21**	**13**	**9**	**1**	**3**
Net Project						
Net Mobile	20	2	6	2	0	1
Net Area	1	2	0	1	0	0
Net Stationary	1	4	0	0	0	0
Total Net	21	8	6	3	0	1
SCAQMD Significance Threshold	550	55	150	55	150	55
Difference	**(529)**	**(47)**	**(144)**	**(52)**	**(150)**	**(54)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

* PM2.5 Emissions were calculated using the emission factors detailed in the report.
SCAQMD: http://www.aqmd.gov/ceqa/handbook/PM2_5/finalmeth.doc

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	(MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					Emissions from Electricity Consumption (lbs/day)				
Library	142.9	10.50	1,500,282	4.110	0.822	0.041	4.727	0.164	0.493
Total Existing			**1,500,282**	**4.110**	**0.82**	**0.04**	**4.73**	**0.16**	**0.49**
Project									
Library	221.9	10.5	2,329,782	6.383	1.277	0.064	7.340	0.255	0.766
Total Project			**2,329,782**	**6.383**	**1.28**	**0.06**	**7.34**	**0.26**	**0.77**
Net Emissions From Electricity Usage					**0.46**	**0.02**	**2.61**	**0.09**	**0.27**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[c] Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[d] Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

[e] The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

[f] Stationary emissions methodology for PM2.5 was updated by the SCAQMD in October of 2006.

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	(MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					Emissions from Electricity Consumption (lbs/day)				
Library	142.9	10.50	1,500,282	4.110	0.822	0.041	4.727	0.164	0.493
Total Existing			**1,500,282**	**4.110**	**0.82**	**0.04**	**4.73**	**0.16**	**0.49**
Project									
Library	271.9	10.5	2,854,782	7.821	1.564	0.078	8.995	0.313	0.939
Total Project			**2,854,782**	**7.821**	**1.56**	**0.08**	**9.00**	**0.31**	**0.94**
Net Emissions From Electricity Usage					**0.74**	**0.04**	**4.27**	**0.15**	**0.45**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[c] Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[d] Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

[e] The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

[f] Stationary emissions methodology for PM2.5 was updated by the SCAQMD in October of 2008.

Page: 1

39275.43814

Urbemis 2007 Version 9.2.0
Combined Summer Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Autry 2010 No Project Output\Autry 2010 No Project.urb9
Project Name: 2010 No Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.06	1.4	2.71	0	0.01	0.01	1660.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3.54	3.63	31.4	0.03	4.47	0.87	2785.11

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4.6	5.03	34.11	0.03	4.48	0.88	4445.33

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.1	1.38	1.16	0	0	0	1657.41
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0	0.01	0.01	2.81
Consumer Products	0						
Architectural Coatings	0.84						
TOTALS (lbs/day, unmitigated)	1.06	1.4	2.71	0	0.01	0.01	1660.22

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	3.54	3.63	31.4	0.03	4.47	0.87	2785.11
TOTALS (lbs/day, unmitigated)	3.54	3.63	31.4	0.03	4.47	0.87	2785.11

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2010 Temperature (F): 85 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		3.58	1000 sq ft	142.88	511.51	2936.07
					511.51	2936.07

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.7	1.1	98.7	0.2
Light Truck < 3750 lbs	15.2	2	96	2
Light Truck 3751-5750 lbs	16.2	1.2	98.1	0.7
Med Truck 5751-8500 lbs	7.3	1.4	95.9	2.7
Lite-Heavy Truck 8501-10,000 lbs	1.1	0	81.8	18.2
Lite-Heavy Truck 10,001-14,000 lbs	0.3	0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	1	0	20	80
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0	11.1	88.9
Other Bus	0	0	0	100
Urban Bus	0.2	0	50	50
Motorcycle	1.6	68.8	31.2	0
School Bus	0.1	0	0	100
Motor Home	1.4	7.1	85.7	7.2

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			
% of Trips - Commercial (by land use)						
Library	5	2.5	92.5			

39275.43599

Urbemis 2007 Version 9.2.0
Combined Winter Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Autry 2010 No Project Output\Autry 2010 No Project.urb9
Project Name: 2010 No Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.94	1.38	1.16	0	0	0	1657.41

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4.09	6.81	44.5	0.04	6.74	1.31	3625.28

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.03	8.19	45.66	0.04	6.74	1.31	5282.69

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.1	1.38	1.16	0	0	0	1657.41
Hearth	0	0	0	0	0	0	0
Landscaping - No Winter Emissions							
Consumer Products	0						
Architectural Coatings	0.84						
TOTALS (lbs/day, unmitigated)	0.94	1.38	1.16	0	0	0	1657.41

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	4.09	6.81	44.5	0.04	6.74	1.31	3625.28
TOTALS (lbs/day, unmitigated)	4.09	6.81	44.5	0.04	6.74	1.31	3625.28

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2010 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		5.4	1000 sq ft	142.86	771.55	4428.71
					771.55	4428.71

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.7	1.1	98.7	0.2
Light Truck < 3750 lbs	15.2	2	96	2
Light Truck 3751-5750 lbs	16.2	1.2	98.1	0.7
Med Truck 5751-8500 lbs	7.3	1.4	95.9	2.7
Lite-Heavy Truck 8501-10,000 lbs	1.1	0	81.8	18.2
Lite-Heavy Truck 10,001-14,000 lbs	0.3	0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	1	0	20	80
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0	11.1	88.9
Other Bus	0	0	0	100
Urban Bus	0.2	0	50	50
Motorcycle	1.6	68.8	31.2	0
School Bus	0.1	0	0	100
Motor Home	1.4	7.1	85.7	7.2

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			

% of Trips - Commercial (by land use)

Library	5	2.5	92.5

39275.43745

Urbemis 2007 Version 9.2.0
Combined Summer Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Autry 2010 with project output\Autry 2010 With Project.urb9
Project Name: Autry 2010 With Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.58	2.16	3.35	0	0.01	0.01	2576.62

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.49	5.64	48.77	0.04	7.85	1.5	4325.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	7.07	7.8	52.12	0.04	7.86	1.51	6901.65

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.16	2.14	1.8	0	0	0	2573.81
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0	0.01	0.01	2.81
Consumer Products	0						
Architectural Coatings	1.3						
TOTALS (lbs/day, unmitigated)	1.58	2.16	3.35	0	0.01	0.01	2576.62

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	5.49	5.64	48.77	0.04	7.85	1.5	4325.03
TOTALS (lbs/day, unmitigated)	5.49	5.64	48.77	0.04	7.85	1.5	4325.03

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2010 Temperature (F): 85 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		3.58	1000 sq ft	221.88	794.33	4559.46
					794.33	4559.46

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.7	1.1	98.7	0.2
Light Truck < 3750 lbs	15.2	2	96	2
Light Truck 3751-5750 lbs	16.2	1.2	98.1	0.7
Med Truck 5751-8500 lbs	7.3	1.4	95.9	2.7
Lite-Heavy Truck 8501-10,000 lbs	1.1	0	81.8	18.2
Lite-Heavy Truck 10,001-14,000 lbs	0.3	0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	1	0	20	80
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0	11.1	88.9
Other Bus	0	0	0	100
Urban Bus	0.2	0	50	50
Motorcycle	1.6	68.8	31.2	0
School Bus	0.1	0	0	100
Motor Home	1.4	7.1	85.7	7.2

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			

% of Trips - Commercial (by land use)

Library	5	2.5	92.5

39275.43701

Urbemis 2007 Version 9.2.0
Combined Winter Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Autry 2010 with project output\Autry 2010 With Project.urb9
Project Name: Autry 2010 With Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.46	2.14	1.8	0	0	0	2573.81

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.35	10.57	69.1	0.06	11.83	2.27	5629.73

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	7.81	12.71	70.9	0.06	11.83	2.27	8203.54

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.16	2.14	1.8	0	0	0	2573.81
Hearth	0	0	0	0	0	0	0
Landscaping - No Winter Emissions							
Consumer Products	0						
Architectural Coatings	1.3						
TOTALS (lbs/day, unmitigated)	1.46	2.14	1.8	0	0	0	2573.81

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	6.35	10.57	69.1	0.06	11.83	2.27	5629.73
TOTALS (lbs/day, unmitigated)	6.35	10.57	69.1	0.06	11.83	2.27	5629.73

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2010 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		5.4	1000 sq ft	221.88	1198.15	6877.39
					1198.15	6877.39

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.7	1.1	98.7	0.2
Light Truck < 3750 lbs	15.2	2	96	2
Light Truck 3751-5750 lbs	16.2	1.2	98.1	0.7
Med Truck 5751-8500 lbs	7.3	1.4	95.9	2.7
Lite-Heavy Truck 8501-10,000 lbs	1.1	0	81.8	18.2
Lite-Heavy Truck 10,001-14,000 lbs	0.3	0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	1	0	20	80
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0	11.1	88.9
Other Bus	0	0	0	100
Urban Bus	0.2	0	50	50
Motorcycle	1.6	68.8	31.2	0
School Bus	0.1	0	0	100
Motor Home	1.4	7.1	85.7	7.2

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			

% of Trips - Commercial (by land use)

Library	5	2.5	92.5

Page: 1

39275.46536

Urbemis 2007 Version 9.2.0
Combined Summer Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Buildout 2014 Output\Buildout.urb9
Project Name: 2010 No Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.9	2.65	3.76	0	0.01	0.01	3156.62

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.36	4.73	44.31	0.05	8.49	1.65	5331.58

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	7.26	7.38	48.07	0.05	8.5	1.66	8488.2

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.63	2.21	0	0	0	3153.81
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0	0.01	0.01	2.81
Consumer Products	0						
Architectural Coatings	1.59						
TOTALS (lbs/day, unmitigated)	1.9	2.65	3.76	0	0.01	0.01	3156.62

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	5.36	4.73	44.31	0.05	8.49	1.65	5331.58
TOTALS (lbs/day, unmitigated)	5.36	4.73	44.31	0.05	8.49	1.65	5331.58

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2014 Temperature (F): 85 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		3.56	1000 sq ft	271.88	973.33	5586.92
					973.33	5586.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.1	0.4	99.4	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.1	0.4	99.6	0
Med Truck 5751-8500 lbs	10.8	0.9	99.1	0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0	82.4	17.6
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0	60	40
Med-Heavy Truck 14,001-33,000 lbs	0.9	0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0	0	100
Other Bus	0.1	0	0	100
Urban Bus	0.1	0	0	100
Motorcycle	2.8	50	50	0
School Bus	0.1	0	0	100
Motor Home	0.9	0	88.9	11.1

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			

% of Trips - Commercial (by land use)

Library	5	2.5	92.5			

39275.4392

Urbemis 2007 Version 9.2.0
Combined Winter Emissions Reports (Pounds/Day)
File Name: V:\AQNOISE DIVISION\Active Projects\Autry National Center\Operations\Buildout 2014 Output\Buildout.urb9
Project Name: 2010 No Project
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.78	2.63	2.21	0	0	0	3153.81

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.07	8.88	62.53	0.07	12.8	2.48	6916.72

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	7.85	11.51	64.74	0.07	12.8	2.48	10070.53

Area Source Unmitigated Detail Report:
AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.63	2.21	0	0	0	3153.81
Hearth	0	0	0	0	0	0	0
Landscaping - No Winter Emissions							
Consumer Products	0						
Architectural Coatings	1.59						
TOTALS (lbs/day, unmitigated)	1.78	2.63	2.21	0	0	0	3153.81

Area Source Changes to Defaults
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Library	6.07	8.88	62.53	0.07	12.8	2.48	6916.72
TOTALS (lbs/day, unmitigated)	6.07	8.88	62.53	0.07	12.8	2.48	6916.72

Operational Settings:

Does not include correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2014 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006
Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		5.4	1000 sq ft	271.86	1468.15	8427.19
					1468.15	8427.19

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.1	0.4	99.4	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.1	0.4	99.6	0
Med Truck 5751-8500 lbs	10.8	0.9	99.1	0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0	82.4	17.6
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0	60	40
Med-Heavy Truck 14,001-33,000 lbs	0.9	0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0	0	100
Other Bus	0.1	0	0	100
Urban Bus	0.1	0	0	100
Motorcycle	2.8	50	50	0
School Bus	0.1	0	0	100
Motor Home	0.9	0	88.9	11.1

Travel Conditions

	Residential Home-Work	Commercial Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.8	6	10.3	5.5	5.5
Trip speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20	37	43			

% of Trips - Commercial (by land use)

Library	5	2.5	92.5

Autry National Center LOS Analysis		Peak	2010 w/o Project		2010 w/ Project			Percent	
Number	Intersection	Hour	V/C	LOS	V/C	LOS	Impact	Change	Analyze ?
1	Riverside Drive and SR-134 EB Off-Ramps	SAT	0.348	C	0.352	C	0.004	1.15%	No
		PM	0.343	C	0.355	C	0.012	3.50%	Yes
2	Riverside Drive and Zoo Drive	SAT	0.659	D	0.681	E	0.022	3.34%	Yes
		PM	0.532	C	0.561	C	0.029	5.45%	Yes
3	Western Heritage Way and North Zoo Drive	SAT	0.626	D	0.649	D	0.023	3.67%	Yes
		PM	0.527	C	0.551	C	0.024	4.55%	Yes
4	North Zoo Drive and I-5 Northbound Off-Ramp/SR-134 Eastbound On-Ramp	SAT	0.344	B	0.359	B	0.015	4.36%	No
		PM	0.377	B	0.395	B	0.018	4.77%	No
5	I-5 Southbound On-Ramp and North Zoo Drive	SAT	0.425	A	0.433	A	0.008	1.88%	No
		PM	0.417	A	0.438	A	0.021	5.04%	No
6	Griffith Park Drive/Crystal Springs Drive and I-5 NB Off-/Southbound On-Ramps	SAT	0.278	B	0.281	B	0.003	1.08%	No
		PM	0.241	B	0.249	B	0.008	3.32%	No
7	Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard	SAT	1.236	F	1.238	F	0.002	0.16%	No
		PM	0.873	D	0.890	D	0.017	1.95%	No

Autry National Center LOS Analysis		Peak	2014 w/o Project		2014 w/ Project			Percent	
Number	Intersection	Hour	V/C	LOS	V/C	LOS	Impact	Change	Analyze ?
1	Riverside Drive and SR-134 EB Off-Ramps	SAT	0.365	D	0.368	D	0.003	0.82%	No
		PM	0.360	D	0.363	D	0.003	0.83%	No
2	Riverside Drive and Zoo Drive	SAT	0.709	E	0.723	E	0.014	1.97%	No
		PM	0.565	C	0.573	C	0.008	1.42%	No
3	Western Heritage Way and North Zoo Drive	SAT	0.676	E	0.691	E	0.015	2.22%	Yes
		PM	0.557	D	0.563	D	0.006	1.08%	No
4	North Zoo Drive and I-5 Northbound Off-Ramp/SR-134 Eastbound On-Ramp	SAT	0.374	B	0.383	B	0.009	2.41%	No
		PM	0.399	B	0.403	B	0.004	1.00%	No
5	I-5 Southbound On-Ramp and North Zoo Drive	SAT	0.451	A	0.456	A	0.005	1.11%	No
		PM	0.442	A	0.447	A	0.005	1.13%	No
6	Griffith Park Drive/Crystal Springs Drive and I-5 NB Off-/Southbound On-Ramps	SAT	0.292	B	0.294	B	0.002	0.68%	No
		PM	0.256	B	0.257	B	0.001	0.39%	No
7	Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard	SAT	1.290	F	1.291	F	0.001	0.08%	No
		PM	0.911	E	0.911	E	0.000	0.00%	No

Autry National Center

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) [a]

Monitoring Station: Central LA

Year	1-Hr Concentration
2010	5.1

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Riverside Drive and 134 Southbound Off-Ramp					
NE	1.0	6.1	0.8	5.9	NO
SE	0.9	6.0	0.8	5.9	NO
SW	1.0	6.1	0.8	5.9	NO
NW	0.8	5.9	0.6	5.7	NO
Riverside Drive and 134 Southbound Off-Ramp					
NE	1.0	6.1	0.8	5.9	NO
SE	1.0	6.1	0.8	5.9	NO
SW	1.0	6.1	0.8	5.9	NO
NW	0.9	6.0	0.7	5.8	NO
Riverside Drive and Zoo Drive					
NE	1.1	6.2	1.3	6.4	NO
SE	1.3	6.4	1.4	6.5	NO
SW	1.1	6.2	1.1	6.2	NO
NW	1.0	6.1	0.9	6.0	NO
Riverside Drive and Zoo Drive					
NE	1.2	6.3	1.4	6.5	NO
SE	1.4	6.5	1.5	6.6	NO
SW	1.1	6.2	1.1	6.2	NO
NW	1.1	6.2	1.0	6.1	NO
Western Heritage Way and North Zoo Drive					
NE	1.0	6.1	0.9	6.0	NO
SE	0.9	6.0	1.3	6.4	NO
SW	1.2	6.3	1.3	6.4	NO
NW	1.0	6.1	1.2	6.3	NO
Western Heritage Way and North Zoo Drive					
NE	1.1	6.2	0.9	6.0	NO
SE	0.9	6.0	1.3	6.4	NO
SW	1.3	6.4	1.3	6.4	NO
NW	1.0	6.1	1.2	6.3	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Autry National Center

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: Central LA Year 2010 — 8-Hr Concentration 4.6	Average Persistence Factor = 0.70

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Riverside Drive and 134 Southbound Off-Ramp					
NE	0.5	5.1	0.4	5.0	NO
SE	0.5	5.1	0.4	5.0	NO
SW	0.6	5.2	0.4	5.0	NO
NW	0.4	5.0	0.4	5.0	NO
Riverside Drive and 134 Southbound Off-Ramp					
NE	0.5	5.1	0.4	5.0	NO
SE	0.5	5.1	0.4	5.0	NO
SW	0.6	5.2	0.4	5.0	NO
NW	0.5	5.1	0.4	5.0	NO
Riverside Drive and Zoo Drive					
NE	0.5	5.1	0.6	5.2	NO
SE	0.6	5.2	0.7	5.3	NO
SW	0.6	5.2	0.6	5.2	NO
NW	0.6	5.2	0.5	5.1	NO
Riverside Drive and Zoo Drive					
NE	0.5	5.1	0.6	5.2	NO
SE	0.7	5.3	0.7	5.3	NO
SW	0.6	5.2	0.6	5.2	NO
NW	0.6	5.2	0.5	5.1	NO
Western Heritage Way and North Zoo Drive					
NE	0.5	5.1	0.4	5.0	NO
SE	0.5	5.1	0.6	5.2	NO
SW	0.6	5.2	0.6	5.2	NO
NW	0.5	5.1	0.6	5.2	NO
Western Heritage Way and North Zoo Drive					
NE	0.6	5.2	0.5	5.1	NO
SE	0.5	5.1	0.6	5.2	NO
SW	0.6	5.2	0.6	5.2	NO
NW	0.6	5.2	0.6	5.2	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

Autry National Center 2014

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) [a]

Monitoring Station: Central LA

Year	1-Hr Concentration
2009	5.26

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Western Heritage Road and North Zoo Drive					
NE	0.9	6.2	1.1	6.4	NO
SE	1.3	6.6	0.9	6.2	NO
SW	1.3	6.6	1.4	6.7	NO
NW	1.2	6.5	1.1	6.4	NO
Western Heritage Road and North Zoo Drive					
NE	1.1	6.4	0.9	6.2	NO
SE	0.9	6.2	1.4	6.7	NO
SW	1.3	6.6	1.4	6.7	NO
NW	1.0	6.3	1.2	6.5	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Autry National Center 2014

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: Central LA Year: 2009 — 8-Hr Concentration: 4.74	Average Persistence Factor = 0.70

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Western Heritage Road and North Zoo Drive					
NE	0.5	5.2	0.6	5.3	NO
SE	0.6	5.3	0.5	5.2	NO
SW	0.7	5.4	0.6	5.4	NO
NW	0.6	5.4	0.6	5.3	NO
Western Heritage Road and North Zoo Drive					
NE	0.6	5.3	0.5	5.2	NO
SE	0.5	5.2	0.6	5.4	NO
SW	0.6	5.4	0.7	5.4	NO
NW	0.6	5.3	0.6	5.4	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

ALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND SR-134 EASTBOUND OFF-RAMPS AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	479	3.5	.0	50.0
B. NA	15	-500	15	0	AG	479	5.0	.0	33.0
C. ND	15	0	15	500	AG	998	3.9	.0	33.0
D. NE	15	500	15	1500	AG	998	3.5	.0	50.0
E. SF	-15	1500	-15	500	AG	492	3.5	.0	50.0
F. SA	-15	500	-15	0	AG	492	5.0	.0	33.0
G. SD	-15	0	-15	-500	AG	601	3.8	.0	33.0
H. SE	-15	-500	-15	-1500	AG	601	3.5	.0	50.0
I. WF	0	1800	35	1900	AG	0	3.5	.0	35.0
J. WA	0	1800	33	1900	AG	0	6.0	.0	33.0
K. WD	0	1800	35	1900	AG	0	4.0	.0	33.0
L. WE	0	1900	35	1900	AG	0	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	628	3.5	.0	35.0
N. EA	-500	-8	33	-8	AG	109	6.0	.0	33.0
O. ED	0	1800	33	1900	AG	0	4.0	.0	33.0
P. EE	0	1800	35	1900	AG	0	3.5	.0	35.0
Q. NL	0	-1900	33	-1800	AG	0	5.0	.0	33.0
R. SL	0	-1900	33	-1800	AG	0	5.0	.0	33.0
S. WL	0	-1900	33	-1800	AG	0	6.0	.0	33.0
T. EL	0	0	-500	-8	AG	519	6.0	.0	33.0

SE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	264.	1.0	.0	.0	.2	.0	.0	.1	.0	.0
2. SE3	274.	.9	.0	.1	.0	.0	.0	.0	.0	.0
3. SW3	5.	1.0	.0	.0	.1	.2	.0	.4	.0	.0
4. NW3	175.	.8	.1	.0	.0	.0	.0	.0	.3	.0
5. NE7	263.	.7	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	276.	.7	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	6.	.8	.0	.0	.0	.2	.0	.2	.0	.0
8. NW7	174.	.6	.1	.0	.0	.0	.0	.0	.2	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5
2. SE3	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.4
3. SW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
6. SE7	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.3
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
8. NW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND SR-134 EASTBOUND OFF-Ramps AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	15	-1500	15	-500	* AG	500	3.5	.0	50.0
B. NA	*	15	-500	15	0	* AG	500	5.1	.0	33.0
C. ND	*	15	0	15	500	* AG	1019	3.9	.0	33.0
D. NE	*	15	500	15	1500	* AG	1019	3.5	.0	50.0
E. SF	*	-15	1500	-15	500	* AG	508	3.5	.0	50.0
F. SA	*	-15	500	-15	0	* AG	508	5.1	.0	33.0
G. SD	*	-15	0	-15	-500	* AG	635	3.8	.0	33.0
H. SE	*	-15	-500	-15	-1500	* AG	635	3.5	.0	50.0
I. WF	*	0	1800	35	1900	* AG	0	3.5	.0	35.0
J. WA	*	0	1800	33	1900	* AG	0	6.0	.0	33.0
K. WD	*	0	1800	35	1900	* AG	0	4.0	.0	33.0
L. WE	*	0	1900	35	1900	* AG	0	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	* AG	646	3.5	.0	35.0
N. EA	*	-500	-8	33	-8	* AG	127	6.0	.0	33.0
O. ED	*	0	1800	33	1900	* AG	0	4.0	.0	33.0
P. EE	*	0	1800	35	1900	* AG	0	3.5	.0	35.0
Q. NL	*	0	-1900	33	-1800	* AG	0	5.0	.0	33.0
R. SL	*	0	-1900	33	-1800	* AG	0	5.0	.0	33.0
S. WL	*	0	-1900	33	-1800	* AG	0	6.0	.0	33.0
T. EL	*	0	0	-500	-8	* AG	519	6.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	40	25	6.0
2. SE3	*	40	-25	6.0
3. SW3	*	-40	-25	6.0
4. NW3	*	-40	25	6.0
5. NE7	*	53	38	6.0
6. SE7	*	53	-38	6.0
7. SW7	*	-53	-38	6.0
8. NW7	*	-53	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	264.	*	1.0	*	.0	.0	.2	.0	.0	.1	.0	.0
2. SE3	*	274.	*	1.0	*	.0	.2	.0	.0	.0	.0	.0	.0
3. SW3	*	5.	*	1.0	*	.0	.0	.1	.2	.0	.4	.0	.0
4. NW3	*	175.	*	.9	*	.1	.0	.0	.0	.0	.0	.3	.0
5. NE7	*	263.	*	.7	*	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	*	276.	*	.7	*	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	*	6.	*	.8	*	.0	.0	.0	.2	.0	.2	.0	.0
8. NW7	*	174.	*	.7	*	.1	.0	.0	.0	.0	.0	.2	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.5
2. SE3	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.4
3. SW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
4. NW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. NE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
6. SE7	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.3
7. SW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
8. NW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND SR-134 EASTBOUND OFF-RAMPS PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	15	-1500	15	-500	* AG	497	3.5	.0	50.0
B. NA	*	15	-500	15	0	* AG	497	5.1	.0	33.0
C. ND	*	15	0	15	500	* AG	996	3.9	.0	33.0
D. NE	*	15	500	15	1500	* AG	996	3.5	.0	50.0
E. SF	*	-15	1500	-15	500	* AG	270	3.5	.0	50.0
F. SA	*	-15	500	-15	0	* AG	270	5.1	.0	33.0
G. SD	*	-15	0	-15	-500	* AG	325	3.8	.0	33.0
H. SE	*	-15	-500	-15	-1500	* AG	325	3.5	.0	50.0
I. WF	*	0	1800	35	1900	* AG	0	3.5	.0	35.0
J. WA	*	0	1800	33	1900	* AG	0	5.8	.0	33.0
K. WD	*	0	1800	33	1900	* AG	0	4.0	.0	33.0
L. WE	*	0	1900	35	1900	* AG	0	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	* AG	554	3.5	.0	35.0
N. EA	*	-500	-8	33	-8	* AG	55	5.8	.0	33.0
O. ED	*	0	1800	33	1900	* AG	0	4.0	.0	33.0
P. EE	*	0	1800	33	1900	* AG	0	3.5	.0	35.0
Q. NL	*	0	-1900	33	-1800	* AG	0	5.1	.0	33.0
R. SL	*	0	-1900	33	-1800	* AG	0	5.1	.0	33.0
S. WL	*	0	-1900	33	-1800	* AG	0	5.8	.0	33.0
T. EL	*	0	0	-500	-8	* AG	499	5.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	40	25	6.0
2. SE3	*	40	-25	6.0
3. SW3	*	-40	-25	6.0
4. NW3	*	-40	25	6.0
5. NE7	*	53	38	6.0
6. SE7	*	53	-38	6.0
7. SW7	*	-53	-38	6.0
8. NW7	*	-53	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	264.	*	.8	*	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	*	274.	*	.8	*	.0	.2	.0	.0	.0	.0	.0	.0
3. SW3	*	6.	*	.8	*	.0	.0	.2	.2	.0	.2	.0	.0
4. NW3	*	174.	*	.6	*	.0	.1	.0	.0	.0	.0	.2	.0
5. NE7	*	263.	*	.6	*	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	*	276.	*	.6	*	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	*	7.	*	.6	*	.0	.0	.1	.2	.0	.2	.0	.0
8. NW7	*	173.	*	.5	*	.0	.0	.0	.0	.0	.0	.1	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
2. SE3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
3. SW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
4. NW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. NE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
6. SE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
7. SW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
8. NW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND SR-134 EASTBOUND OFF-RAMPS PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	ZO=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	15	-1500	15	-500	* AG	516	3.5	.0	50.0
B. NA	*	15	-500	15	0	* AG	516	5.1	.0	33.0
C. ND	*	15	0	15	500	* AG	1015	3.9	.0	33.0
D. NE	*	15	500	15	1500	* AG	1015	3.5	.0	50.0
E. SF	*	-15	1500	-15	500	* AG	275	3.5	.0	50.0
F. SA	*	-15	500	-15	0	* AG	275	5.1	.0	33.0
G. SD	*	-15	0	-15	-500	* AG	335	3.8	.0	33.0
H. SE	*	-15	-500	-15	-1500	* AG	335	3.5	.0	50.0
I. WF	*	0	1800	35	1900	* AG	0	3.5	.0	35.0
J. WA	*	0	1800	33	1900	* AG	0	5.8	.0	33.0
K. WD	*	0	1800	33	1900	* AG	0	4.0	.0	33.0
L. WE	*	0	1900	35	1900	* AG	0	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	* AG	559	3.5	.0	35.0
N. EA	*	-500	-8	33	-8	* AG	60	5.8	.0	33.0
O. ED	*	0	1800	33	1900	* AG	0	4.0	.0	33.0
P. EE	*	0	1800	35	1900	* AG	0	3.5	.0	35.0
Q. NL	*	0	-1900	33	-1800	* AG	0	5.1	.0	33.0
R. SL	*	0	-1900	33	-1800	* AG	0	5.1	.0	33.0
S. WL	*	0	-1900	33	-1800	* AG	0	5.8	.0	33.0
T. EL	*	0	0	-500	-8	* AG	499	5.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	40	25	6.0
2. SE3	*	40	-25	6.0
3. SW3	*	-40	-25	6.0
4. NW3	*	-40	25	6.0
5. NE7	*	53	38	6.0
6. SE7	*	53	-38	6.0
7. SW7	*	-53	-38	6.0
8. NW7	*	-53	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	264.	*	.8	*	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	*	274.	*	.8	*	.0	.2	.0	.0	.0	.0	.0	.0
3. SW3	*	6.	*	.8	*	.0	.0	.2	.2	.0	.2	.0	.0
4. NW3	*	174.	*	.7	*	.0	.1	.0	.0	.0	.0	.2	.0
5. NE7	*	263.	*	.6	*	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	*	276.	*	.6	*	.0	.1	.0	.0	.0	.0	.0	.0
7. SW7	*	7.	*	.6	*	.0	.0	.1	.2	.0	.2	.0	.0
8. NW7	*	173.	*	.5	*	.0	.1	.0	.0	.0	.0	.1	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
2. SE3	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.4
3. SW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
4. NW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. NE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
6. SE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
7. SW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
8. NW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: RIVERSIDE DRIVE AND ZOO DRIVE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	1800	0	1900	0	* AG	0	3.5	.0	35.0
B. NA	*	1800	0	1900	0	* AG	0	5.6	.0	33.0
C. ND	*	8	0	8	500	* AG	490	4.1	.0	33.0
D. NE	*	8	500	8	1500	* AG	490	3.5	.0	35.0
E. SF	*	-8	1500	-8	500	* AG	620	3.5	.0	35.0
F. SA	*	-8	500	-8	0	* AG	102	5.6	.0	33.0
G. SD	*	1800	0	1900	0	* AG	0	3.9	.0	33.0
H. SE	*	1800	0	1900	0	* AG	0	3.5	.0	35.0
I. WF	*	1500	15	500	15	* AG	475	3.5	.0	50.0
J. WA	*	500	15	0	15	* AG	475	5.3	.0	33.0
K. WD	*	0	15	-500	15	* AG	203	3.9	.0	33.0
L. WE	*	-500	15	-1500	15	* AG	203	3.5	.0	50.0
M. EF	*	-1500	-15	-500	-15	* AG	263	3.5	.0	50.0
N. EA	*	-500	-15	0	-15	* AG	147	5.3	.0	33.0
O. ED	*	0	-15	500	-15	* AG	665	3.9	.0	33.0
P. EE	*	500	-15	1500	-15	* AG	665	3.5	.0	50.0
Q. NL	*	1900	-1900	1800	0	* AG	0	5.6	.0	33.0
R. SL	*	0	0	-8	500	* AG	518	6.3	.0	33.0
S. WL	*	0	-1900	0	-1800	* AG	0	5.3	.0	33.0
T. EL	*	0	0	-500	-8	* AG	116	5.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	25	40	6.0
2. SE3	*	25	-40	6.0
3. SW3	*	-25	-40	6.0
4. NW3	*	-25	40	6.0
5. NE7	*	38	53	6.0
6. SE7	*	38	-53	6.0
7. SW7	*	-38	-53	6.0
8. NW7	*	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	355.	*	1.1	*	.0	.0	.5	.0	.1	.0	.0	.0
2. SE3	*	355.	*	1.3	*	.0	.0	.4	.0	.0	.0	.0	.0
3. SW3	*	4.	*	1.1	*	.0	.0	.2	.0	.0	.1	.0	.0
4. NW3	*	95.	*	1.0	*	.0	.0	.1	.0	.0	.0	.0	.0
5. NE7	*	353.	*	.7	*	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	*	354.	*	.9	*	.0	.0	.3	.0	.0	.0	.0	.0
7. SW7	*	6.	*	.8	*	.0	.0	.2	.0	.0	.0	.0	.0
8. NW7	*	96.	*	.8	*	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0
2. SE3	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.5	.0	.0
3. SW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0
4. NW3	*	.0	.4	.0	.0	.0	.0	.0	.1	.0	.2	.0	.0
5. NE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0
7. SW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
8. NW7	*	.0	.2	.0	.0	.0	.0	.0	.1	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND ZOO DRIVE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	1800	0	1900	0	AG	0	3.5	.0	35.0
B. NA	1800	0	1900	0	AG	0	5.6	.0	33.0
C. ND	8	0	8	500	AG	511	4.1	.0	33.0
D. NE	8	500	8	1500	AG	511	3.5	.0	35.0
E. SF	-8	1500	-8	500	AG	654	3.5	.0	35.0
F. SA	-8	500	-8	0	AG	102	5.6	.0	33.0
G. SD	1800	0	1900	0	AG	0	3.9	.0	33.0
H. SE	1800	0	1900	0	AG	0	3.5	.0	35.0
I. WF	1500	15	500	15	AG	498	3.5	.0	50.0
J. WA	500	15	0	15	AG	498	5.3	.0	33.0
K. WD	0	15	-500	15	AG	205	3.9	.0	33.0
L. WE	-500	15	-1500	15	AG	205	3.5	.0	50.0
M. EF	-1500	-15	-500	-15	AG	268	3.5	.0	50.0
N. EA	-500	-15	0	-15	AG	152	5.3	.0	33.0
O. ED	0	-15	500	-15	AG	704	3.9	.0	33.0
P. EE	500	-15	1500	-15	AG	704	3.5	.0	50.0
Q. NL	1900	-1900	1800	0	AG	0	5.6	.0	33.0
R. SL	0	0	-8	500	AG	552	6.6	.0	33.0
S. WL	0	-1900	0	-1800	AG	0	5.3	.0	33.0
T. EL	0	0	-500	-8	AG	116	5.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	355.	1.2	.0	.0	.5	.0	.1	.0	.0	.0
2. SE3	355.	1.4	.0	.0	.4	.0	.0	.0	.0	.0
3. SW3	4.	1.1	.0	.0	.2	.0	.0	.1	.0	.0
4. NW3	95.	1.1	.0	.0	.1	.0	.0	.0	.0	.0
5. NE7	353.	.7	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	353.	1.0	.0	.0	.3	.0	.0	.0	.0	.0
7. SW7	6.	.8	.0	.0	.2	.0	.0	.0	.0	.0
8. NW7	96.	.8	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0
2. SE3	.0	.1	.0	.0	.0	.0	.2	.0	.0	.5	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0
4. NW3	.0	.4	.0	.0	.0	.0	.0	.1	.0	.2	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
6. SE7	.0	.1	.0	.0	.0	.0	.1	.0	.0	.4	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0
8. NW7	.0	.3	.0	.0	.0	.0	.0	.1	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: RIVERSIDE DRIVE AND ZOO DRIVE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	1800	0	1900	0	AG	0	3.2	.0	35.0
B. NA	1800	0	1900	0	AG	0	6.6	.0	33.0
C. ND	8	0	8	500	AG	559	7.3	.0	33.0
D. NE	8	500	8	1500	AG	559	3.2	.0	35.0
E. SF	-8	1500	-8	500	AG	332	3.2	.0	35.0
F. SA	-8	500	-8	0	AG	77	6.6	.0	33.0
G. SD	1800	0	1900	0	AG	0	4.0	.0	33.0
H. SE	1800	0	1900	0	AG	0	3.2	.0	35.0
I. WF	1500	15	500	15	AG	358	3.2	.0	50.0
J. WA	500	15	0	15	AG	358	4.3	.0	33.0
K. WD	0	15	-500	15	AG	138	3.4	.0	33.0
L. WE	-500	15	-1500	15	AG	138	3.2	.0	50.0
M. EF	-1500	-15	-500	-15	AG	662	3.2	.0	50.0
N. EA	-500	-15	0	-15	AG	400	4.3	.0	33.0
O. ED	0	-15	500	-15	AG	655	3.4	.0	33.0
P. EE	500	-15	1500	-15	AG	655	3.2	.0	50.0
Q. NL	1900	-1900	1800	0	AG	0	6.6	.0	33.0
R. SL	0	0	-8	500	AG	255	7.1	.0	33.0
S. WL	0	-1900	0	-1800	AG	0	4.3	.0	33.0
T. EL	0	0	-500	-8	AG	262	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	25	40	6.0
2. SE3	25	-40	6.0
3. SW3	-25	-40	6.0
4. NW3	-25	40	6.0
5. NE7	38	53	6.0
6. SE7	38	-53	6.0
7. SW7	-38	-53	6.0
8. NW7	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	355.	1.3	.0	.0	.9	.0	.0	.0	.0	.0
2. SE3	356.	1.4	.0	.0	.8	.0	.0	.0	.0	.0
3. SW3	5.	1.1	.0	.0	.4	.0	.0	.1	.0	.0
4. NW3	6.	.9	.0	.0	.4	.0	.0	.1	.0	.0
5. NE7	352.	.8	.0	.0	.5	.0	.0	.0	.0	.0
6. SE7	353.	1.0	.0	.0	.5	.0	.0	.0	.0	.0
7. SW7	7.	.9	.0	.0	.3	.0	.0	.0	.0	.0
8. NW7	96.	.7	.0	.0	.2	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0
3. SW3	.0	.0	.0	.0	.0	.1	.0	.0	.0	.3	.0	.0
4. NW3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
8. NW7	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: RIVERSIDE DRIVE AND ZOO DRIVE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	1800	0	1900	0	* AG	0	3.2	.0	35.0
B. NA	*	1800	0	1900	0	* AG	0	6.6	.0	33.0
C. ND	*	8	0	8	500	* AG	578	7.3	.0	33.0
D. NE	*	8	500	8	1500	* AG	578	3.2	.0	35.0
E. SF	*	-8	1500	-8	500	* AG	341	3.2	.0	35.0
F. SA	*	-8	500	-8	0	* AG	77	6.6	.0	33.0
G. SD	*	1800	0	1900	0	* AG	0	4.0	.0	33.0
H. SE	*	1800	0	1900	0	* AG	0	3.2	.0	35.0
I. WF	*	1500	15	500	15	* AG	380	3.2	.0	50.0
J. WA	*	500	15	0	15	* AG	380	4.3	.0	33.0
K. WD	*	0	15	-500	15	* AG	141	3.4	.0	33.0
L. WE	*	-500	15	-1500	15	* AG	141	3.2	.0	50.0
M. EF	*	-1500	-15	-500	-15	* AG	663	3.2	.0	50.0
N. EA	*	-500	-15	0	-15	* AG	401	4.3	.0	33.0
O. ED	*	0	-15	500	-15	* AG	665	3.4	.0	33.0
P. EE	*	500	-15	1500	-15	* AG	665	3.2	.0	50.0
Q. NL	*	1900	-1900	1800	0	* AG	0	6.6	.0	33.0
R. SL	*	0	0	-8	500	* AG	264	7.1	.0	33.0
S. WL	*	0	-1900	0	-1800	* AG	0	4.3	.0	33.0
T. EL	*	0	0	-500	-8	* AG	262	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	25	40	6.0
2. SE3	*	25	-40	6.0
3. SW3	*	-25	-40	6.0
4. NW3	*	-25	40	6.0
5. NE7	*	38	53	6.0
6. SE7	*	38	-53	6.0
7. SW7	*	-38	-53	6.0
8. NW7	*	-38	53	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	355.	*	1.4	*	.0	.0	.9	.0	.0	.0	.0	.0
2. SE3	*	356.	*	1.5	*	.0	.0	.8	.0	.0	.0	.0	.0
3. SW3	*	5.	*	1.1	*	.0	.0	.4	.0	.0	.1	.0	.0
4. NW3	*	6.	*	1.0	*	.0	.0	.4	.0	.0	.1	.0	.0
5. NE7	*	352.	*	.8	*	.0	.0	.5	.0	.0	.0	.0	.0
6. SE7	*	353.	*	1.0	*	.0	.0	.5	.0	.0	.0	.0	.0
7. SW7	*	7.	*	.9	*	.0	.0	.3	.0	.0	.0	.0	.0
8. NW7	*	96.	*	.7	*	.0	.0	.2	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
2. SE3	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0
3. SW3	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.3	.0	.0
4. NW3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0
7. SW7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
8. NW7	*	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	586	3.5	.0	50.0
B. NA	23	-500	23	0	AG	568	5.0	.0	45.0
C. ND	23	0	23	500	AG	541	3.8	.0	33.0
D. NE	23	500	23	1500	AG	541	3.5	.0	50.0
E. SF	-23	1500	-23	500	AG	493	3.5	.0	50.0
F. SA	-23	500	-23	0	AG	375	5.0	.0	45.0
G. SD	-23	0	-23	-500	AG	548	3.8	.0	33.0
H. SE	-23	-500	-23	-1500	AG	548	3.5	.0	50.0
I. WF	1500	8	500	8	AG	267	3.5	.0	35.0
J. WA	500	8	0	8	AG	124	6.0	.0	33.0
K. WD	0	8	-500	8	AG	65	4.0	.0	33.0
L. WE	-500	8	-1500	8	AG	65	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	414	3.5	.0	35.0
N. EA	-500	-8	0	-8	AG	295	6.0	.0	33.0
O. ED	0	-8	500	-8	AG	606	5.0	.0	33.0
P. EE	500	-8	1500	-8	AG	606	3.5	.0	35.0
Q. NL	0	0	15	-500	AG	18	5.0	.0	33.0
R. SL	0	0	-15	500	AG	118	5.0	.0	33.0
S. WL	0	0	500	8	AG	143	6.0	.0	33.0
T. EL	0	0	-500	-8	AG	119	6.0	.0	33.0

SE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	1.0	.0	.5	.0	.0	.0	.0	.0	.1
2. SE3	353.	.9	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	86.	1.2	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	94.	1.0	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	186.	.7	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	353.	.7	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	84.	.8	.0	.0	.0	.0	.0	.0	.1	.0
8. NW7	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.5	.0	.0	.0	.1	.0
4. NW3	.0	.2	.0	.0	.0	.0	.3	.1	.0	.0	.1	.0
5. NE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
8. NW7	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	ZO=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	23	-1500	23	-500	*	AG	629	3.5	.0	50.0
B. NA	*	23	-500	23	0	*	AG	611	5.0	.0	45.0
C. ND	*	23	0	23	500	*	AG	564	3.8	.0	33.0
D. NE	*	23	500	23	1500	*	AG	564	3.5	.0	50.0
E. SF	*	-23	1500	-23	500	*	AG	532	3.5	.0	50.0
F. SA	*	-23	500	-23	0	*	AG	414	5.0	.0	45.0
G. SD	*	-23	0	-23	-500	*	AG	622	3.8	.0	33.0
H. SE	*	-23	-500	-23	-1500	*	AG	622	3.5	.0	50.0
I. WF	*	1500	8	500	8	*	AG	302	3.5	.0	35.0
J. WA	*	500	8	0	8	*	AG	124	6.0	.0	33.0
K. WD	*	0	8	-500	8	*	AG	65	4.0	.0	33.0
L. WE	*	-500	8	-1500	8	*	AG	65	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	*	AG	414	3.5	.0	35.0
N. EA	*	-500	-8	0	-8	*	AG	295	6.0	.0	33.0
O. ED	*	0	-8	500	-8	*	AG	626	5.1	.0	33.0
P. EE	*	500	-8	1500	-8	*	AG	626	3.5	.0	35.0
Q. NL	*	0	0	15	-500	*	AG	18	5.0	.0	33.0
R. SL	*	0	0	-15	500	*	AG	118	5.0	.0	33.0
S. WL	*	0	0	500	8	*	AG	178	6.0	.0	33.0
T. EL	*	0	0	-500	-8	*	AG	119	6.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	48	25	6.0
2. SE3	*	48	-25	6.0
3. SW3	*	-48	-25	6.0
4. NW3	*	-48	25	6.0
5. NE7	*	61	38	6.0
6. SE7	*	61	-38	6.0
7. SW7	*	-61	-38	6.0
8. NW7	*	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	*	1.1	*	.0	.5	.0	.0	.0	.0	.0	.1
2. SE3	*	353.	*	.9	*	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	*	86.	*	1.3	*	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	*	95.	*	1.0	*	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	*	186.	*	.8	*	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	*	353.	*	.7	*	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	*	84.	*	.9	*	.0	.1	.0	.0	.0	.0	.1	.0
8. NW7	*	96.	*	.8	*	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.2	.0
4. NW3	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
5. NE7	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	*	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
8. NW7	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	23	-1500	23	-500	* AG	347	3.5	.0	50.0
B. NA	*	23	-500	23	0	* AG	339	4.6	.0	45.0
C. ND	*	23	0	23	500	* AG	383	3.7	.0	33.0
D. NE	*	23	500	23	1500	* AG	383	3.5	.0	50.0
E. SF	*	-23	1500	-23	500	* AG	974	3.5	.0	50.0
F. SA	*	-23	500	-23	0	* AG	486	4.6	.0	45.0
G. SD	*	-23	0	-23	-500	* AG	498	3.7	.0	33.0
H. SE	*	-23	-500	-23	-1500	* AG	498	3.5	.0	50.0
I. WF	*	1500	8	500	8	* AG	168	3.5	.0	35.0
J. WA	*	500	8	0	8	* AG	136	7.3	.0	33.0
K. WD	*	0	8	-500	8	* AG	45	5.8	.0	33.0
L. WE	*	-500	8	-1500	8	* AG	45	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	* AG	62	3.5	.0	35.0
N. EA	*	-500	-8	0	-8	* AG	38	7.3	.0	33.0
O. ED	*	0	-8	500	-8	* AG	625	7.3	.0	33.0
P. EE	*	500	-8	1500	-8	* AG	625	3.5	.0	35.0
Q. NL	*	0	0	15	-500	* AG	8	4.6	.0	33.0
R. SL	*	0	0	-15	500	* AG	488	5.0	.0	33.0
S. WL	*	0	0	500	8	* AG	32	7.3	.0	33.0
T. EL	*	0	0	-500	-8	* AG	24	7.3	.0	33.0

RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	48	25	6.0
2. SE3	*	48	-25	6.0
3. SW3	*	-48	-25	6.0
4. NW3	*	-48	25	6.0
5. NE7	*	61	38	6.0
6. SE7	*	61	-38	6.0
7. SW7	*	-61	-38	6.0
8. NW7	*	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	96.	* .9	*	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	*	85.	* 1.3	*	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	*	86.	* 1.3	*	.0	.0	.0	.0	.0	.0	.1	.0
4. NW3	*	95.	* 1.2	*	.0	.0	.0	.0	.0	.1	.0	.0

PAGE 3

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRI
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
2. SE3	*	.0	.1	.0	.0	.0	.0	1.0	.0	.0	.0	.0	.0
3. SW3	*	.0	.1	.0	.0	.0	.0	.8	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (FT)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	23	-1500	23	-500	* AG	388	3.5	.0	50.0
B. NA	*	23	-500	23	0	* AG	380	4.6	.0	45.0
C. ND	*	23	0	23	500	* AG	405	3.7	.0	33.0
D. NE	*	23	500	23	1500	* AG	405	3.5	.0	50.0
E. SF	*	-23	1500	-23	500	* AG	985	3.5	.0	50.0
F. SA	*	-23	500	-23	0	* AG	497	4.6	.0	45.0
G. SD	*	-23	0	-23	-500	* AG	519	3.7	.0	33.0
H. SE	*	-23	-500	-23	-1500	* AG	519	3.5	.0	50.0
I. WF	*	1500	8	500	8	* AG	178	3.5	.0	35.0
J. WA	*	500	8	0	8	* AG	136	7.3	.0	33.0
K. WD	*	0	8	-500	8	* AG	45	5.8	.0	33.0
L. WE	*	-500	8	-1500	8	* AG	45	3.5	.0	35.0
M. EF	*	-1500	-8	-500	-8	* AG	62	3.5	.0	35.0
N. EA	*	-500	-8	0	-8	* AG	38	7.3	.0	33.0
O. ED	*	0	-8	500	-8	* AG	644	7.3	.0	33.0
P. EE	*	500	-8	1500	-8	* AG	644	3.5	.0	35.0
Q. NL	*	0	0	15	-500	* AG	8	4.6	.0	33.0
R. SL	*	0	0	-15	500	* AG	488	5.0	.0	33.0
S. WL	*	0	0	500	8	* AG	42	7.3	.0	33.0
T. EL	*	0	0	-500	-8	* AG	24	7.3	.0	33.0

SE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	96.	.9	*	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	*	85.	1.3	*	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	*	86.	1.3	*	.0	.0	.0	.0	.0	.0	.1	.0
4. NW3	*	95.	1.2	*	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	*	186.	.7	*	.0	.2	.0	.0	.0	.0	.0	.1
6. SE7	*	351.	.8	*	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	*	84.	.9	*	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	*	97.	.9	*	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
2. SE3	*	.0	.1	.0	.0	.0	.0	1.0	.0	.0	.0	.0	.0
3. SW3	*	.0	.1	.0	.0	.0	.0	.8	.0	.0	.0	.0	.0
4. NW3	*	.0	.2	.0	.0	.0	.0	.5	.0	.0	.1	.0	.0
5. NE7	*	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0
7. SW7	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	*	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	625	3.5	.0	50.0
B. NA	23	-500	23	0	AG	607	5.0	.0	45.0
C. ND	23	0	23	500	AG	566	3.8	.0	33.0
D. NE	23	500	23	1500	AG	566	3.5	.0	50.0
E. SF	-23	1500	-23	500	AG	527	3.5	.0	50.0
F. SA	-23	500	-23	0	AG	407	5.0	.0	45.0
G. SD	-23	0	-23	-500	AG	606	3.8	.0	33.0
H. SE	-23	-500	-23	-1500	AG	606	3.5	.0	50.0
I. WF	1500	8	500	8	AG	294	3.5	.0	35.0
J. WA	500	8	0	8	AG	126	6.0	.0	33.0
K. WD	0	8	-500	8	AG	65	4.0	.0	33.0
L. WE	-500	8	-1500	8	AG	65	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	422	3.5	.0	35.0
N. EA	-500	-8	0	-8	AG	301	6.0	.0	33.0
O. ED	0	-8	500	-8	AG	631	5.1	.0	33.0
P. EE	500	-8	1500	-8	AG	631	3.5	.0	35.0
Q. NL	0	0	15	-500	AG	18	5.0	.0	33.0
R. SL	0	0	-15	500	AG	120	5.0	.0	33.0
S. WL	0	0	500	8	AG	168	6.0	.0	33.0
T. EL	0	0	-500	-8	AG	121	6.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	25	6.0
2. SE3	48	-25	6.0
3. SW3	-48	-25	6.0
4. NW3	-48	25	6.0
5. NE7	61	38	6.0
6. SE7	61	-38	6.0
7. SW7	-61	-38	6.0
8. NW7	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	1.1	.0	.5	.0	.0	.0	.0	.0	.1
2. SE3	353.	.9	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	86.	1.3	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	95.	1.0	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	186.	.8	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	353.	.7	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	84.	.9	.0	.1	.0	.0	.0	.0	.1	.0
8. NW7	96.	.8	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.2	.0
4. NW3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
5. NE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
8. NW7	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	642	3.5	.0	50.0
B. NA	23	-500	23	0	AG	624	5.0	.0	45.0
C. ND	23	0	23	500	AG	575	3.8	.0	33.0
D. NE	23	500	23	1500	AG	575	3.5	.0	50.0
E. SF	-23	1500	-23	500	AG	542	3.5	.0	50.0
F. SA	-23	500	-23	0	AG	422	5.0	.0	45.0
G. SD	-23	0	-23	-500	AG	635	3.8	.0	33.0
H. SE	-23	-500	-23	-1500	AG	635	3.5	.0	50.0
I. WF	1500	8	500	8	AG	308	3.5	.0	35.0
J. WA	500	8	0	8	AG	126	6.0	.0	33.0
K. WD	0	8	-500	8	AG	65	4.0	.0	33.0
L. WE	-500	8	-1500	8	AG	65	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	422	3.5	.0	35.0
N. EA	-500	-8	0	-8	AG	301	6.0	.0	33.0
O. ED	0	-8	500	-8	AG	639	5.1	.0	33.0
P. EE	500	-8	1500	-8	AG	639	3.5	.0	35.0
Q. NL	0	0	15	-500	AG	18	5.0	.0	33.0
R. SL	0	0	-15	500	AG	120	5.0	.0	33.0
S. WL	0	0	500	8	AG	182	6.0	.0	33.0
T. EL	0	0	-500	-8	AG	121	6.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	25	6.0
2. SE3	48	-25	6.0
3. SW3	-48	-25	6.0
4. NW3	-48	25	6.0
5. NE7	61	38	6.0
6. SE7	61	-38	6.0
7. SW7	-61	-38	6.0
8. NW7	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	1.1	.0	.5	.0	.0	.0	.0	.0	.1
2. SE3	353.	.9	.0	.0	.3	.0	.1	.0	.0	.0
3. SW3	86.	1.4	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	95.	1.1	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	186.	.8	.0	.3	.0	.0	.0	.0	.0	.1
6. SE7	353.	.7	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	84.	.9	.0	.1	.0	.0	.0	.0	.1	.0
8. NW7	96.	.8	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.2	.0
4. NW3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
5. NE7	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
8. NW7	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	381	3.5	.0	50.0
B. NA	23	-500	23	0	AG	372	4.6	.0	45.0
C. ND	23	0	23	500	AG	406	3.7	.0	33.0
D. NE	23	500	23	1500	AG	406	3.5	.0	50.0
E. SF	-23	1500	-23	500	AG	1002	3.5	.0	50.0
F. SA	-23	500	-23	0	AG	504	4.6	.0	45.0
G. SD	-23	0	-23	-500	AG	522	3.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	522	3.5	.0	50.0
I. WF	1500	8	500	8	AG	178	3.5	.0	35.0
J. WA	500	8	0	8	AG	139	7.3	.0	33.0
K. WD	0	8	-500	8	AG	47	5.8	.0	33.0
L. WE	-500	8	-1500	8	AG	47	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	64	3.5	.0	35.0
N. EA	-500	-8	0	-8	AG	39	7.3	.0	33.0
O. ED	0	-8	500	-8	AG	650	7.3	.0	33.0
P. EE	500	-8	1500	-8	AG	650	3.5	.0	35.0
Q. NL	0	0	15	-500	AG	9	4.6	.0	33.0
R. SL	0	0	-15	500	AG	498	5.0	.0	33.0
S. WL	0	0	500	8	AG	39	7.3	.0	33.0
T. EL	0	0	-500	-8	AG	25	7.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	25	6.0
2. SE3	48	-25	6.0
3. SW3	-48	-25	6.0
4. NW3	-48	25	6.0
5. NE7	61	38	6.0
6. SE7	61	-38	6.0
7. SW7	-61	-38	6.0
8. NW7	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	85.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	86.	1.3	.0	.0	.0	.0	.0	.0	.1	.0
4. NW3	95.	1.2	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	186.	.7	.0	.2	.0	.0	.0	.0	.0	.1
6. SE7	351.	.8	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	84.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	97.	.9	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
2. SE3	.0	.1	.0	.0	.0	.0	1.1	.0	.0	.0	.0	.0
3. SW3	.0	.1	.0	.0	.0	.0	.8	.0	.0	.0	.0	.0
4. NW3	.0	.2	.0	.0	.0	.0	.5	.0	.0	.1	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: WESTERN HERITAGE WAY AND NORTH ZOO DRIVE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	397	3.5	.0	50.0
B. NA	23	-500	23	0	AG	388	4.6	.0	45.0
C. ND	23	0	23	500	AG	414	3.7	.0	33.0
D. NE	23	500	23	1500	AG	414	3.5	.0	50.0
E. SF	-23	1500	-23	500	AG	1006	3.5	.0	50.0
F. SA	-23	500	-23	0	AG	508	4.6	.0	45.0
G. SD	-23	0	-23	-500	AG	530	3.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	530	3.5	.0	50.0
I. WF	1500	8	500	8	AG	182	3.5	.0	35.0
J. WA	500	8	0	8	AG	139	7.3	.0	33.0
K. WD	0	8	-500	8	AG	47	5.8	.0	33.0
L. WE	-500	8	-1500	8	AG	47	3.5	.0	35.0
M. EF	-1500	-8	-500	-8	AG	64	3.5	.0	35.0
N. EA	-500	-8	0	-8	AG	39	7.3	.0	33.0
O. ED	0	-8	500	-8	AG	658	7.3	.0	33.0
P. EE	500	-8	1500	-8	AG	658	3.5	.0	35.0
Q. NL	0	0	15	-500	AG	9	4.6	.0	33.0
R. SL	0	0	-15	500	AG	498	5.0	.0	33.0
S. WL	0	0	500	8	AG	43	7.3	.0	33.0
T. EL	0	0	-500	-8	AG	25	7.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	25	6.0
2. SE3	48	-25	6.0
3. SW3	-48	-25	6.0
4. NW3	-48	25	6.0
5. NE7	61	38	6.0
6. SE7	61	-38	6.0
7. SW7	-61	-38	6.0
8. NW7	-61	38	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	96.	.9	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	85.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
3. SW3	86.	1.4	.0	.0	.0	.0	.0	.0	.1	.0
4. NW3	95.	1.2	.0	.0	.0	.0	.0	.1	.0	.0
5. NE7	186.	.7	.0	.2	.0	.0	.0	.0	.0	.1
6. SE7	351.	.9	.0	.0	.2	.0	.1	.0	.0	.0
7. SW7	84.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
8. NW7	97.	.9	.0	.0	.0	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
2. SE3	.0	.1	.0	.0	.0	.0	1.1	.0	.0	.0	.0	.0
3. SW3	.0	.1	.0	.0	.0	.0	.8	.0	.0	.0	.0	.0
4. NW3	.0	.2	.0	.0	.0	.0	.5	.0	.0	.1	.0	.0
5. NE7	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1	.0	.0
7. SW7	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0

Title : Autry 2010
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/04/03 13:16:16
Scen Year: 2010 -- All model years in the range 1966 to 2010 selected
Season : Annual
Area : Los Angeles

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Year: 2010 -- Model Years 1966 to 2010 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	4.933	6.678	10.020	24.669	29.814	35.261	7.252
4	4.760	6.429	9.751	24.669	29.814	35.261	7.052
5	4.598	6.197	9.503	24.669	29.814	35.261	6.866
6	4.447	5.979	8.979	22.908	27.211	33.828	6.560
7	4.305	5.776	8.502	21.293	24.894	32.517	6.277
8	4.172	5.586	8.068	19.809	22.826	31.317	6.015
9	4.048	5.408	7.671	18.446	20.979	30.220	5.772
10	3.930	5.240	7.309	17.193	19.327	29.217	5.547
11	3.819	5.083	6.976	16.041	17.845	28.301	5.337
12	3.714	4.935	6.671	14.981	16.516	27.466	5.142
13	3.615	4.796	6.390	14.006	15.321	26.707	4.961
14	3.522	4.664	6.132	13.111	14.246	26.017	4.792
15	3.433	4.540	5.893	12.289	13.276	25.393	4.634
16	3.349	4.422	5.673	11.536	12.402	24.830	4.487
17	3.269	4.311	5.470	10.848	11.611	24.326	4.350
18	3.193	4.206	5.281	10.221	10.897	23.876	4.221
19	3.121	4.106	5.106	9.640	10.249	23.478	4.100
20	3.052	4.011	4.944	9.218	9.663	23.130	3.993
21	2.987	3.921	4.793	8.825	9.131	22.830	3.891
22	2.924	3.836	4.653	8.458	8.648	22.576	3.795
23	2.865	3.754	4.522	8.117	8.210	22.367	3.705
24	2.808	3.677	4.401	7.798	7.812	22.201	3.620
25	2.754	3.604	4.287	7.500	7.450	22.078	3.540
26	2.702	3.534	4.182	7.222	7.122	21.997	3.465
27	2.653	3.467	4.084	6.962	6.823	21.958	3.393
28	2.606	3.404	3.992	6.720	6.553	21.961	3.326
29	2.561	3.344	3.907	6.493	6.307	22.005	3.263
30	2.518	3.287	3.828	6.282	6.084	22.092	3.203
31	2.477	3.233	3.754	6.085	5.883	22.223	3.147
32	2.437	3.181	3.685	5.902	5.702	22.397	3.095
33	2.400	3.132	3.622	5.731	5.539	22.617	3.045
34	2.365	3.086	3.563	5.573	5.392	22.884	2.999
35	2.331	3.042	3.509	5.427	5.262	23.199	2.956
36	2.299	3.001	3.459	5.293	5.147	23.566	2.915
37	2.268	2.962	3.414	5.169	5.046	23.987	2.878
38	2.239	2.925	3.372	5.056	4.958	24.463	2.843
39	2.212	2.890	3.335	4.954	4.882	25.000	2.812
40	2.186	2.858	3.301	4.861	4.819	25.601	2.783

Title : Autry 2014
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/04/03 13:03:38
Scen Year: 2014 -- All model years in the range 1970 to 2014 selected
Season : Annual
Area : Los Angeles

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Year: 2014 -- Model Years 1970 to 2014 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	3.138	4.763	7.268	16.185	27.401	28.940	4.999
4	3.046	4.609	7.086	16.185	27.401	28.940	4.882
5	2.960	4.465	6.917	16.185	27.401	28.940	4.772
6	2.878	4.328	6.561	14.977	25.011	27.838	4.572
7	2.801	4.200	6.236	13.867	22.883	26.826	4.387
8	2.728	4.079	5.939	12.846	20.985	25.897	4.215
9	2.658	3.964	5.667	11.907	19.289	25.043	4.054
10	2.591	3.855	5.417	11.043	17.772	24.260	3.905
11	2.528	3.753	5.188	10.250	16.411	23.542	3.766
12	2.468	3.655	4.976	9.523	15.190	22.884	3.636
13	2.410	3.562	4.781	8.857	14.093	22.283	3.515
14	2.355	3.474	4.601	8.248	13.105	21.733	3.402
15	2.302	3.391	4.434	7.694	12.214	21.232	3.296
16	2.252	3.311	4.280	7.192	11.411	20.778	3.197
17	2.204	3.235	4.136	6.738	10.685	20.367	3.104
18	2.157	3.162	4.003	6.331	10.028	19.996	3.018
19	2.113	3.093	3.879	5.959	9.433	19.665	2.937
20	2.070	3.027	3.763	5.709	8.894	19.371	2.865
21	2.029	2.963	3.655	5.477	8.405	19.113	2.797
22	1.990	2.903	3.554	5.261	7.962	18.890	2.732
23	1.952	2.845	3.460	5.059	7.559	18.700	2.671
24	1.916	2.789	3.372	4.871	7.193	18.543	2.613
25	1.880	2.736	3.289	4.696	6.860	18.418	2.559
26	1.847	2.685	3.212	4.533	6.558	18.324	2.507
27	1.814	2.636	3.140	4.381	6.284	18.262	2.457
28	1.783	2.590	3.072	4.240	6.035	18.231	2.411
29	1.753	2.545	3.008	4.108	5.809	18.232	2.366
30	1.724	2.502	2.949	3.985	5.604	18.264	2.324
31	1.696	2.461	2.893	3.871	5.419	18.328	2.285
32	1.669	2.421	2.841	3.765	5.253	18.426	2.247
33	1.643	2.384	2.792	3.667	5.103	18.557	2.212
34	1.618	2.347	2.747	3.577	4.968	18.723	2.178
35	1.594	2.313	2.705	3.494	4.849	18.926	2.146
36	1.570	2.280	2.665	3.418	4.742	19.167	2.117
37	1.548	2.248	2.629	3.348	4.649	19.447	2.089
38	1.527	2.218	2.595	3.285	4.569	19.769	2.063
39	1.506	2.190	2.564	3.228	4.499	20.136	2.038
40	1.487	2.162	2.536	3.178	4.442	20.550	2.016

Appendix C-4

- Greenhouse Gas Emissions Inventory
  - Greenhouse Gas Emissions Summary Sheet
  - CO_2e Electricity Emissions
  - CO_2e Natural Gas Emissions
  - CO_2e Mobile Source Emissions
  - EMFAC2007 CO_2 and CH_4 Emission Factors

Emission Source	CO_2E[e] (Metric Tons)
Existing	
Mobile Sources[a]	2,847
Electricity[b]	548
Natural gas[c]	122
Total	**3,518**
Project	
Mobile Sources[a]	5,511
Electricity[b]	1,043
Natural gas[c]	232
Total	**6,786**
Net Increase	
Total	3269
2004 Statewide Total[d]	391,000,000
Net Increase as Percentage of 2004 Statewide Inventory	**0.00084%**

[a] *Mobile source values were derived using EMFAC2007 in addition to the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007.*

[b] *Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.*

[c] *Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.*

d Statewide totals were derived from the California Energy Commission: http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF

[e] *All CO2E factors were derived using the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007*

Sources: PCR Services Corporation, 2007.

Electricity

Land Use	1,000 Sqft	Usage Rate [a] (kWh\sq.ft\yr)	(KWh\year)	MWh\year
Existing			0	0.00
Library	142.9	10.50	1,500,282	1500.28
Total Existing			**1,500,282**	**1500.28**
Project				
Library	271.9	10.50	2,854,782	2854.78
Total Project			**2,854,782**	**2854.78**
Net Project			**1,354,500**	**1354.50**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

GHG	lbs/MWh[b]	lbs	metric tons	CO_2E
Existing				
CO_2	804.54	1207036.88	547.5022726	547.5022726
CH_4	0.0067	10.0518894	0.004559457	0.095748589
N_2O	0.0037	5.5510434	0.002517909	0.780551752
Project				548.38
CO_2	804.54	2296786.31	1041.803896	1041.803896
CH_4	0.0067	19.1270394	0.008675872	0.182193313
N_2O	0.0037	10.5626934	0.004791153	1.4852575
Net				1043.47
CO_2	804.54	1089749.43	494.3016235	494.3016235
CH_4	0.0067	9.07515	0.004116415	0.086444724
N_2O	0.0037	5.01165	0.002273244	0.704705748

495.09 Total Annual CO2E

[b] Emission factors for CO_2, CH_4, and N_2O were derived from the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007

Natural Gas

Land Use	1,000 Sqft	Usage Rate[c] (cu.ft\sq.ft\mo)	Total Natural Gas Usage (cu.ft\mo)	Total Natural Gas Usage (cu.ft\year)	Total Natural Gas Usage (MMBTU\year)
Existing					
Library	142.9	2.9	414,364	4,972,363	5,072
Total Existing			414,364	**4,972,363**	**5,072**
Project					
Library	271.9	2.9	788,464	9,461,563	9,651
Total Project			**788,464**	**9,461,563**	**9,651**
Net Project			**374,100**	**4,489,200**	**4,579**

[a] Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

GHG	Kg/MMBtu[b]	Kg	metric tons	CO_2E (Metric Tons)
Existing				
CO_2	52.78	267,690.16	121.42	121.42
CH_4	0.0059	29.92	0.01	0.29
N_2O	0.0001	0.51	0.00	0.07
Project				**121.78**
CO_2	52.78	509,368.93	231.05	231.05
CH_4	0.0059	56.94	0.03	0.54
N_2O	0.0001	0.97	0.00	0.14
Net				231.72
CO_2	52.78	241,678.78	109.62	109.62
CH_4	0.0059	27.02	0.01	0.26
N_2O	0.0001	0.46	0.00	0.06
				109.95 Total Annual CO2E

[b] Emission factors for CO_2, CH_4, and N_2O were derived from the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007

On Road Mobile Source

Land Use	Daily VMT	Annual VMT[a]
Existing		
Weekday	11,570	3,019,770
Weekend	19,935	2,073,240
Total Existing	**31,505**	**5,093,010.00**
Project		
Weekday	22,050	5,755,050
Weekend	39,445	4,102,280
Total Project	**61,495**	**9,857,330.00**
Net Project		**4,764,320.00**

[a] Multiplied Daily VMT by 365 to get Annual VMT
[b] Factors dervied from URBEMIS2002

LA County CO_2 2014 AVG Gram/Mile[c]	**558.4865**
LA County CH_4 2014 AVG Gram/Mile[c]	**0.029**

Month	# Weekdays	# Weekend days
January	23	8
February	20	8
March	22	9
April	21	9
May	23	8
June	21	9
July	22	9
August	23	8
September	20	10
October	23	8
November	22	8
December	21	10
Total	**261**	**104**

GHG	Gram/Mile	Gram	metric tons	CO_2E (Metric Tons)
Existing				
CO_2	558.4865	2,844,377,329.37	2,844.38	2,844.38
CH_4	0.029	147,697.29	0.15	3.10
Project				2847.48
CO_2	558.4865	5,505,185,731.05	5,505.19	5,505.19
CH_4	0.029	285,862.57	0.29	6.00
Net				5511.19
CO_2	558.4865	2,660,808,401.68	2,660.81	2,660.81
CH_4	0.029	138,165.28	0.14	2.90

2663.71 Total Annual CO2E

[c] Averaged EMFAC2007 fleet values for 0-65mph
[d] Emission factors for CH_4 and N_2O were derived from the California Climate Action Registry General Reporting Protocol; Version 2.2, March 2007

EMFAC2007 Summary
2014

CO_2	
Speed	**Grams/Mile**
0	381.233
5	1214.585
10	926.164
15	732.229
20	601.204
25	516.635
30	459.493
35	422.46
40	401.194
45	393.394
50	398.323
55	416.665
60	450.66
65	504.572
AVG	**558.4865**

CH_4	
Speed	**Grams/Mile**
0	0.039
5	0.07
10	0.052
15	0.039
20	0.031
25	0.025
30	0.022
35	0.019
40	0.018
45	0.017
50	0.017
55	0.017
60	0.019
65	0.021
AVG	**0.029**

Pollutant Name: Carbon Dioxide Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	934.739	5301.15	0	0	381.233
5	942.779	1182.969	1702.259	2988.339	2661.031	255.678	1214.585
10	712.486	894.367	1258.11	2487.113	2401.597	214.432	926.164
15	558.861	701.844	971.67	2093.937	2248.392	184.685	732.229
20	454.978	571.658	783.088	1816.327	2155.107	163.301	601.204
25	384.443	483.264	657.703	1710.952	2097.132	148.251	516.635
30	337.151	423.997	575	1627.405	2061.014	138.241	459.493
35	306.876	386.057	522.745	1562.582	2039.28	132.509	422.46
40	289.898	364.78	493.811	1514.78	2027.841	130.711	401.194
45	284.228	357.675	484.477	1483.165	2024.682	132.882	393.394
50	289.22	363.931	493.59	1467.51	2029.267	139.467	398.323
55	305.443	384.262	522.318	1468.144	2042.379	151.421	416.665
60	334.792	421.042	574.413	1486.033	2066.348	170.422	450.66
65	380.861	478.775	657.069	1523.083	2105.754	199.258	504.572

Pollutant Name: Methane Temperature: 60F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0.154	0.379	0	0	0.039
5	0.05	0.067	0.08	0.239	0.177	0.302	0.07
10	0.038	0.052	0.063	0.138	0.124	0.257	0.052
15	0.029	0.04	0.05	0.072	0.091	0.227	0.039
20	0.023	0.032	0.04	0.044	0.07	0.208	0.031
25	0.019	0.027	0.034	0.036	0.055	0.197	0.025
30	0.016	0.023	0.029	0.03	0.046	0.19	0.022
35	0.014	0.02	0.026	0.026	0.04	0.188	0.019
40	0.013	0.018	0.024	0.023	0.035	0.191	0.018
45	0.012	0.018	0.023	0.021	0.033	0.198	0.017
50	0.012	0.017	0.023	0.021	0.031	0.21	0.017
55	0.012	0.018	0.023	0.021	0.031	0.23	0.017
60	0.013	0.019	0.025	0.023	0.031	0.26	0.019
65	0.015	0.021	0.027	0.026	0.032	0.307	0.021

Appendix E

Noise Technical Worksheets

Autry National Center Improvements
Draft EIR

Noise Worksheets

Provided by PCR Services Corporation

August 2007

E-1 Ambient Noise Data

E-2 Off-Site Traffic Noise Calculations

E-3 Construction Noise Calculations

Appendix E-1

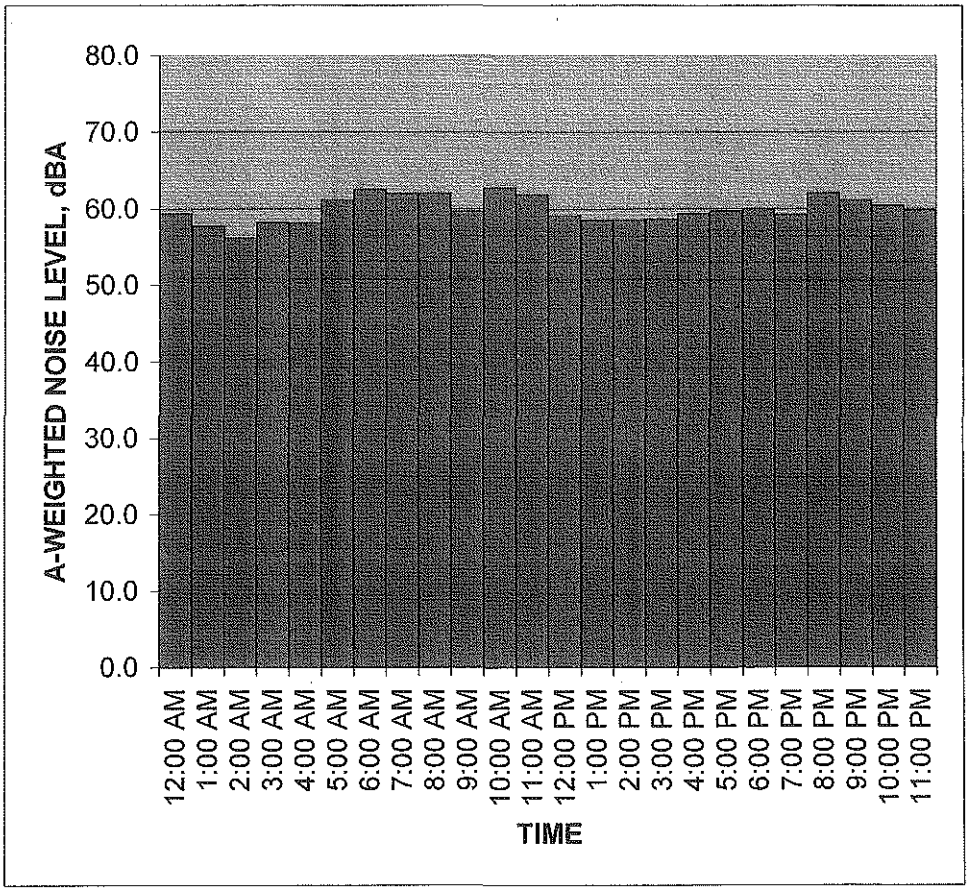
- Ambient Noise Data

Measured Ambient Noise Levels

Project: Autry National Center
Location: R1 - North Parking Lot
Sources: Traffic Volumes

Date: August 4, 2006

TIME	HNL, dB(A)
12:00 AM	59.3
1:00 AM	57.8
2:00 AM	56.2
3:00 AM	58.2
4:00 AM	58.1
5:00 AM	61.2
6:00 AM	62.5
7:00 AM	62.0
8:00 AM	62.0
9:00 AM	59.7
10:00 AM	62.7
11:00 AM	61.9
12:00 PM	59.1
1:00 PM	58.5
2:00 PM	58.6
3:00 PM	58.7
4:00 PM	59.3
5:00 PM	59.7
6:00 PM	60.0
7:00 PM	59.2
8:00 PM	62.0
9:00 PM	61.0
10:00 PM	60.4
11:00 PM	59.8
CNEL, dB(A):	**66.5**



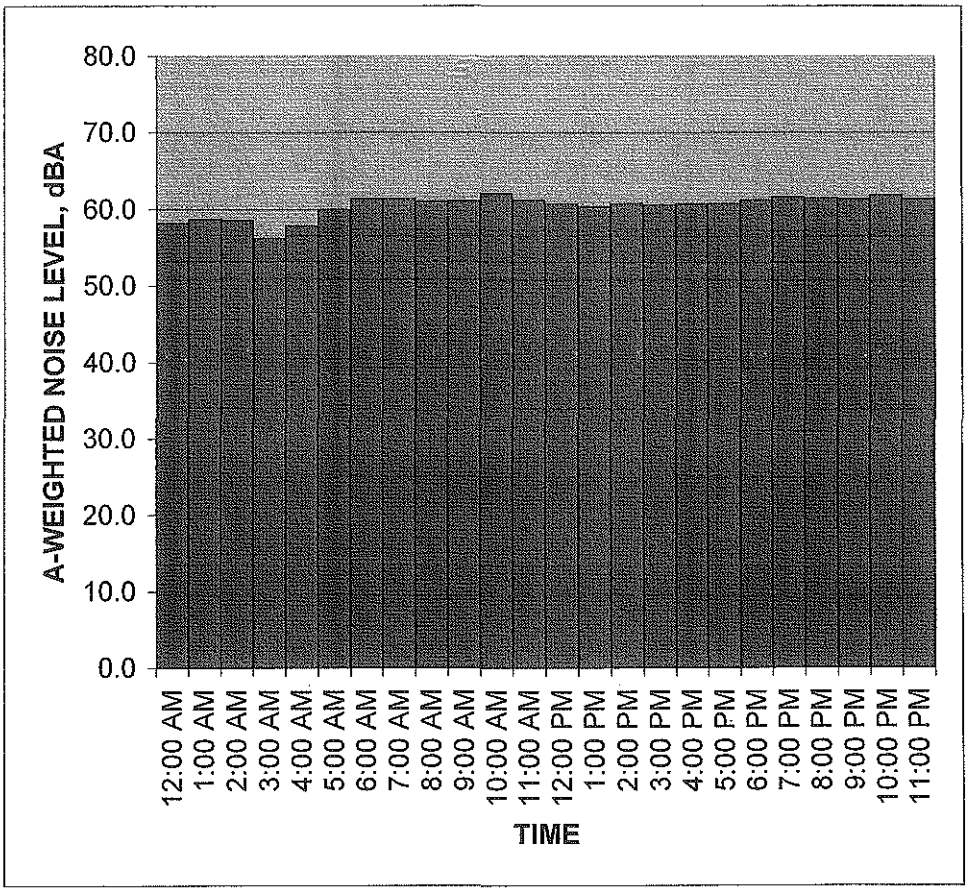
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R1 - North Parking Lot
Sources: Traffic Volumes

Date: August 5, 2006

TIME	HNL, dB(A)
12:00 AM	58.2
1:00 AM	58.7
2:00 AM	58.6
3:00 AM	56.2
4:00 AM	57.8
5:00 AM	60.0
6:00 AM	61.4
7:00 AM	61.4
8:00 AM	61.0
9:00 AM	61.1
10:00 AM	62.1
11:00 AM	61.2
12:00 PM	60.8
1:00 PM	60.3
2:00 PM	60.8
3:00 PM	60.6
4:00 PM	60.6
5:00 PM	60.7
6:00 PM	61.2
7:00 PM	61.5
8:00 PM	61.3
9:00 PM	61.2
10:00 PM	61.8
11:00 PM	61.3
CNEL, dB(A):	**66.7**



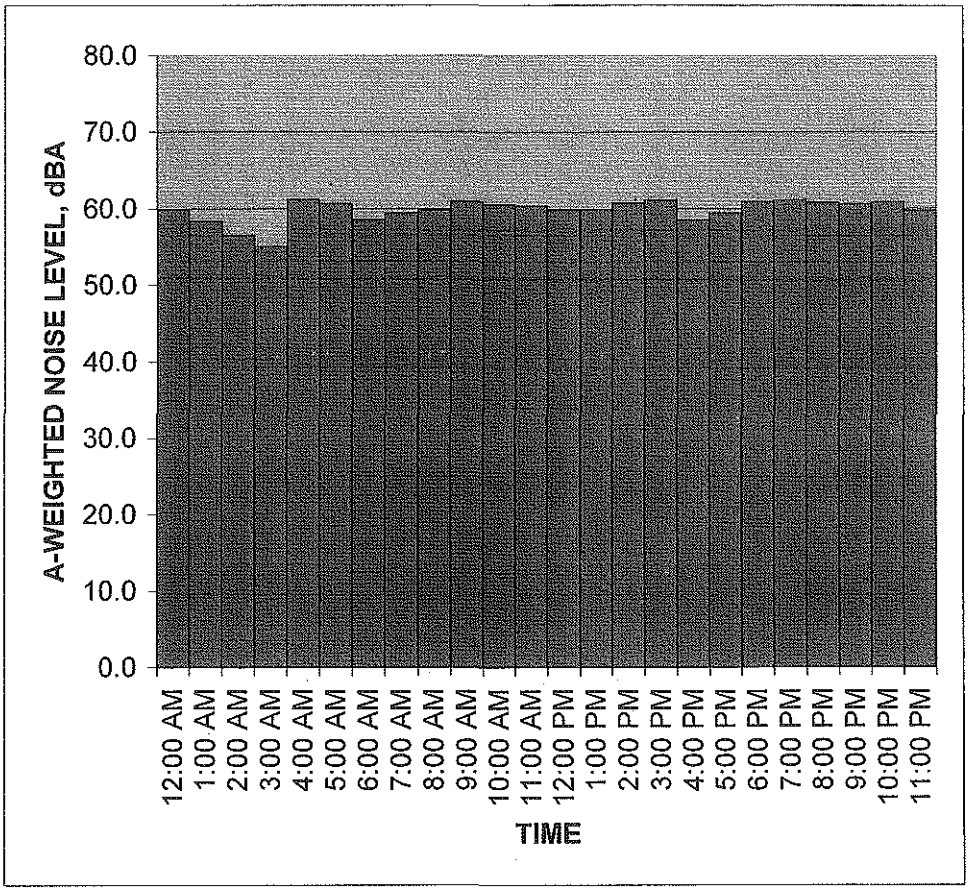
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R1 - North Parking Lot
Sources: Traffic Volumes

Date: August 6, 2006

TIME	HNL, dB(A)
12:00 AM	59.9
1:00 AM	58.3
2:00 AM	56.5
3:00 AM	55.1
4:00 AM	61.2
5:00 AM	60.7
6:00 AM	58.6
7:00 AM	59.4
8:00 AM	59.8
9:00 AM	60.9
10:00 AM	60.6
11:00 AM	60.3
12:00 PM	59.8
1:00 PM	59.9
2:00 PM	60.8
3:00 PM	61.1
4:00 PM	58.5
5:00 PM	59.4
6:00 PM	60.9
7:00 PM	61.1
8:00 PM	60.8
9:00 PM	60.5
10:00 PM	60.9
11:00 PM	59.8
CNEL, dB(A):	**66.3**



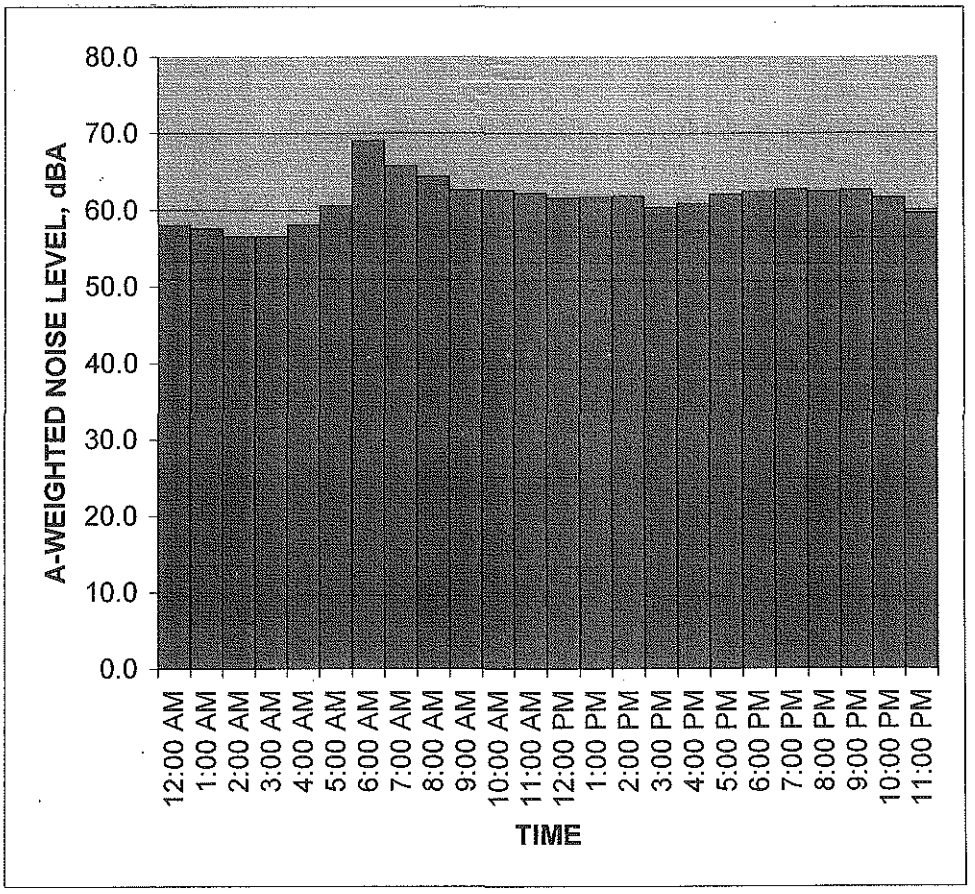
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R1 - North Parking Lot
Sources: Traffic Volumes

Date: August 7, 2006

TIME	HNL, dB(A)
12:00 AM	58.0
1:00 AM	57.6
2:00 AM	56.6
3:00 AM	56.6
4:00 AM	58.1
5:00 AM	60.6
6:00 AM	69.0
7:00 AM	65.8
8:00 AM	64.4
9:00 AM	62.6
10:00 AM	62.6
11:00 AM	62.2
12:00 PM	61.6
1:00 PM	61.8
2:00 PM	61.8
3:00 PM	60.3
4:00 PM	60.9
5:00 PM	62.0
6:00 PM	62.4
7:00 PM	62.6
8:00 PM	62.4
9:00 PM	62.6
10:00 PM	61.6
11:00 PM	59.6
CNEL, dB(A):	**68.8**



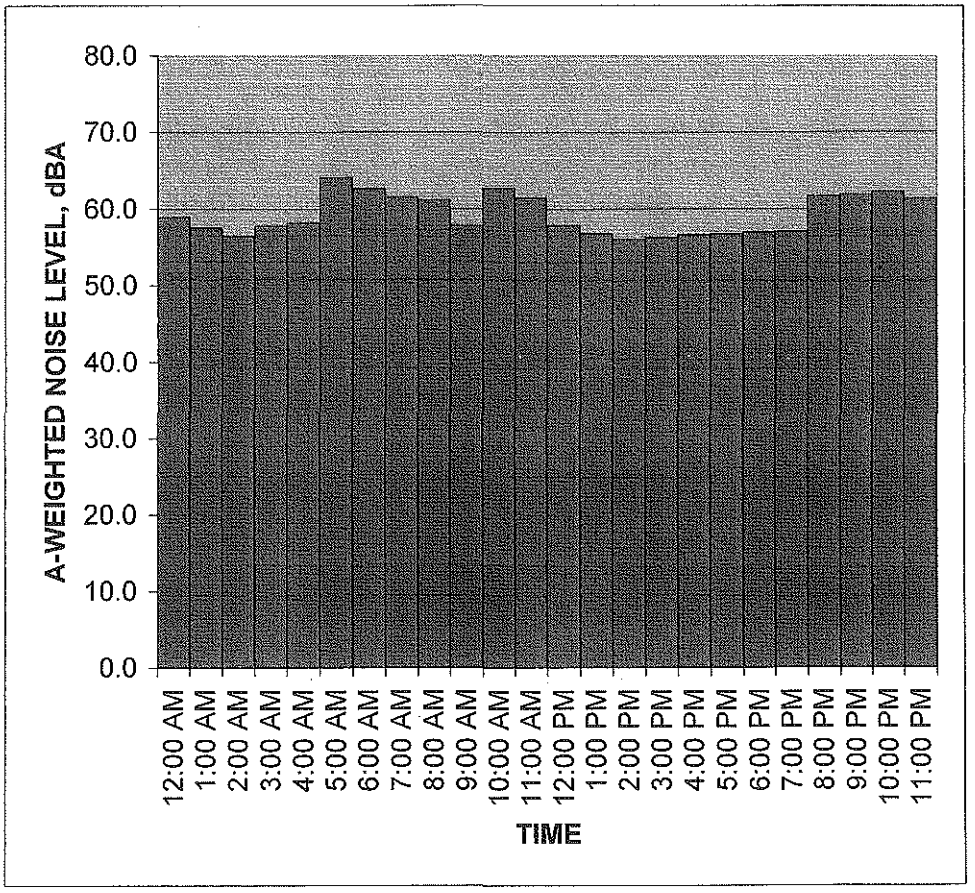
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R2 - South Lawn Near Golf Course
Sources: Traffic Volumes

Date: August 4, 2006

TIME	HNL, dB(A)
12:00 AM	58.9
1:00 AM	57.6
2:00 AM	56.4
3:00 AM	57.8
4:00 AM	58.1
5:00 AM	64.1
6:00 AM	62.6
7:00 AM	61.5
8:00 AM	61.2
9:00 AM	57.8
10:00 AM	62.7
11:00 AM	61.4
12:00 PM	57.8
1:00 PM	56.8
2:00 PM	56.0
3:00 PM	56.2
4:00 PM	56.6
5:00 PM	56.7
6:00 PM	56.9
7:00 PM	57.0
8:00 PM	61.6
9:00 PM	61.9
10:00 PM	62.2
11:00 PM	61.3
CNEL, dB(A):	**67.2**



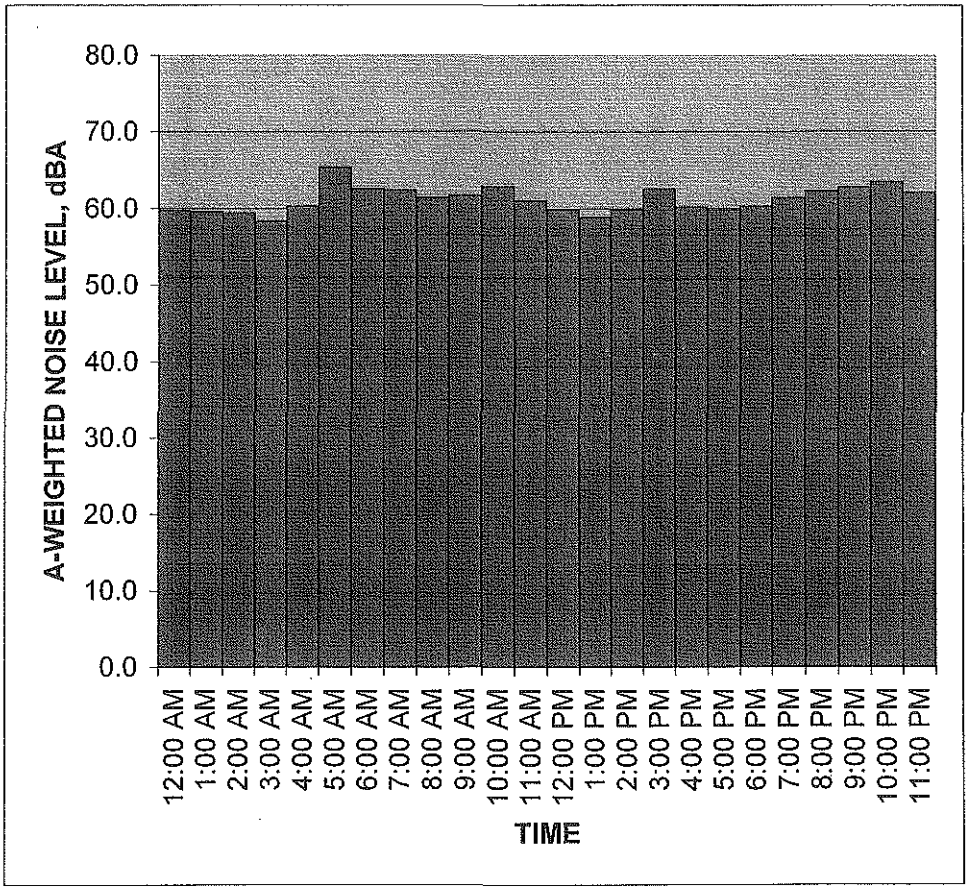
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R2 - South Lawn Near Golf Course
Sources: Traffic Volumes

Date: August 5, 2006

TIME	HNL, dB(A)
12:00 AM	59.8
1:00 AM	59.6
2:00 AM	59.4
3:00 AM	58.3
4:00 AM	60.3
5:00 AM	65.3
6:00 AM	62.6
7:00 AM	62.4
8:00 AM	61.4
9:00 AM	61.6
10:00 AM	62.9
11:00 AM	61.0
12:00 PM	59.9
1:00 PM	58.9
2:00 PM	59.8
3:00 PM	62.5
4:00 PM	60.2
5:00 PM	59.8
6:00 PM	60.2
7:00 PM	61.3
8:00 PM	62.2
9:00 PM	62.7
10:00 PM	63.4
11:00 PM	62.0
CNEL, dB(A):	**68.4**



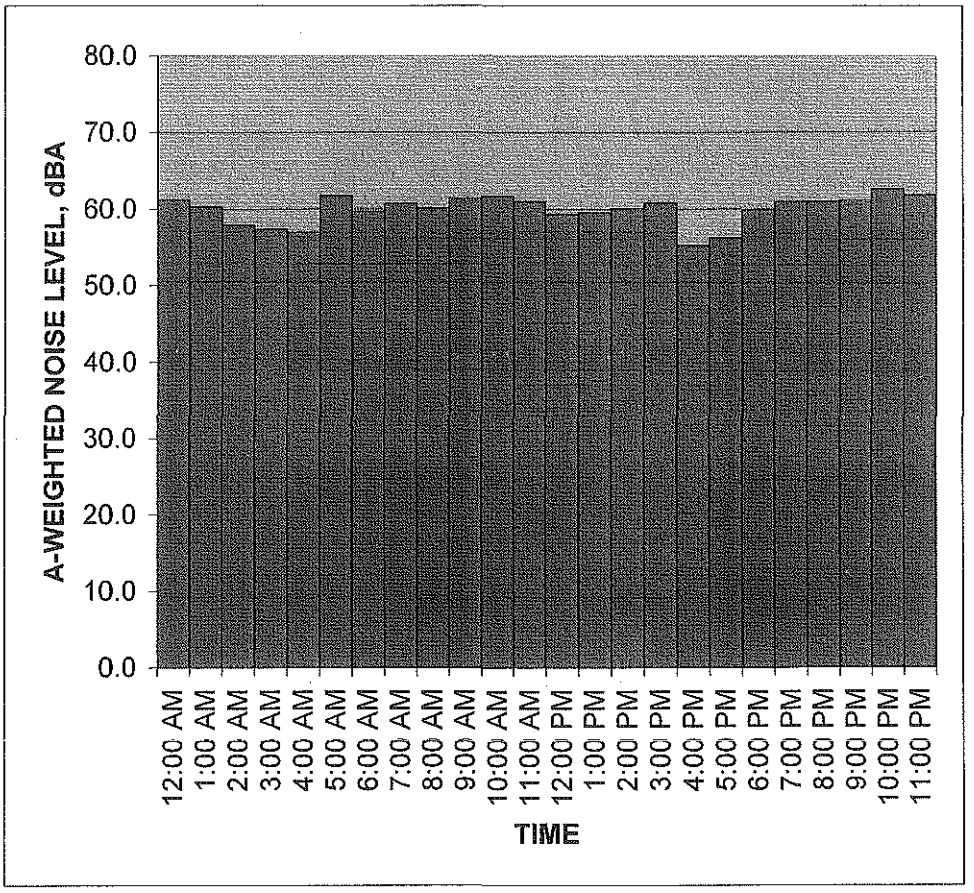
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R2 - South Lawn Near Golf Course
Sources: Traffic Volumes

Date: August 6, 2006

TIME	HNL, dB(A)
12:00 AM	61.2
1:00 AM	60.3
2:00 AM	57.9
3:00 AM	57.3
4:00 AM	57.0
5:00 AM	61.8
6:00 AM	59.7
7:00 AM	60.7
8:00 AM	60.1
9:00 AM	61.4
10:00 AM	61.7
11:00 AM	61.0
12:00 PM	59.3
1:00 PM	59.5
2:00 PM	60.1
3:00 PM	60.8
4:00 PM	55.2
5:00 PM	56.2
6:00 PM	59.9
7:00 PM	60.9
8:00 PM	61.0
9:00 PM	61.1
10:00 PM	62.6
11:00 PM	61.8
CNEL, dB(A):	**67.1**



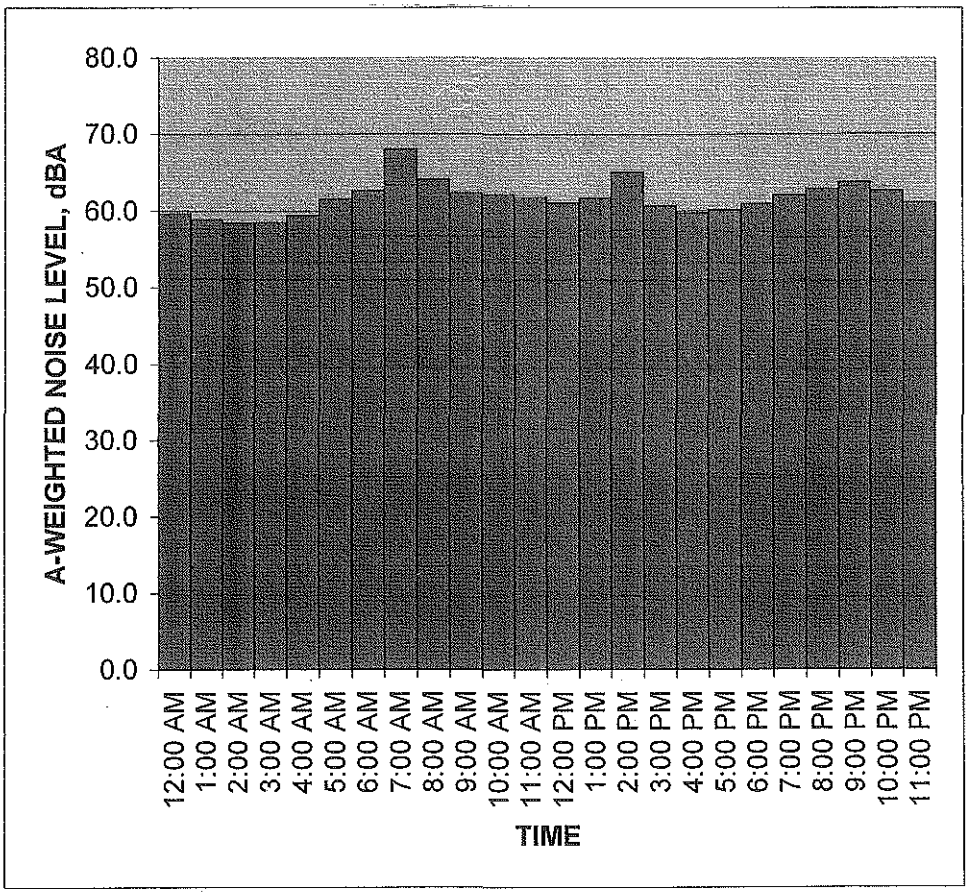
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R2 - South Lawn Near Golf Course
Sources: Traffic Volumes

Date: August 7, 2006

TIME	HNL, dB(A)
12:00 AM	59.7
1:00 AM	58.9
2:00 AM	58.4
3:00 AM	58.5
4:00 AM	59.4
5:00 AM	61.5
6:00 AM	62.6
7:00 AM	68.1
8:00 AM	64.1
9:00 AM	62.3
10:00 AM	62.2
11:00 AM	61.8
12:00 PM	61.1
1:00 PM	61.7
2:00 PM	65.1
3:00 PM	60.7
4:00 PM	59.7
5:00 PM	60.1
6:00 PM	60.9
7:00 PM	62.1
8:00 PM	62.9
9:00 PM	63.7
10:00 PM	62.6
11:00 PM	61.0
CNEL, dB(A):	**67.8**



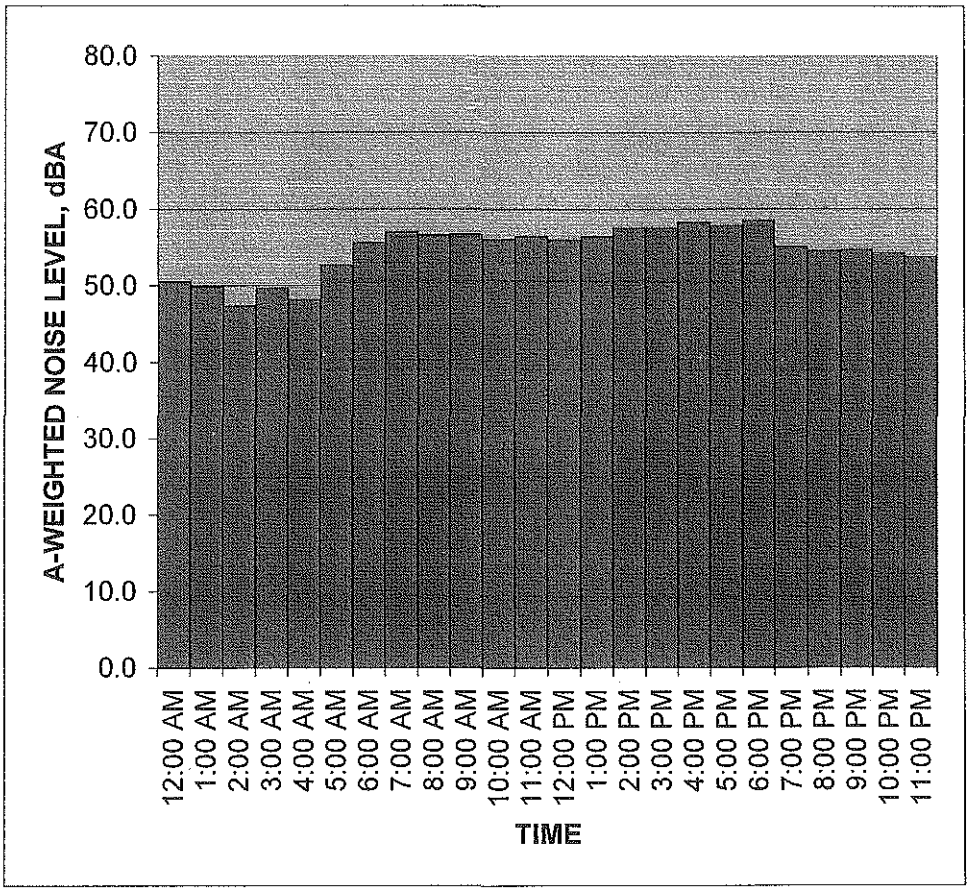
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R3 - Magnet Center
Sources: Traffic Volumes

Date: August 4, 2006

TIME	HNL, dB(A)
12:00 AM	50.5
1:00 AM	49.9
2:00 AM	47.3
3:00 AM	49.7
4:00 AM	48.2
5:00 AM	52.7
6:00 AM	55.6
7:00 AM	57.0
8:00 AM	56.6
9:00 AM	56.7
10:00 AM	56.0
11:00 AM	56.4
12:00 PM	56.0
1:00 PM	56.4
2:00 PM	57.5
3:00 PM	57.4
4:00 PM	58.2
5:00 PM	57.8
6:00 PM	58.4
7:00 PM	55.1
8:00 PM	54.5
9:00 PM	54.7
10:00 PM	54.3
11:00 PM	53.7
CNEL, dB(A):	**60.0**



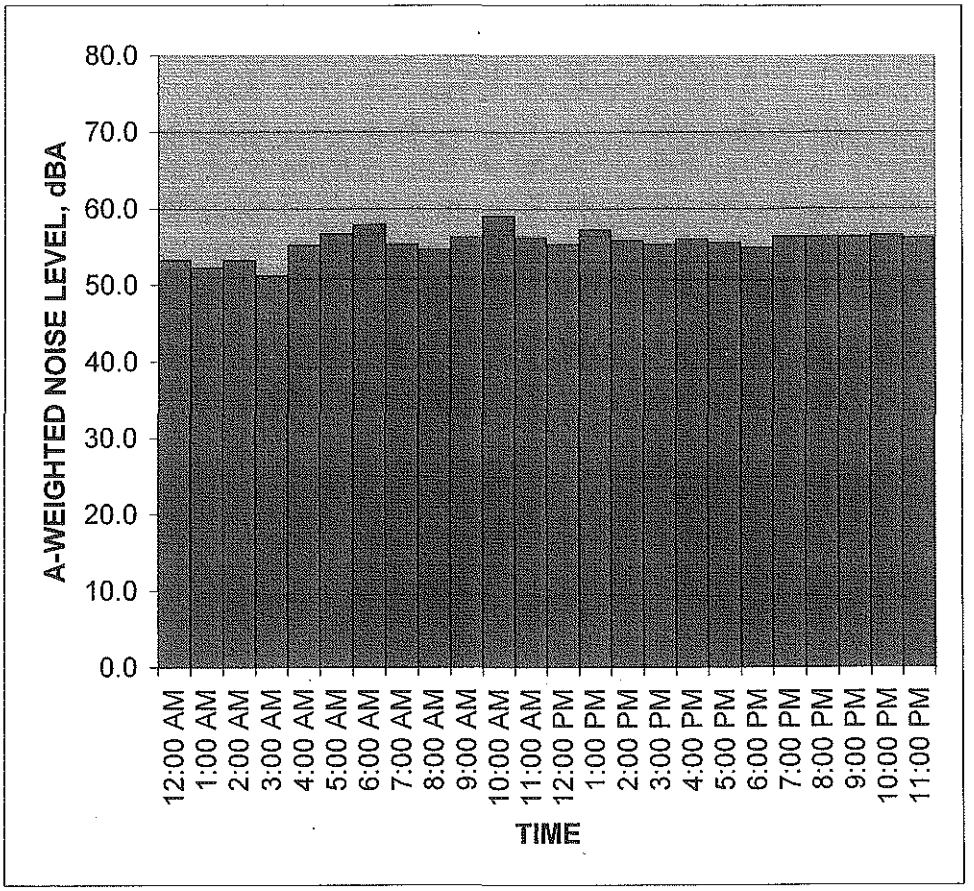
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R3 - Magnet Center
Sources: Traffic Volumes

Date: August 5, 2006

TIME	HNL, dB(A)
12:00 AM	53.2
1:00 AM	52.3
2:00 AM	53.2
3:00 AM	51.2
4:00 AM	55.2
5:00 AM	56.7
6:00 AM	57.9
7:00 AM	55.3
8:00 AM	54.7
9:00 AM	56.2
10:00 AM	59.1
11:00 AM	56.2
12:00 PM	55.3
1:00 PM	57.2
2:00 PM	55.9
3:00 PM	55.3
4:00 PM	56.0
5:00 PM	55.6
6:00 PM	54.9
7:00 PM	56.3
8:00 PM	56.3
9:00 PM	56.3
10:00 PM	56.6
11:00 PM	56.2
CNEL, dB(A):	**62.1**



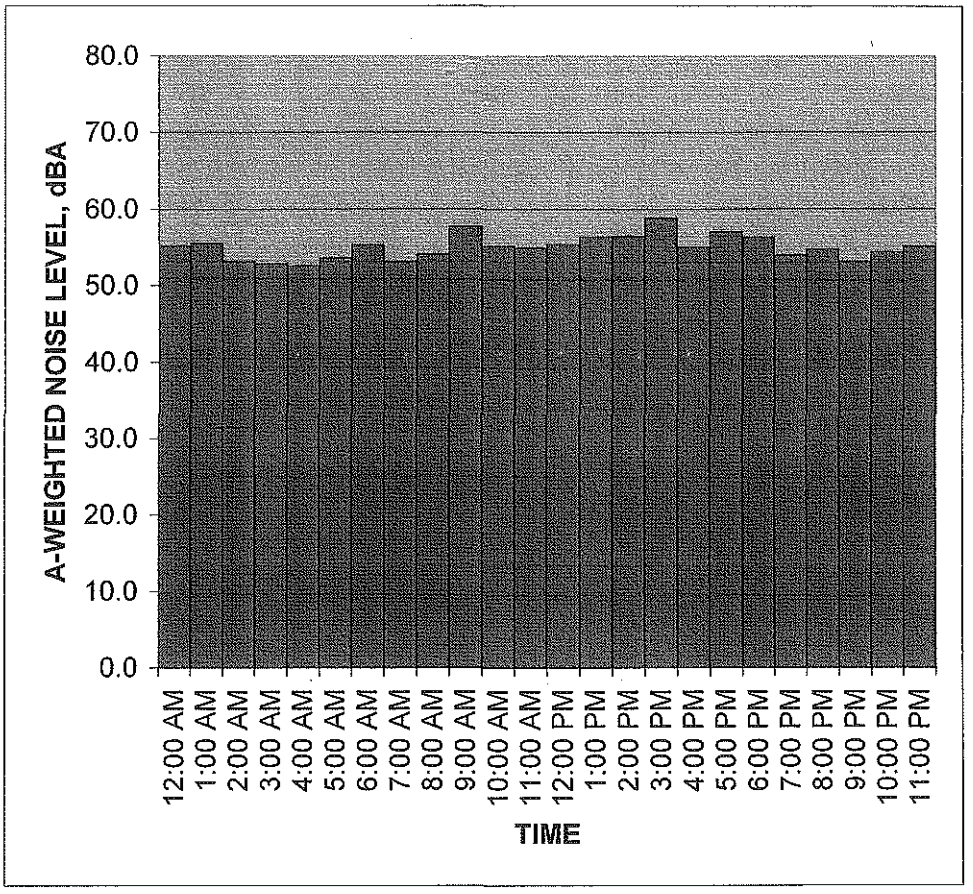
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R3 - Magnet Center
Sources: Traffic Volumes

Date: August 6, 2006

TIME	HNL, dB(A)
12:00 AM	55.1
1:00 AM	55.5
2:00 AM	53.1
3:00 AM	52.8
4:00 AM	52.6
5:00 AM	53.6
6:00 AM	55.3
7:00 AM	53.1
8:00 AM	54.1
9:00 AM	57.8
10:00 AM	55.2
11:00 AM	54.9
12:00 PM	55.4
1:00 PM	56.4
2:00 PM	56.4
3:00 PM	58.8
4:00 PM	55.1
5:00 PM	57.0
6:00 PM	56.3
7:00 PM	54.0
8:00 PM	54.8
9:00 PM	53.1
10:00 PM	54.4
11:00 PM	55.1
CNEL, dB(A):	61.2



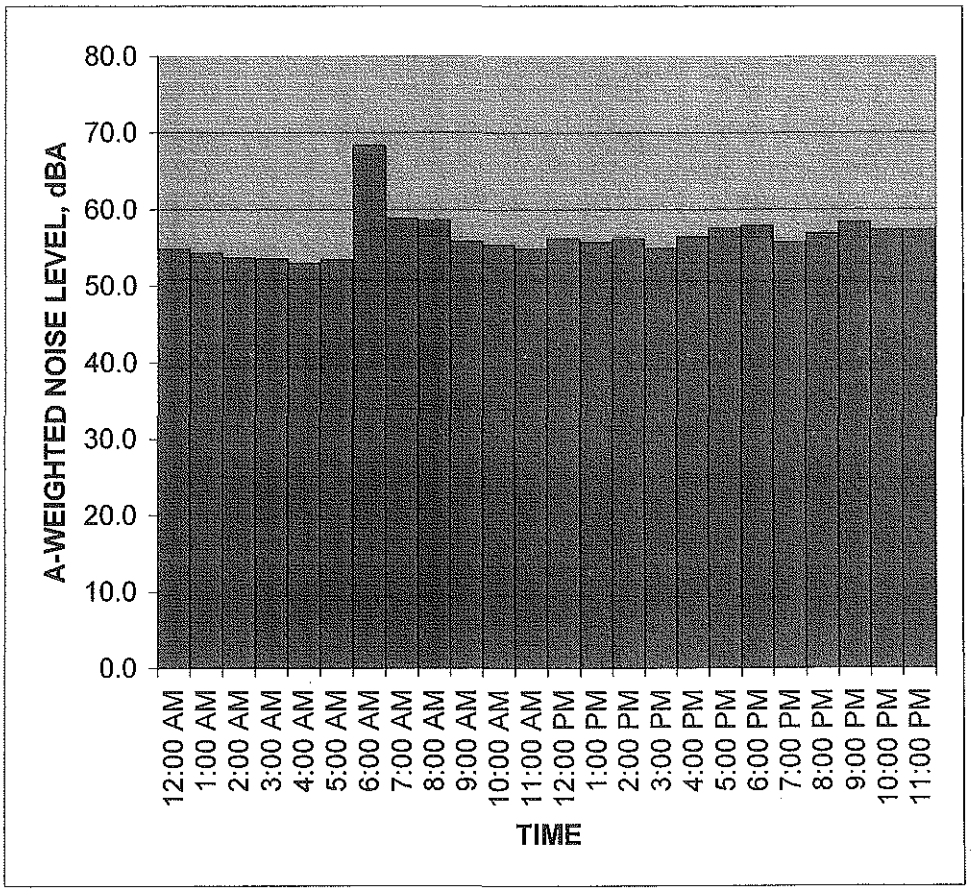
NOTES:

Measured Ambient Noise Levels

Project: Autry National Center
Location: R3 - Magnet Center
Sources: Traffic Volumes

Date: August 7, 2006

TIME	HNL, dB(A)
12:00 AM	54.9
1:00 AM	54.3
2:00 AM	53.7
3:00 AM	53.5
4:00 AM	52.9
5:00 AM	53.4
6:00 AM	68.4
7:00 AM	58.8
8:00 AM	58.6
9:00 AM	55.8
10:00 AM	55.4
11:00 AM	54.9
12:00 PM	56.2
1:00 PM	55.7
2:00 PM	56.1
3:00 PM	54.9
4:00 PM	56.4
5:00 PM	57.6
6:00 PM	57.8
7:00 PM	55.8
8:00 PM	56.8
9:00 PM	58.3
10:00 PM	57.3
11:00 PM	57.3
CNEL, dB(A):	**66.4**



NOTES:

Appendix E-2

- Off-Site Traffic Noise Calculations

Off-Site Traffic Noise Calculations

Phase 1 - Weekday

Existing	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	899	899	0	64.3	60.3	58.3	65.5	61.5	59.5
Griffith Park/Crystal Springs north of I-5 Ramps	1005	1005	0	65.9	61.2	59.0	67.2	62.4	60.2
Los Feliz Blvd. West of Riverside Dr.	5145	5145	0	72.9	69.0	66.9	74.2	70.2	68.1
Riverside Dr. south of Los Feliz Blvd.	968	968	0	65.7	61.7	59.6	66.9	62.9	60.9
0			0	-	-	-	-	-	-

Future No Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	940	940	0	64.5	60.5	58.5	65.7	61.7	59.7
Griffith Park/Crystal Springs north of I-5 Ramps	1049	1049	0	66.1	61.4	59.2	67.3	62.6	60.4
Los Feliz Blvd. West of Riverside Dr.	5478	5478	0	73.2	69.2	67.2	74.4	70.4	68.4
Riverside Dr. south of Los Feliz Blvd.	1042	1042	0	66.0	62.0	60.0	67.2	63.2	61.2
0			0	-	-	-	-	-	-

Future With Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1008	1008	0	64.8	60.8	58.8	66.0	62.0	60.0
Griffith Park/Crystal Springs north of I-5 Ramps	1081	1081	0	66.3	61.5	59.3	67.5	62.7	60.5
Los Feliz Blvd. West of Riverside Dr.	5583	5583	0	73.3	69.3	67.3	74.5	70.5	68.5
Riverside Dr. south of Los Feliz Blvd.	1067	1067	0	66.1	62.1	60.1	67.3	63.3	61.3
0			0	-	-	-	-	-	-

CNEL

Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Western Heritage Way south of North Zoo Dr.	0.3	0.5	0.3	0.5
Griffith Park/Crystal Springs north of I-5 Ramps	0.1	0.3	0.2	0.3
Los Feliz Blvd. West of Riverside Dr.	0.1	0.3	0.1	0.3
Riverside Dr. south of Los Feliz Blvd.	0.1	0.4	0.1	0.4
0	-	-	-	-

Off-Site Traffic Noise Calculations

Phase 1 - Weekend

Existing	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1083	1083	0	65.1	61.1	59.1	66.3	62.3	60.3
Griffith Park/Crystal Springs north of I-5 Ramps	1086	1086	0	66.3	61.6	59.3	67.5	62.8	60.6
Los Feliz Blvd. West of Riverside Dr.	6089	6089	0	73.7	69.7	67.6	74.9	70.9	68.9
Riverside Dr. south of Los Feliz Blvd.	1415	1415	0	67.3	63.3	61.3	68.6	64.6	62.5
0			0	-	-	-	-	-	-

Future No Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1135	1135	0	65.3	61.3	59.3	66.5	62.5	60.5
Griffith Park/Crystal Springs north of I-5 Ramps	1138	1138	0	66.5	61.8	59.5	67.7	63.0	60.8
Los Feliz Blvd. West of Riverside Dr.	6545	6545	0	74.0	70.0	67.9	75.2	71.2	69.2
Riverside Dr. south of Los Feliz Blvd.	1536	1536	0	67.7	63.7	61.7	68.9	64.9	62.9
0			0	-	-	-	-	-	-

Future With Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1186	1186	0	65.5	61.5	59.5	66.7	62.7	60.7
Griffith Park/Crystal Springs north of I-5 Ramps	1149	1149	0	66.5	61.8	59.6	67.7	63.0	60.8
Los Feliz Blvd. West of Riverside Dr.	6547	6547	0	74.0	70.0	68.0	75.2	71.2	69.2
Riverside Dr. south of Los Feliz Blvd.	1544	1544	0	67.7	63.7	61.7	68.9	64.9	62.9
0			0	-	-	-	-	-	-

Summary	CNEL			
	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Western Heritage Way south of North Zoo Dr.	0.2	0.4	0.2	0.4
Griffith Park/Crystal Springs north of I-5 Ramps	0.0	0.2	0.0	0.2
Los Feliz Blvd. West of Riverside Dr.	0.0	0.3	0.0	0.3
Riverside Dr. south of Los Feliz Blvd.	0.0	0.3	0.0	0.3
0	-	-	-	-

Off-Site Traffic Noise Calculations

Phase 2 - Weekday

Existing

Roadway/Segment	Traffic Volumes AM	PM	ADT	Leq ROW	50 Feet	100 Feet	CNEL ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	899	899	0	64.3	60.3	58.3	65.5	61.5	59.5
Griffith Park/Crystal Springs north of I-5 Ramps	1005	1005	0	65.9	61.2	59.0	67.2	62.4	60.2
Los Feliz Blvd. West of Riverside Dr.	5145	5145	0	72.9	69.0	66.9	74.2	70.2	68.1
Riverside Dr. south of Los Feliz Blvd.	968	968	0	65.7	61.7	59.6	66.9	62.9	60.9
0			0	-	-	-	-	-	-

Future No Project

Roadway/Segment	Traffic Volumes AM	PM	ADT	Leq ROW	50 Feet	100 Feet	CNEL ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1011	1011	0	64.8	60.8	58.8	66.0	62.0	60.0
Griffith Park/Crystal Springs north of I-5 Ramps	1098	1098	0	66.3	61.6	59.4	67.5	62.8	60.6
Los Feliz Blvd. West of Riverside Dr.	5699	5699	0	73.4	69.4	67.3	74.6	70.6	68.6
Riverside Dr. south of Los Feliz Blvd.	1088	1088	0	66.2	62.2	60.2	67.4	63.4	61.4
0			0	-	-	-	-	-	-

Future With Project

Roadway/Segment	Traffic Volumes AM	PM	ADT	Leq ROW	50 Feet	100 Feet	CNEL ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1031	1031	0	64.9	60.9	58.9	66.1	62.1	60.1
Griffith Park/Crystal Springs north of I-5 Ramps	1102	1102	0	66.3	61.6	59.4	67.6	62.8	60.6
Los Feliz Blvd. West of Riverside Dr.	5700	5700	0	73.4	69.4	67.3	74.6	70.6	68.6
Riverside Dr. south of Los Feliz Blvd.	1090	1090	0	66.2	62.2	60.2	67.4	63.4	61.4
0			0	-	-	-	-	-	-

Summary — CNEL

Roadway/Segment	50 ft. from ROW Project Increment	Cumulative Increment	At ROW Project Increment	Cumulative Increment
Western Heritage Way south of North Zoo Dr.	0.1	0.6	0.1	0.6
Griffith Park/Crystal Springs north of I-5 Ramps	0.0	0.4	0.1	0.4
Los Feliz Blvd. West of Riverside Dr.	0.0	0.4	0.0	0.4
Riverside Dr. south of Los Feliz Blvd.	0.0	0.5	0.0	0.5
0	-	-	-	-

Off-Site Traffic Noise Calculations

Phase 2 - Weekend

Existing	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1083	1083	0	65.1	61.1	59.1	66.3	62.3	60.3
Griffith Park/Crystal Springs north of I-5 Ramps	1086	1086	0	66.3	61.6	59.3	67.5	62.8	60.6
Los Feliz Blvd. West of Riverside Dr.	6089	6089	0	73.7	69.7	67.6	74.9	70.9	68.9
Riverside Dr. south of Los Feliz Blvd.	1415	1415	0	67.3	63.3	61.3	68.6	64.6	62.5
0			0	-	-	-	-	-	-

Future No Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1232	1232	0	65.7	61.7	59.6	66.9	62.9	60.8
Griffith Park/Crystal Springs north of I-5 Ramps	1195	1195	0	66.7	62.0	59.8	67.9	63.2	61.0
Los Feliz Blvd. West of Riverside Dr.	6808	6808	0	74.2	70.2	68.1	75.4	71.4	69.3
Riverside Dr. south of Los Feliz Blvd.	1605	1605	0	67.9	63.9	61.8	69.1	65.1	63.1
0			0	-	-	-	-	-	-

Future With Project	Traffic Volumes			Leq			CNEL		
Roadway/Segment	AM	PM	ADT	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Western Heritage Way south of North Zoo Dr.	1264	1264	0	65.8	61.8	59.7	67.0	63.0	61.0
Griffith Park/Crystal Springs north of I-5 Ramps	1201	1201	0	66.7	62.0	59.8	67.9	63.2	61.0
Los Feliz Blvd. West of Riverside Dr.	6810	6810	0	74.2	70.2	68.1	75.4	71.4	69.3
Riverside Dr. south of Los Feliz Blvd.	1610	1610	0	67.9	63.9	61.9	69.1	65.1	63.1
0			0	-	-	-	-	-	-

CNEL

Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Western Heritage Way south of North Zoo Dr.	0.1	0.7	0.1	0.7
Griffith Park/Crystal Springs north of I-5 Ramps	0.0	0.4	0.0	0.4
Los Feliz Blvd. West of Riverside Dr.	0.0	0.5	0.0	0.5
Riverside Dr. south of Los Feliz Blvd.	0.0	0.5	0.0	0.5
0	-	-	-	-

Appendix E–3

- Construction Noise Calculations

Project: Autry National Center

Construction Phase: **Phase 1**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	550	0
Crane	1	81	40%	550	0
Dump/Haul Trucks	1	76	20%	550	0
Rubber Tired Dozer	1	82	50%	550	0
Tractor/Loader/Backhoe	1	80	50%	550	0
Other Equipment	1	80	20%	550	0

Receptor: ***Zoo***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **65**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Grader	1	85	50%	550	0
Roller	1	80	40%	550	0
Tractor/Loader/Backhoe	1	80	50%	550	0
Other Equipment	1	80	20%	550	0

Receptor: ***Zoo***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **63**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: Phase 1
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	600	0
Forklifts	1	75	50%	600	0
Rubber Tired Loader	1	79	50%	600	0
Tractor/Loader/Backhoe	1	80	50%	600	0
Other Equipment	1	80	20%	600	0

Receptor: *Zoo*

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: 61

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	10%	50	0
Crane	1	81	40%	50	0
Dump/Haul Trucks	1	76	20%	50	0
Rubber Tired Dozer	1	82	50%	50	0
Tractor/Loader/Backhoe	1	80	50%	50	0
Other Equipment	1	80	20%	50	0

Receptor: ***Golf Course***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **85**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Grader	1	85	50%	50	0
Roller	1	80	40%	50	0
Tractor/Loader/Backhoe	1	80	50%	50	0
Other Equipment	1	80	20%	50	0

Receptor: ***Golf Course***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **84**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	450	0
Forklifts	1	75	50%	450	0
Rubber Tired Loader	1	79	50%	450	0
Tractor/Loader/Backhoe	1	80	50%	450	0
Other Equipment	1	80	20%	450	0

Receptor: ***Golf Course***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **63**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	750	0
Crane	1	81	40%	750	0
Dump/Haul Trucks	1	76	20%	750	0
Rubber Tired Dozer	1	82	50%	750	0
Tractor/Loader/Backhoe	1	80	50%	750	0
Other Equipment	1	80	20%	750	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **63**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Grader	1	85	50%	750	0
Roller	1	80	40%	750	0
Tractor/Loader/Backhoe	1	80	50%	750	0
Other Equipment	1	80	20%	750	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **61**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 1**
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	1150	0
Forklifts	1	75	50%	1150	0
Rubber Tired Loader	1	79	50%	1150	0
Tractor/Loader/Backhoe	1	80	50%	1150	0
Other Equipment	1	80	20%	1150	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **55**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	900	0
Rubber Tired Dozer	1	79	40%	900	0
Tractor/Loader/Backhoe	1	80	50%	900	0
Other Equipment	1	80	20%	900	0
Dump/Haul Trucks	1	76	20%	900	0

Receptor: ***Zoo***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **60**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	79	50%	900	0
Crane	1	81	40%	900	0
Excavator	1	81	50%	900	0
Rubber Tired Loader	1	79	50%	900	0
Other Equipment	1	80	20%	900	0

Receptor: ***Zoo***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **58**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	900	0
Forklifts	1	75	50%	900	0
Rubber Tired Loader	1	79	50%	900	0
Tractor/Loader/Backhoe	1	80	50%	900	0
Other Equipment	1	80	20%	900	0

Receptor: ***Zoo***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **57**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	50	0
Rubber Tired Dozer	1	79	40%	50	0
Tractor/Loader/Backhoe	1	80	50%	50	0
Other Equipment	1	80	20%	50	0
Dump/Haul Trucks	1	76	20%	50	0

Receptor: ***Golf Course***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **85**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: Phase 2
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	79	50%	50	0
Crane	1	81	40%	50	0
Excavator	1	81	50%	50	0
Rubber Tired Loader	1	79	50%	50	0
Other Equipment	1	80	20%	50	0

Receptor: *Golf Course*

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: 83

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	100	0
Forklifts	1	75	50%	100	0
Rubber Tired Loader	1	79	50%	100	0
Tractor/Loader/Backhoe	1	80	50%	100	0
Other Equipment	1	80	20%	100	0

Receptor: ***Golf Course***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **76**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Demolition

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Concrete Saw	1	90	20%	1050	0
Rubber Tired Dozer	1	79	40%	1050	0
Tractor/Loader/Backhoe	1	80	50%	1050	0
Other Equipment	1	80	20%	1050	0
Dump/Haul Trucks	1	76	20%	1050	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: 58

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Site Grading

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Bore/Drill Rig	1	79	50%	1050	0
Crane	1	81	40%	1050	0
Excavator	1	81	50%	1050	0
Rubber Tired Loader	1	79	50%	1050	0
Other Equipment	1	80	20%	1050	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **57**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: Autry National Center

Construction Phase: **Phase 2**
Building Construction

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Cranes	1	81	40%	1050	0
Forklifts	1	75	50%	1050	0
Rubber Tired Loader	1	79	50%	1050	0
Tractor/Loader/Backhoe	1	80	50%	1050	0
Other Equipment	1	80	20%	1050	0

Receptor: ***Magnet Center***

Construction Hour:
12 Hours during daytime (7 am to 7 pm)
0 Hours during evening (7 pm to 10 pm)
0 Hours during nighttime (10 pm to 7 am)

Results:

Leq: **56**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

APPENDIX F

TRAFFIC STUDY

DRAFT

TRAFFIC STUDY FOR THE AUTRY NATIONAL CENTER LOS ANGELES, CALIFORNIA

AUGUST 2007

PREPARED FOR

AUTRY NATIONAL CENTER

PREPARED BY

FEHR & PEERS
KAKU ASSOCIATES

DRAFT

TRAFFIC STUDY
FOR THE
AUTRY NATIONAL CENTER

LOS ANGELES, CALIFORNIA

August 2007

Prepared for:

AUTRY NATIONAL CENTER

Prepared by:

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Ref: 2015

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I. INTRODUCTION

This report documents the results of a traffic study conducted by Fehr & Peers/Kaku Associates to evaluate the potential traffic impacts of the Autry National Center (Center) expansion and renovation. It includes a description of the assumptions and methods used to conduct the study as well as a discussion of the results.

PROJECT DESCRIPTION

The project proposes to expand and renovate existing portions of the Center in two phases. The expansion and modernization of the museum would provide additional gallery and presentation areas for the public, allow the Center to store all of its collections in a single location and enhance its research and educational programs.

The Center is located at 4700 Western Heritage Way in Griffith Park in the City of Los Angeles, California. Figures 1, 2A and 2B show the study area and the proposed site plan for Phases 1 and 2 of the project, respectively.

The Center currently has approximately 143,000 square feet (sf) and will increase by 129,000 sf for a total of approximately 272,000 sf. In the first phase, the project would renovate the museum adding approximately 79,000 sf to the east and west of the existing building, as shown in Figure 2A. The second phase will add approximately 50,000 sf structure on the south lawn, connected to the museum via an outdoor pathway, as shown in Figure 2B. Phase 1 is expected to be completed by 2010, and Phase 2 is expected to be completed by 2014.

The site is currently served by three surface parking lots totaling 374 parking spaces, of which 41 are located in an employee lot east of the building, 29 are located in a small lot northeast of the building and 304 are general parking to the west of the building. Approximately 60 parking spaces would be added to the employee parking lot for a total of 434 spaces at the end of Phase 1. In the second phase, the existing surface parking will be replaced with landscaping and moved to a

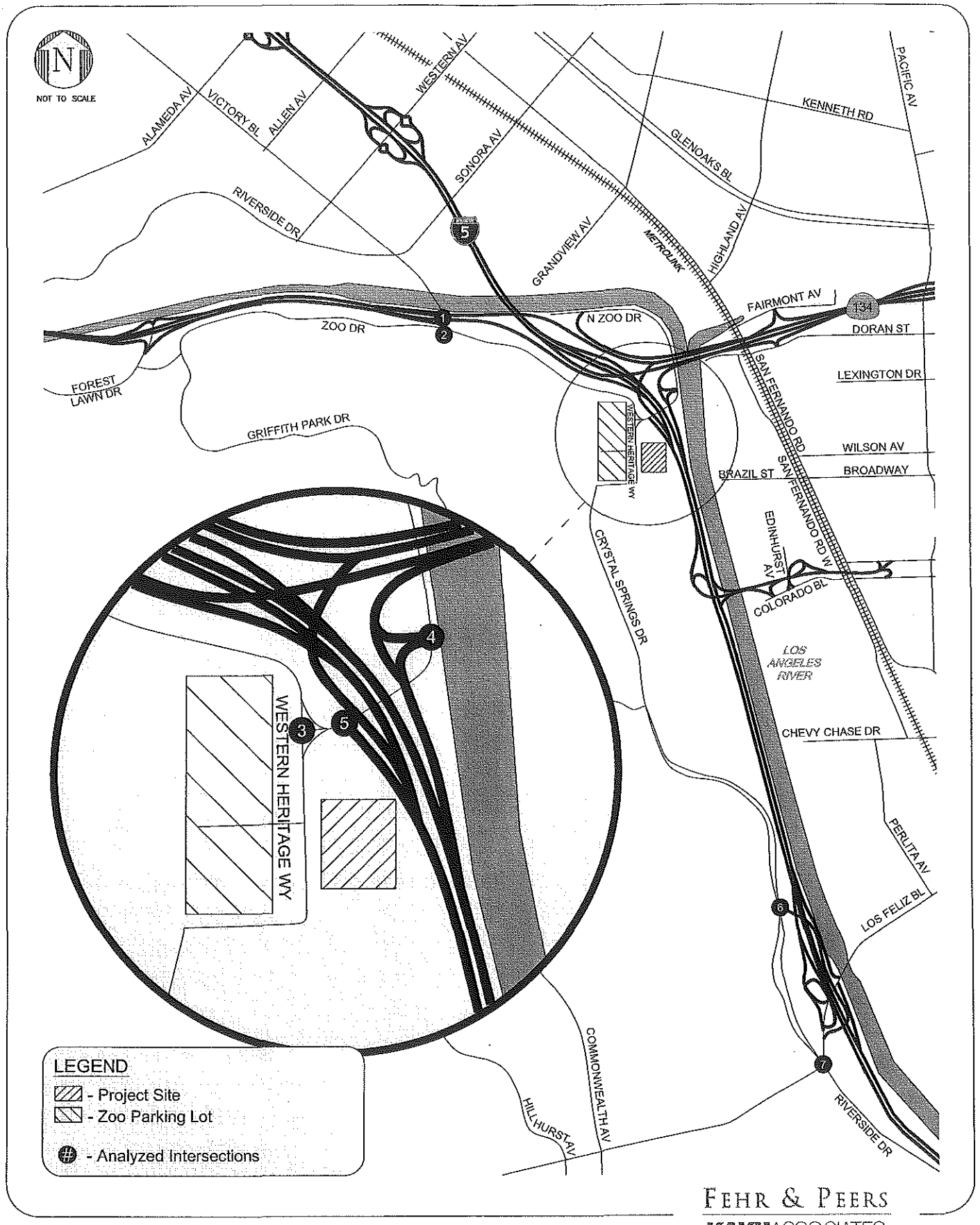

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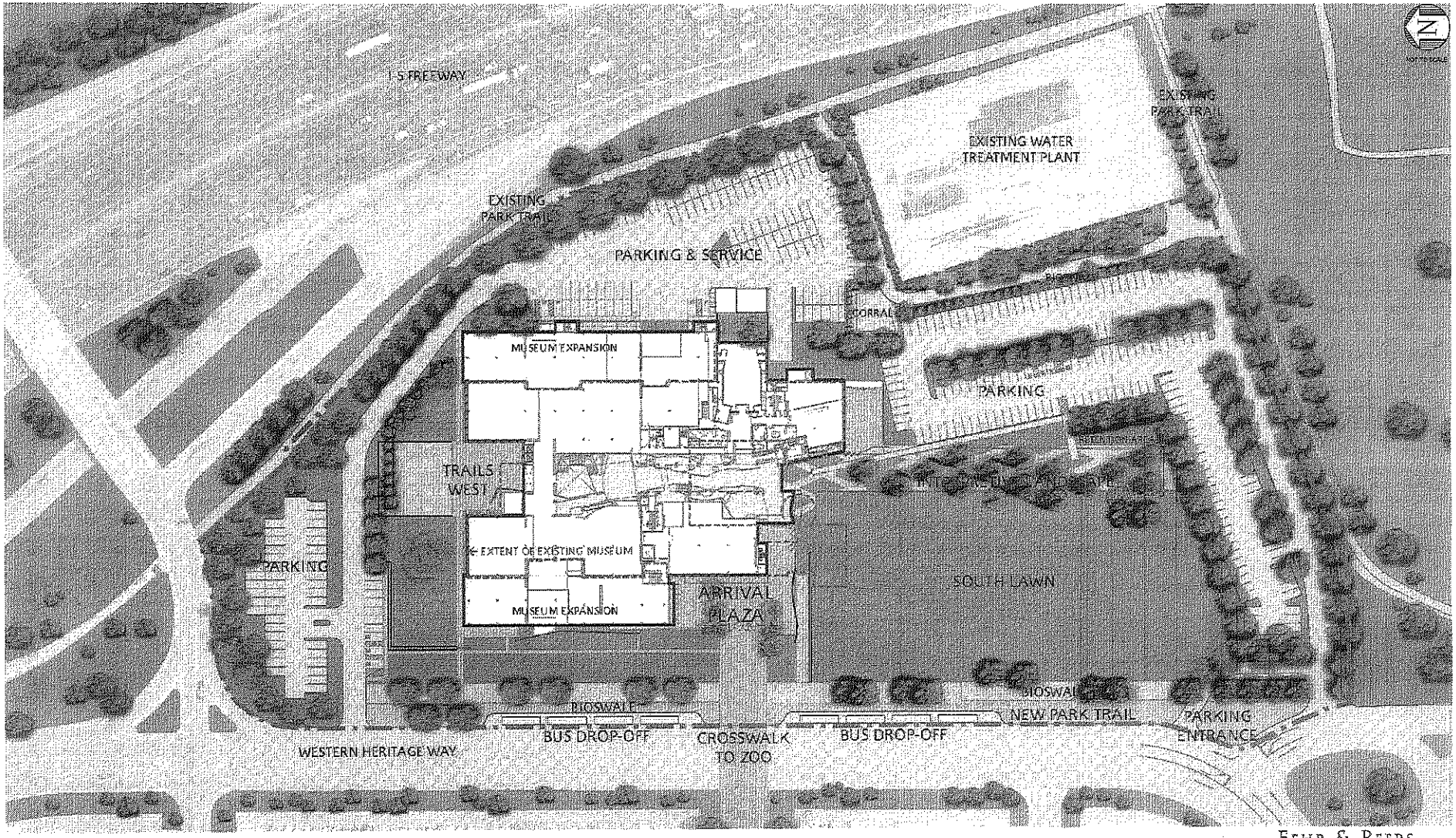
FIGURE 1
STUDY AREA AND ANALYZED INTERSECTIONS



Source: Levin & Associates Architects, August, 2007

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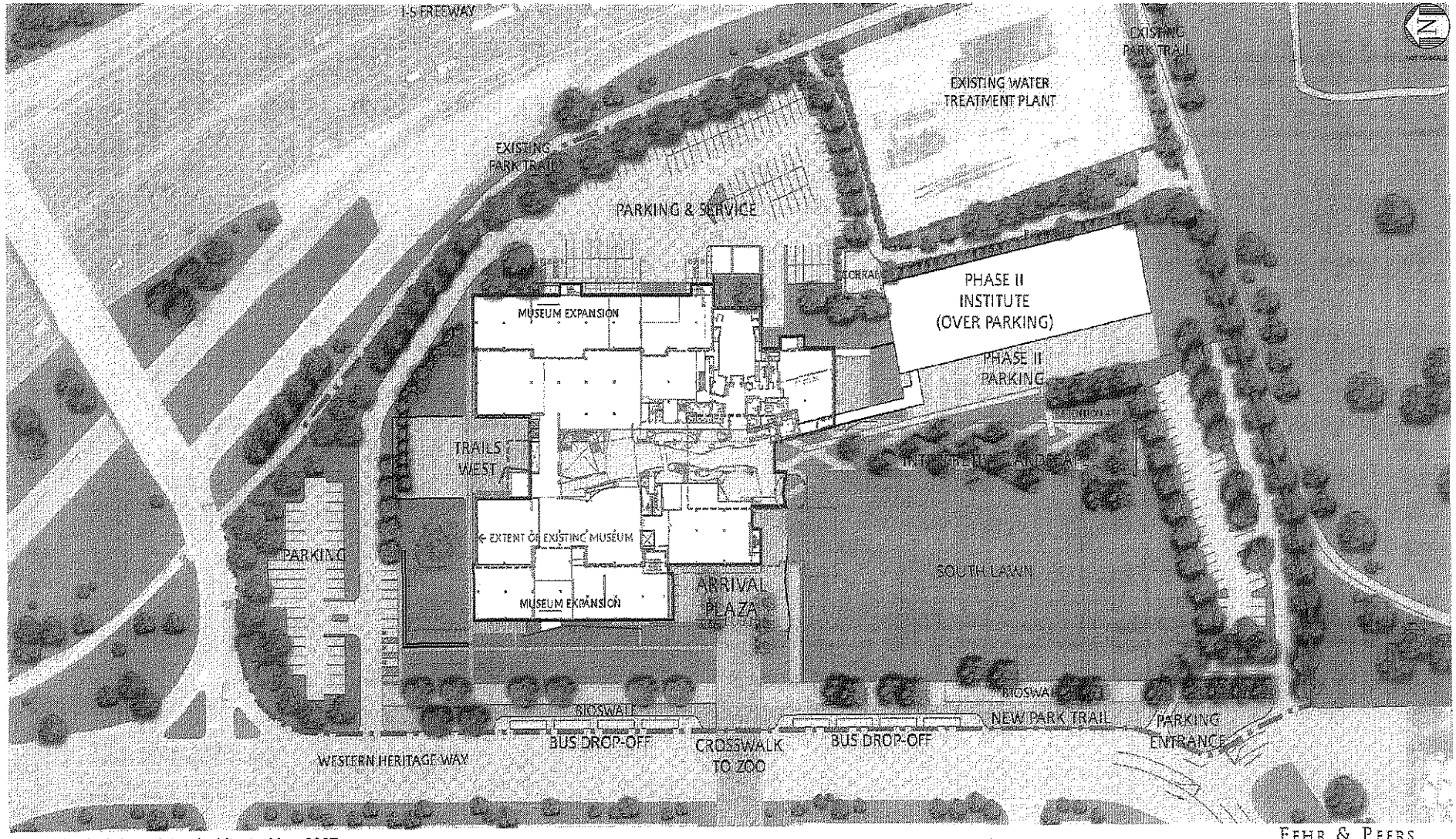
FIGURE 2A
AUTRY NATIONAL CENTER - PHASE I CONCEPTUAL SITE PLAN



Source: Levin & Associates Architects, May, 2007

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FIGURE 2B
AUTRY NATIONAL CENTER - PHASE II CONCEPTUAL SITE PLAN

two-level subterranean structure on the south lawn. With the Center expansion, the parking supply at project completion would be increased to 476 spaces, including 100 in an employee surface lot and 376 in the aforementioned subterranean parking structure south of the building.

STUDY SCOPE

The scope for this study was developed in conjunction with the Los Angeles Department of Transportation (LADOT). The base assumptions, technical methodologies and geographic area of the study were all identified as part of the study approach. This study analyzes potential project-generated traffic impacts on the street system surrounding the project site in accordance with methodology established by the City of Los Angeles.

The analysis of future year traffic forecasts was based on projected conditions in year 2010 and year 2014 both with and without the addition of the project traffic. The following traffic scenarios are analyzed in the study:

- Existing (Year 2006) Conditions – The analysis of existing conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, operating conditions, and transit services.

- Year 2010 Cumulative Base (No Project) Conditions – The objective of this scenario is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site, as well as planned traffic signal improvements at several study intersections, without consideration of the proposed project.

- Year 2014 Cumulative Base (No Project) Conditions – The objective of this scenario is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site, as well as planned traffic signal improvements at several study intersections, without consideration of the proposed project.

- Year 2010 Cumulative plus Project Conditions – The objective of this scenario is to identify potential impact of the proposed project on projected future traffic operating conditions with the proposed project traffic added to the cumulative base traffic forecasts.

- Year 2014 Cumulative plus Project Conditions – The objective of this scenario is to identify potential impact of the proposed project on projected future traffic operating conditions with the proposed project traffic added to the cumulative base traffic forecasts.

The potential for traffic impacts was evaluated for the weekend midday and weekday p.m. peak hours of traffic at seven intersections in the vicinity of the Center. The scope of this analysis was discussed with LADOT at the outset and during the course of the study. The analyzed locations are illustrated in Figure 1 and listed below:

1. Riverside Drive and SR 134 eastbound off-ramp
2. Riverside Drive and Zoo Drive
3. Western Heritage Way and North Zoo Drive
4. North Zoo Drive and I-5 northbound off-ramp/134 eastbound on-ramp
5. I-5 southbound on-ramp and North Zoo Drive
6. Griffith Park/Crystal Springs Drive and I-5 ramps
7. Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard

Because of the nature of the activities and hours of operation at the Museum and Griffith Park in general, the analysis is primarily directed at the assessment of potential impacts during the afternoon peak hour on weekdays and during the midday peak on weekends.

ORGANIZATION OF REPORT

This report is divided into nine chapters, including this introduction:

- Chapter II describes the existing circulation system, traffic volumes, and intersection and roadway operating conditions of the street system as well as the existing public transit service in the study area.
- Chapter III describes the methodology used to develop future cumulative traffic forecasts and project traffic volumes.
- Chapter IV presents an assessment of potential project traffic impacts on intersection operations, discusses potential mitigation measures, and provides an assessment of those measures' effectiveness.
- Chapter V contains the results of the Congestion Management Program (CMP) regional transportation system impact analysis for the project.
- Chapter VI contains information regarding parking.
- Chapter VII contains the access analysis for the project site.
- Chapter VIII discusses construction period impacts.
- Chapter IX summarizes the conclusions of the study.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes land use, an inventory of the street and highway systems, traffic volumes on these facilities, and operating conditions at key intersections.

EXISTING STREET SYSTEM

The Center is located in Griffith Park in the City of Los Angeles. The site is generally bounded by the I-5 Freeway and SR 134 interchange to the north, I-5 Freeway to the east, Western Heritage Way to the west and park land to the south, as shown in Figure 1.

Primary regional access is provided by I-5 Freeway and SR 134 Freeway. Local access is provided through the park on Zoo Drive and Western Heritage Way and to the site at four driveways. Table 1 provides a description of the physical characteristics of all key streets in the study area. Diagrams of existing lane configurations at the analyzed intersections are provided in Appendix A.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing peak hour traffic volumes at the study intersections, a description of the methodology used to analyze the intersection traffic conditions, and the resulting level of service (LOS) at each location under existing conditions.

TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS

SEGMENT	FROM	TO	LANE		MEDIAN	PARKING RESTRICTIONS		SPEED
			NB/EB	SB/WB	TYPE	NB/EB	SB/WB	LIMIT
North Zoo Dr	Forest Lawn Dr	Griffith Park Dr	1	1	2LT	NSAT	NSAT	25
	Griffith Park Dr	Riverside Dr	1	1	DY	PA	PA	25
	Riverside Dr	Western Heritage Wy	1	1	DY	NSAT	NSAT	25
	Western Heritage Wy	I-5 SB On Ramp	1	1	DY	NSAT	NSAT	25
	I-5 SB On Ramp	I-5 NB Off / SR 134 EB On Ramps	1	2-1	DY	NSAT	NSAT	25
Western Heritage Wy	North Zoo Dr	Crystal Springs Dr	2	2	2LT	NSAT	NSAT	25
Crystal Springs Dr	Western Heritage Wy	Griffith Park Dr	1	1	SDY	NSAT	NSAT	25
Griffith Park Dr /	Griffith Park Dr	I-5 Ramps	2	2	RM	NSAT	NSAT	25
Crystal Springs Dr	I-5 Ramps	Los Feliz Bl	2	2	RM	NSAT	NSAT	25
Riverside Dr	Zoo Dr	Sonora Av	2	2	DY	NSAT	NSAT	35
Victory Bl	Sonora Av	Justin Av	2	2	2LT	PA	PA	35
	Justin Av	Winchester Av	2	2	2LT	2hr 8A-6P	PA	35
	Winchester Av	Western Av	2	2	2LT	PA	PA	35
Western Av	Riverside Dr	Victory Bl	1	1	2LT	2hr 24/7	2hr 24/7	35
	Victory Bl	Lake St	1	1	2LT	2hr 9A-6P	PA	35
	Lake St	Flower St	2	2	RM	NSAT	NSAT	35
	Flower St	San Fernando Rd	2	2	DY	NSAT	NSAT	35

Notes:

MEDIAN TYPE:
DY = Double Yellow Centerline
SDY = Single Dashed Yellow Centerline
2LT = Dual Left Turn Centerline
RM = Raised Median
UD = Undivided Lane

PARKING: PA = Parking Allowed
NSAT = No Stopping Anytime
GZ = Green zone - Passenger loading and unloading
RZ = Red zone - No parking allowed

LANES: # = Number of lanes

Existing Traffic Volumes

New weekend midday (12:00 to 5:00 p.m.) and weekday afternoon peak period (4:00 to 6:00 p.m.) traffic counts were conducted at the seven study intersections in 2006 as part of this study. Traffic count data sheets are contained in Appendix B and the existing peak hour traffic volumes are illustrated in Figure 3.

Level of Service Methodology

Level of service is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically considered to be the minimum acceptable level of service in urban areas.

One of the seven study intersections, Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard, is currently controlled by traffic signals. LADOT requires that the "Critical Movement Analysis" (CMA) method from *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) of intersection capacity analysis be used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study. Table 2 defines the ranges of V/C ratios and their corresponding levels of service using the CMA method for signalized intersections.

The signalized study intersection is controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at this intersection.

In addition, this same study intersection is provided with an Adaptive Traffic Control System (ATCS) detector. ATCS is a PC-based traffic signal control program that provides full-response signal control based on real time traffic operating conditions. ATCS automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal sub-system network so that the number of stops and the amount of delay are minimized and traffic

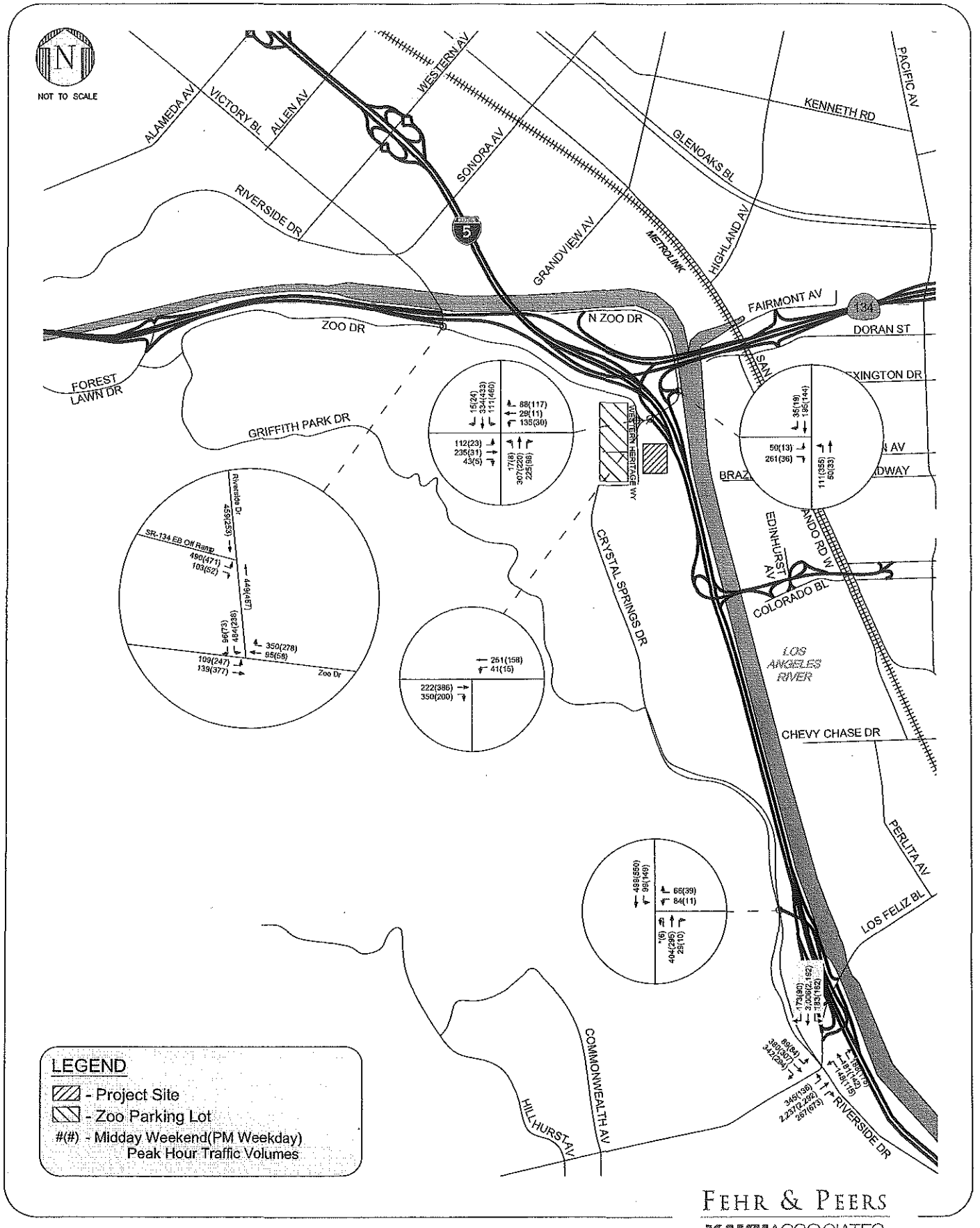

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FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	V/C	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

signal coordination is improved. LADOT estimates that ATCS improves intersection capacity by an additional 3% (0.03 V/C adjustment) over the capacity improvement with ATSAC only.

The remaining six intersections are currently unsignalized and are controlled by stop signs on at least one approach. LOS at these intersections was evaluated using stop-controlled methodology from *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). Table 3 defines the ranges of average total delay and their corresponding levels of service under this methodology.

Existing Peak Hour Levels of Service

The existing weekday afternoon and weekend midday peak hour turning movements presented in Figure 3 were used in conjunction with the LOS methodologies described above to determine existing operating conditions at each study intersection. LOS calculation worksheets are included in Appendix C.

Table 4 summarizes the existing weekend midday and weekday p.m. peak hour V/C ratios and corresponding levels of service at each of the study intersections. As can be seen, one of the seven intersections, Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard, currently operates at LOS F during the weekend midday peak hour. The remaining six study intersections are operating at acceptable levels of service (LOS D or better) during the midday and p.m. peak hours.

EXISTING PUBLIC TRANSIT

Bus transit service near the project site is available on one bus line provided by Los Angeles County Metropolitan Transportation Authority (Metro). Metro Line 96 runs northwest to southeast from Van Nuys Boulevard in Sherman Oaks to downtown Los Angeles along Zoo Drive, Western Heritage Way and Crystal Springs Drive/Griffith Park Drive through the study area. Service is provided every 20 minutes from 7:00 a.m. to 7:00 p.m. on weekdays and weekends.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2000.

TABLE 4
EXISTING (YEAR 2006) INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing V/C or Delay	Existing LOS
1 Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	20.6	C
	P.M.	20.3	C
2 Riverside Dr & Zoo Dr [b]	Sat.	26.7	D
	P.M.	14.5	B
3 Western Heritage Wy & North Zoo Dr [b]	Sat.	24.7	C
	P.M.	20.0	C
4 North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.1	B
	P.M.	12.4	B
5 I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.7	A
	P.M.	8.7	A
6 Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	11.7	B
	P.M.	10.7	B
7* Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.085	F
	P.M.	0.772	C

Notes:

* Intersection is currently operating under ATSAC and ATCS systems.

[a] Intersection is two-way stop-controlled. Average vehicular delay in seconds per vehicle is reported for the worst case approach rather than V/C ratio.

[b] Intersection is four-way stop-controlled. Average vehicular delay in seconds per vehicle is reported rather than V/C ratio.

III. FUTURE TRAFFIC PROJECTIONS

In order to evaluate properly the potential impact of the proposed project on the surrounding street system, it was necessary to develop estimates of future traffic conditions in the area both with and without the proposed project. Future traffic volumes were first estimated for the study area without the project for year 2010 and year 2014, Phase 1 and Phase 2 completion years, respectively. The future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other future developments in the vicinity of the project and represent cumulative base conditions. The addition of project traffic to the cumulative base represents cumulative plus project conditions.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The traffic volume growth reflected in the development of the cumulative base conditions takes into account the expected growth in traffic over existing conditions from two primary sources:

(1) Ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area

(2) Traffic generated by specific development projects located within, or in the vicinity of, the study area

Areawide Traffic Growth

Existing traffic is expected to increase at a rate of 1% a year between 2006 and 2014 as a result of general areawide and regional growth and development. Thus, the existing 2006 traffic volumes were adjusted upward by 4% to reflect ambient traffic growth to 2010 and adjusted upward by 8% to reflect ambient traffic growth to 2014.

Traffic Generation of Cumulative Development Projects

Information regarding potential future projects that are either under construction, planned, or proposed for development within or near the study area was obtained from several sources. These sources included the current list of potential future projects from the LADOT related projects database, the City of Glendale Planning Department and previous traffic studies for other projects in the area. The cumulative projects are described in Table 5 and their locations are illustrated in Figure 4.

Projected weekday p.m. peak hour trip generation for the majority of the related projects was also obtained from the LADOT related projects database. Other related projects' trip generation and weekend midday trip generation were prepared using trip rates and directional distribution data contained in *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003). As shown in Table 5, there are a total of 26 cumulative development projects within a two-mile radius of the project site. The geographic distribution of traffic generated by developments such as those included in this analysis depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of the population from which employees and/or patrons of the proposed developments may be drawn, the geographic distribution of activity centers (employment, commercial, and other) to which residents of proposed residential projects may be drawn, and the location of each project in relation to the surrounding street system.

Cumulative Base Traffic Volumes

Forecasts of cumulative base traffic volumes were developed by adding traffic expected to be generated by the cumulative development projects to the background existing volumes adjusted by areawide traffic growth. The resulting traffic volumes at the analyzed intersections, as illustrated in Figure 5A, represent the 2010 projected cumulative base conditions, i.e., future conditions without the project. The total future (year 2014) weekday p.m. and weekend midday peak hour volumes without the proposed project are shown in Figure 5B.

TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

	PROJECT LOCATION	LAND USE	SIZE		TRIP GENERATION							
					WEEKDAY PEAK HOUR TRIPS				WEEKEND PEAK HOUR TRIPS			
						P.M.				MIDDAY		
					DAILY	IN	OUT	TOTAL	DAILY	IN	OUT	TOTAL
City of Los Angeles												
1	Brazil St & San Fernando Rd	Restaurant	10.48	ksf	942	52	26	78	1,659	132	78	210
2	Los Feliz & Perlita Ave	Church	132.44	ksf	1,207	45	42	87	1,373	333	136	469
3	Los Feliz & Hillhurst Ave	Mixed-use: condominiums, supermarket, retail			1,601	107	66	173	6,000	108	152	260
3A	Los Angeles Zoo Parking Lot	Construction - parking lot	33	acres	Varies by construction phase							
3B	Integrated Resources Program	Construction - infrastructure	varied		Varies by construction phase							
3C	Lower Reach River Supply Conduit Project	Construction - infrastructure	7.1	miles	Varies by construction phase							
City of Glendale												
4	800 N Central Ave	Hotel	272	rm	2,222	85	75	160	2,228	85	76	161
5	200 W Burchett	Office	188	ksf	2,070	48	232	280	446	10	50	60
6	Broadway & Louise	Condominiums	34	units	199	12	6	18	193	11	6	17
		Commercial	3	ksf	33	1	4	4	7	0	1	1
7	610 N Central Ave	Condominiums	284	units	1,664	99	49	148	1,610	96	47	143
		Retail	4	ksf	177	5	6	11	168	5	6	10
8	5500 San Fernando Rd	Fast food	6	ksf	2,977	106	102	208	4,332	154	148	302
		Office	37	ksf	407	9	46	55	88	2	10	12
9	301 N Central Ave	Condominiums	46	units	270	16	8	24	261	16	8	23
		Retail	14.375	ksf	805	36	36	73	1,023	46	46	92
		Office	16.567	ksf	182	4	20	25	39	1	4	5
10	300 N Central Ave	Condominiums	72	units	422	25	12	37	408	24	12	36
		Retail	4	ksf	177	5	6	11	168	5	6	10
11	610 W Broadway	Condominiums	21	units	123	7	4	11	119	7	3	11
		Office	1.316	ksf	14	0	2	2	3	0	0	0
12	137 N Orange St	Condominiums	162	units	949	56	28	84	919	55	27	82
		Commercial	3	ksf	33	1	4	4	7	0	1	1
		Live/Work	5	units	55	1	6	7	12	0	1	2
13	214-220 E Broadway	Condominiums	38	units	223	13	7	20	215	13	6	19
		Retail	21.904	ksf	1,227	55	55	111	1,559	70	70	141
14	117 S Louise St	Commercial	45	ksf	495	11	56	67	107	2	12	14
15	416 E Broadway	Condominiums	118	units	691	41	20	61	669	40	20	59
		Commercial	7	ksf	77	2	9	10	17	0	2	2
16	1110 S Central Ave	Office	4.5	ksf	50	1	6	7	11	0	1	1
17	118 W Eulalia St	Commercial	31.604	ksf	348	8	39	47	75	2	8	10
18	3673 San Fernando Rd	Condominiums	70	units	410	24	12	36	397	24	12	35
		Retail	7.5	ksf	332	9	11	20	315	8	11	19
19	1506 S Glendale Ave	Office	4.529	ksf	50	1	6	7	11	0	1	1
20	1815 S Brand Blvd	Residential	70	units	470	28	15	43	447	27	14	41
		Commercial	15	ksf	165	4	19	22	36	1	4	5
21	119 S Louise	Office	16.5	ksf	182	4	20	25	39	1	4	5
22	Americana at Brand	Mixed-use: retail, entertainment, dining	475	ksf	20,397	855	926	1,781	23,736	995	1,078	2,073
23	Brand & Wilson	Residential	120	units	806	48	26	74	767	46	25	71
		Hotel	150	rm	1,226	47	42	89	1,229	47	42	89
		Dining	4.5	ksf	572	30	19	49	713	37	24	61
24	Milford & Orange	Residential	142	units	954	57	31	88	907	54	29	84
25	Wilson & Orange	Residential	164	units	1,102	66	36	102	1,048	63	34	97
		Commercial	3	ksf	33	1	4	4	7	0	1	1
26	Broadway & Jackson	Residential	118	units	793	48	26	73	754	45	24	70
		Commercial	10	ksf	110	3	12	15	24	1	3	3
27	Grandview & Flower [a]	Office	2,953	ksf	22,470	591	2,888	3,479	4,831	127	621	748
TOTAL RELATED PROJECT TRAFFIC					69,715	2,670	5,063	7,732	58,976	2,694	2,864	5,558

Trip generation data obtained from the LADOT related project database and estimates prepared using Trip Generation, 7th Edition (ITE, 2003) unless otherwise noted.

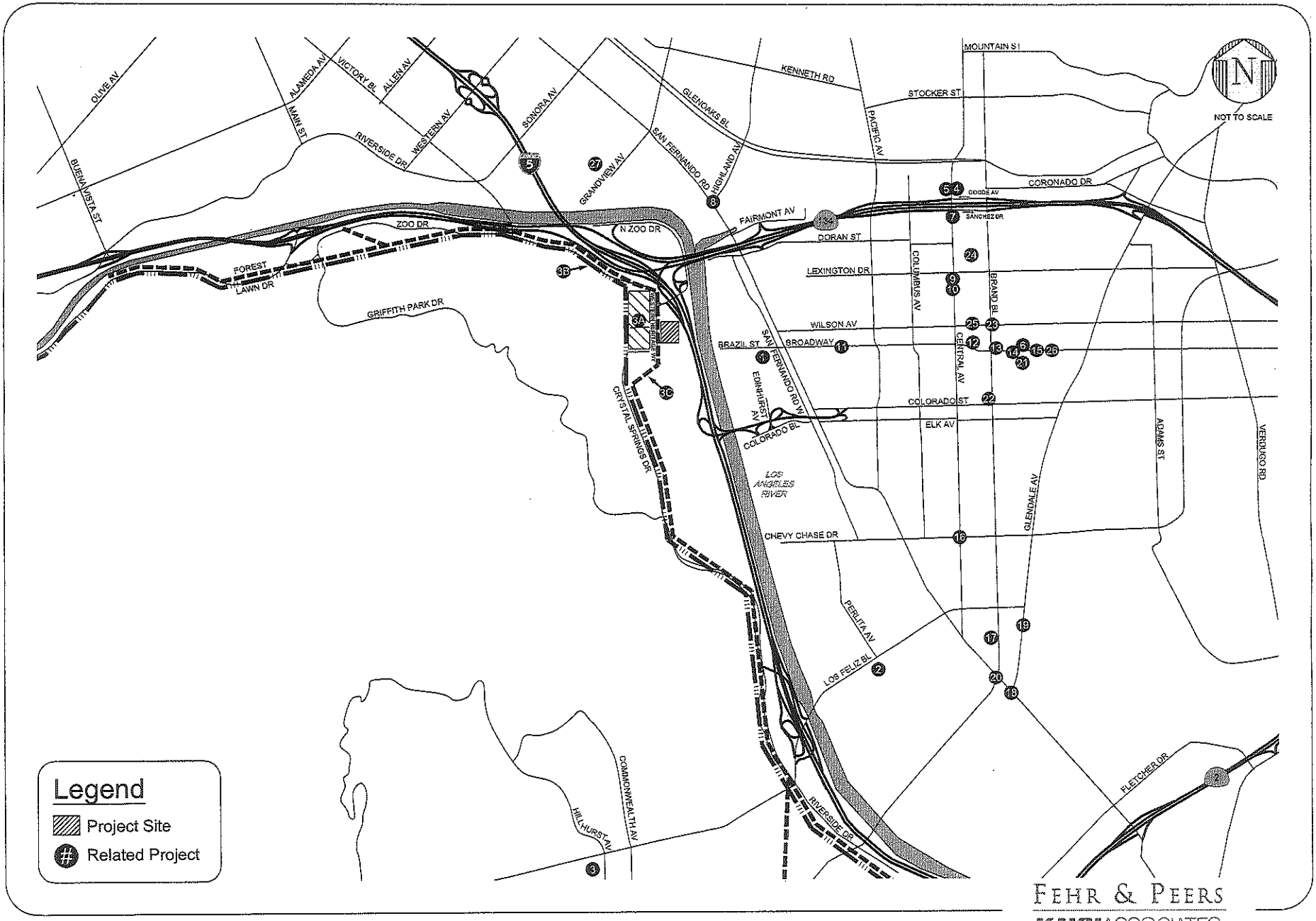

FIGURE 4
RELATED PROJECTS

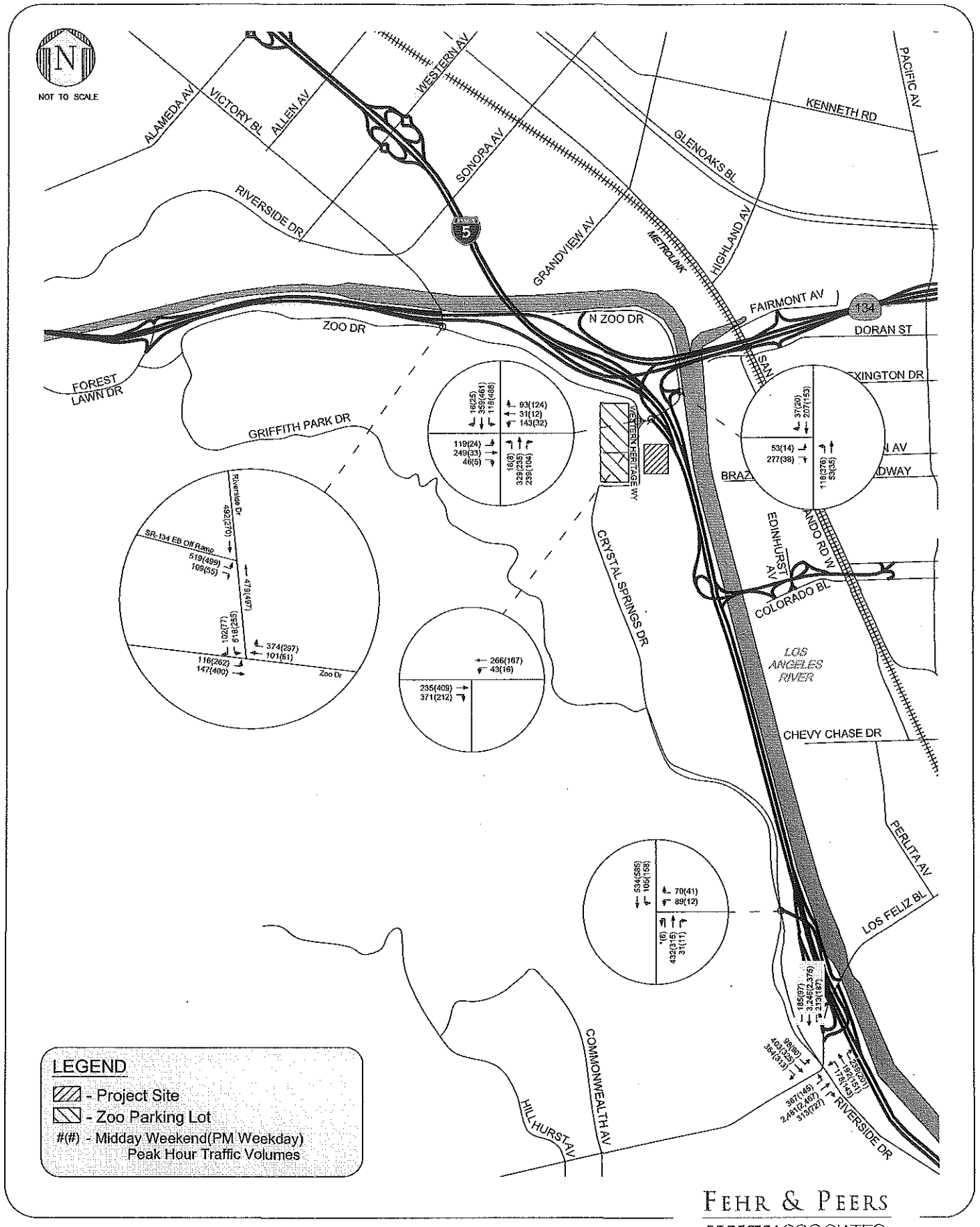

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FIGURE 5A
2010 CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

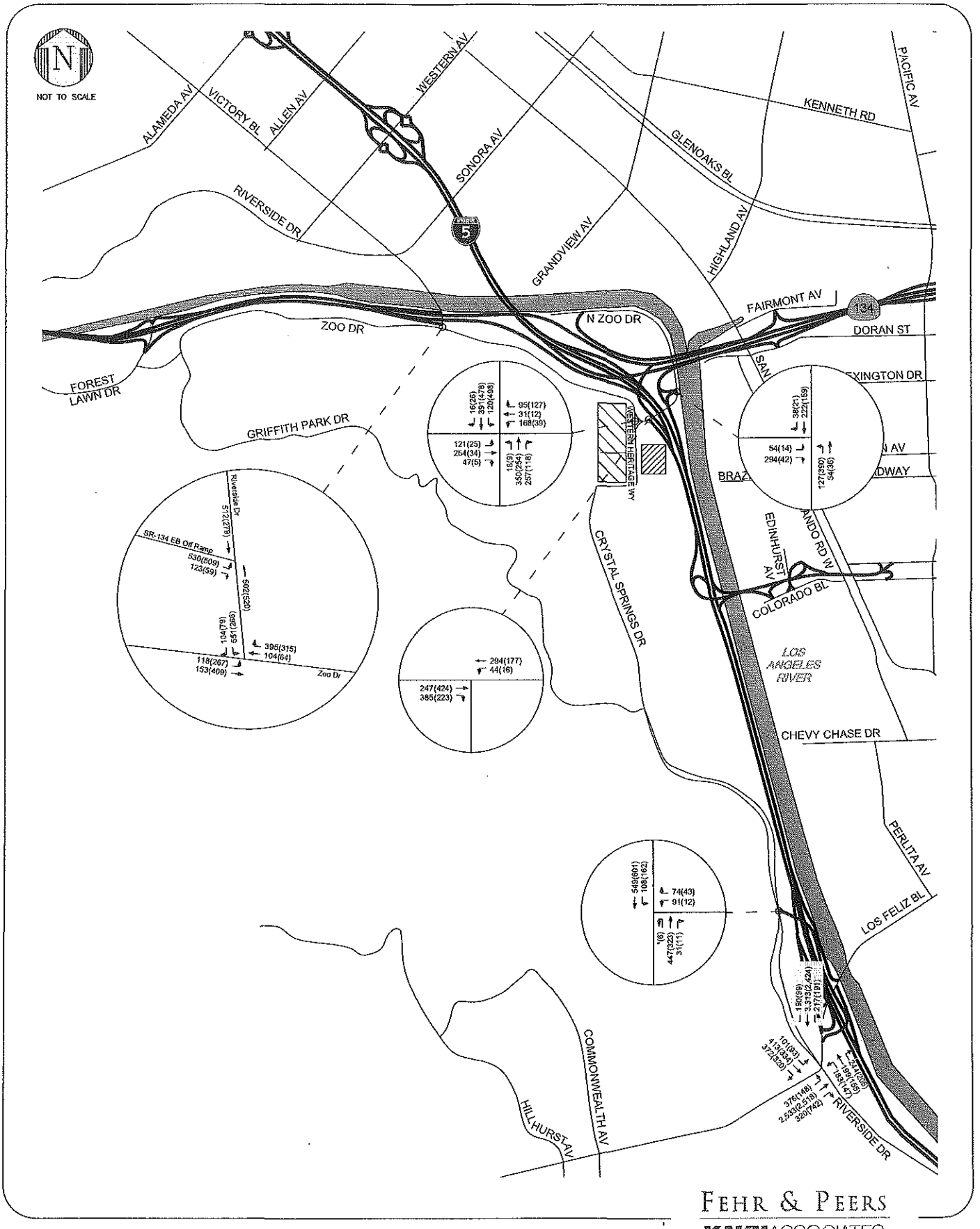

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FIGURE 5B
2014 CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

PROJECT TRAFFIC VOLUMES

Development of future traffic forecasts for the proposed project used a three-step process similar to the process described for the related projects. The process estimated the project's trip generation, trip distribution, and traffic assignment.

Project Trip Generation

The standard source of trip generation data, *Trip Generation, 7th Edition*, does not provide "standard" data applicable to museums. Because the project is an expansion of existing uses, empirical data collected at the existing facility was used to determine trip generation rates.

To provide a conservative analysis, it was determined that the trip generation rates would be based on floor area. Floor area rates are common in *Trip Generation, 7th Edition* and are frequently used in traffic impact assessments for other land uses.

Historical visitor data provided by the Center indicated that August visitor rates are highest. Manual driveway counts were conducted on a weekend in August at each of the three Center driveways. Due to the opening of the "Yosemite, Art of an American Icon" exhibit in late September, October and November 2006 visitor rates were expected to be higher than August 2006 rates. As a result, manual driveway counts were collected on Saturday, October 7, 2006 and Wednesday, November 15, 2006 at each of the three Center driveways. These survey days exhibited typical operating conditions and above average attendance. Counts were taken between 9:15 a.m. and 5:45 p.m. and the museum was open to the public from 10:00 a.m. to 5:00 p.m. on both days. The complete survey results are shown in Appendix D.

The data from these two survey days was used to develop an average vehicle trip generation rate for the Center for a typical weekday p.m. peak (4:00 to 6:00 p.m.) and weekend midday peak period (12:00 p.m. to 5:00 p.m.). The daily rate calculated from this data for use in the development of trip generation estimates for the museum expansion on typical weekdays is 3.58 trips per thousand square feet (ksf) and 5.40 trips per ksf for typical weekends, as shown in Table 6.

TABLE 6
PROJECT TRIP GENERATION ESTIMATES BASED ON SQUARE FOOTAGE

Condition	Size in ksf	Daily		Trip Generation Estimates					
				Weekend Peak Hour Trips Midday			Weekday Peak Hour Trips P.M.		
		Rate	Volume	In	Out	Total	In	Out	Total
Rate				63%	37%	0.20	34%	66%	0.16
Existing Weekend	142.884	5.40	772	97	57	154			
Existing Weekday	142.884	3.58	512				28	54	82
Phase I									
Proposed Project Weekend	221.884	5.40	1,198	151	89	240			
Proposed Project Weekday	221.884	3.58	794				43	84	127
Net new weekend trips for Phase I			426	54	32	85			
Net new weekday trips for Phase I			282				15	30	45
Phase II									
Proposed Project Weekend	271.884	5.40	1,468	185	109	294			
Proposed Project Weekday	271.884	3.58	973				53	103	156
Net new weekend trips for Phase II			270	34	20	54			
Net new weekday trips for Phase II			179				10	19	29

Note: Existing daily volume and rate based on observed data.

The final step in the trip generation analysis was to identify the peak hour percentages so that these daily vehicle trip generation rates could be used to estimate peak hour trips into and out of the site. Figures 6 and 7 show the weekday and weekend daily arrival and departure patterns for Center visitors, respectively.

The weekend midday peak hour occurs from 1:15 to 2:15 p.m., when approximately 153 trips, or 20% of daily trips, occur. The weekday afternoon peak hour occurs from 12:00 p.m. to 1:00 p.m. when approximately 80 trips, or 16% of daily trips, occur. While the weekday peak occurred in early afternoon, for a conservative analysis this rate will be applied to the afternoon peak hour of traffic.

The traffic generation estimate is limited to the incremental increase in traffic related to the expansion of the Center. The traffic currently generated by the Center is included in the base existing traffic volumes described in Chapter II. As shown in Table 6, based on the trip generation rates calculated from empirical data, the proposed expansion project would result in an increase of approximately 696 new daily trips for a typical weekend and 461 new trips for a typical weekday. Of those trips, approximately 426 new weekend trips and 282 new weekday trips are added in the first phase. Approximately 270 new weekend trips and 179 new weekday trips are added in Phase 2.

Project Trip Distribution

The geographic distribution of the traffic generated by the various projects would be dependent on several factors. These factors include the type and density of the proposed land use, the geographic distribution of population from which the patrons and employees of the proposed development are drawn, and the location of the proposed project in relation to the surrounding street system.

Project Trip Assignment

The project trip distribution estimates discussed above were used to assign the project-generated traffic to the local and regional street system and through the study intersections.

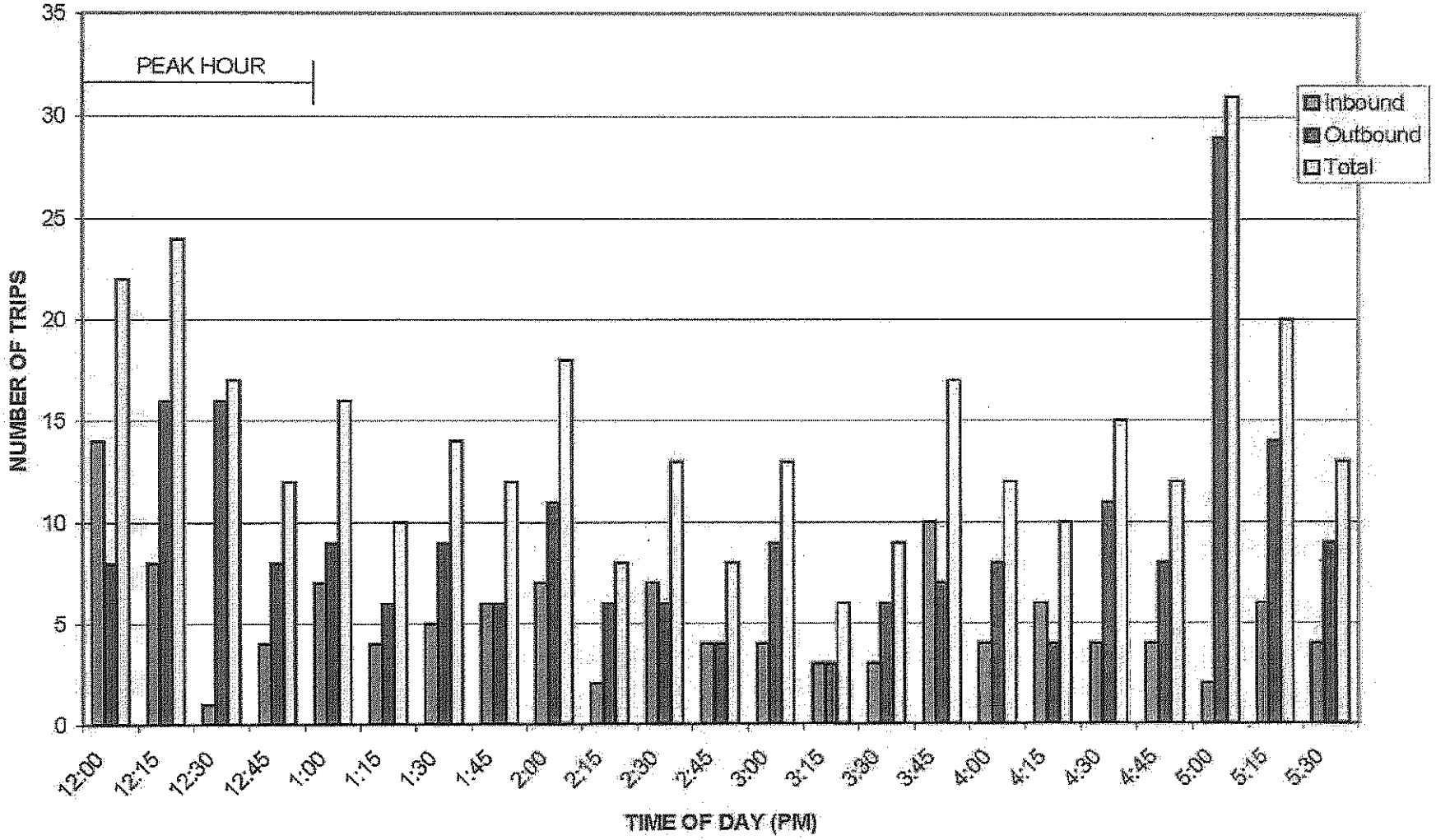

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FIGURE 6
WEEKDAY DAILY ARRIVAL AND DEPARTURE PATTERNS
ON WEDNESDAY, NOVEMBER 15, 2006

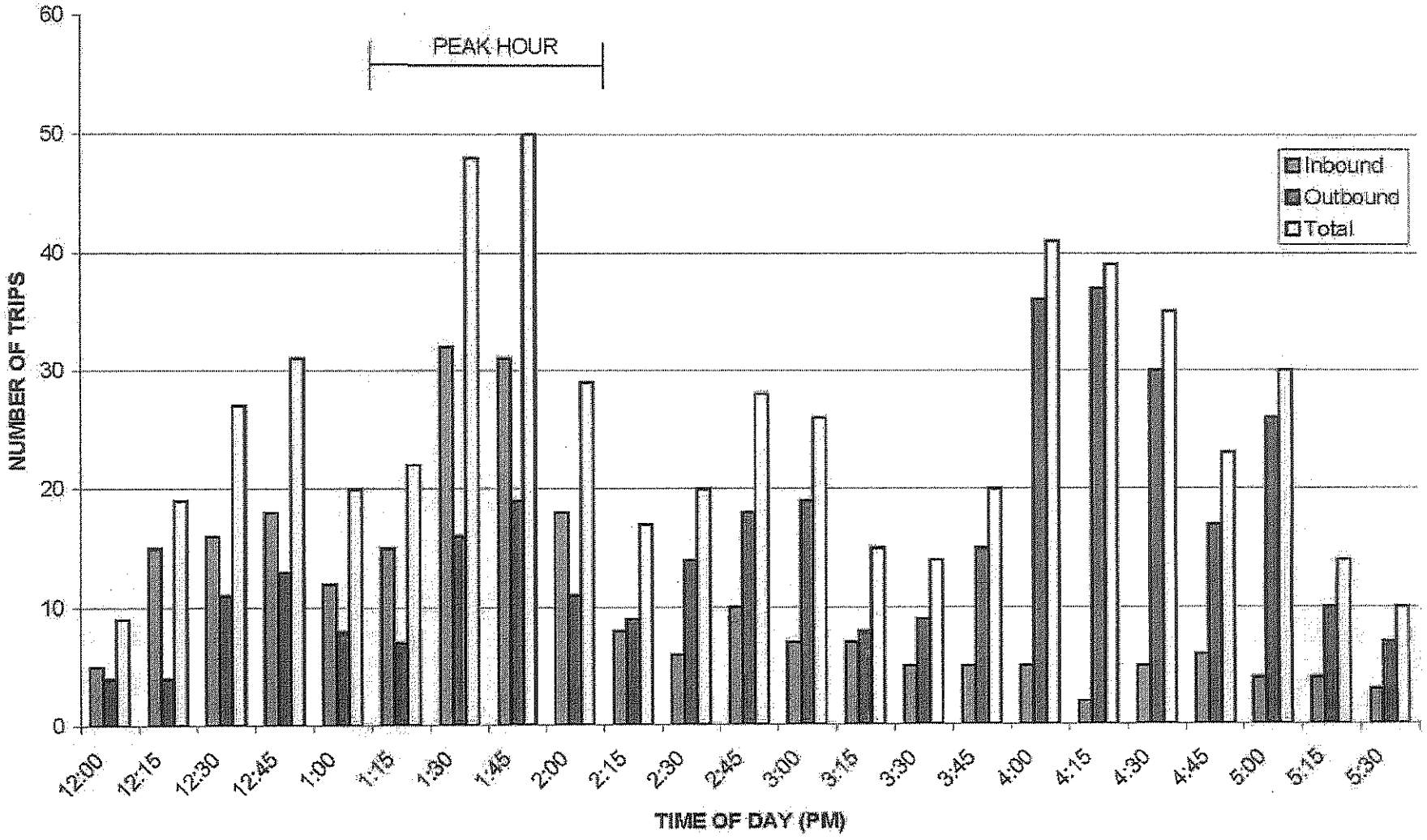

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FIGURE 7
WEEKEND DAILY ARRIVAL AND DEPARTURE PATTERNS
ON SATURDAY, OCTOBER 7, 2006

Figures 8A and 8B illustrate the estimated project peak hour traffic volumes at each of the study intersections during a typical weekend midday and weekday p.m. peak hour for 2010 and 2014, respectively.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The estimated project traffic volumes in Figure 8 were added to the cumulative base traffic volumes, resulting in the cumulative plus project traffic volumes for the proposed project. Figures 9A and 9B illustrate the resulting projected cumulative plus project weekend midday and weekday p.m. peak hour traffic volumes in 2010 and 2014, respectively.

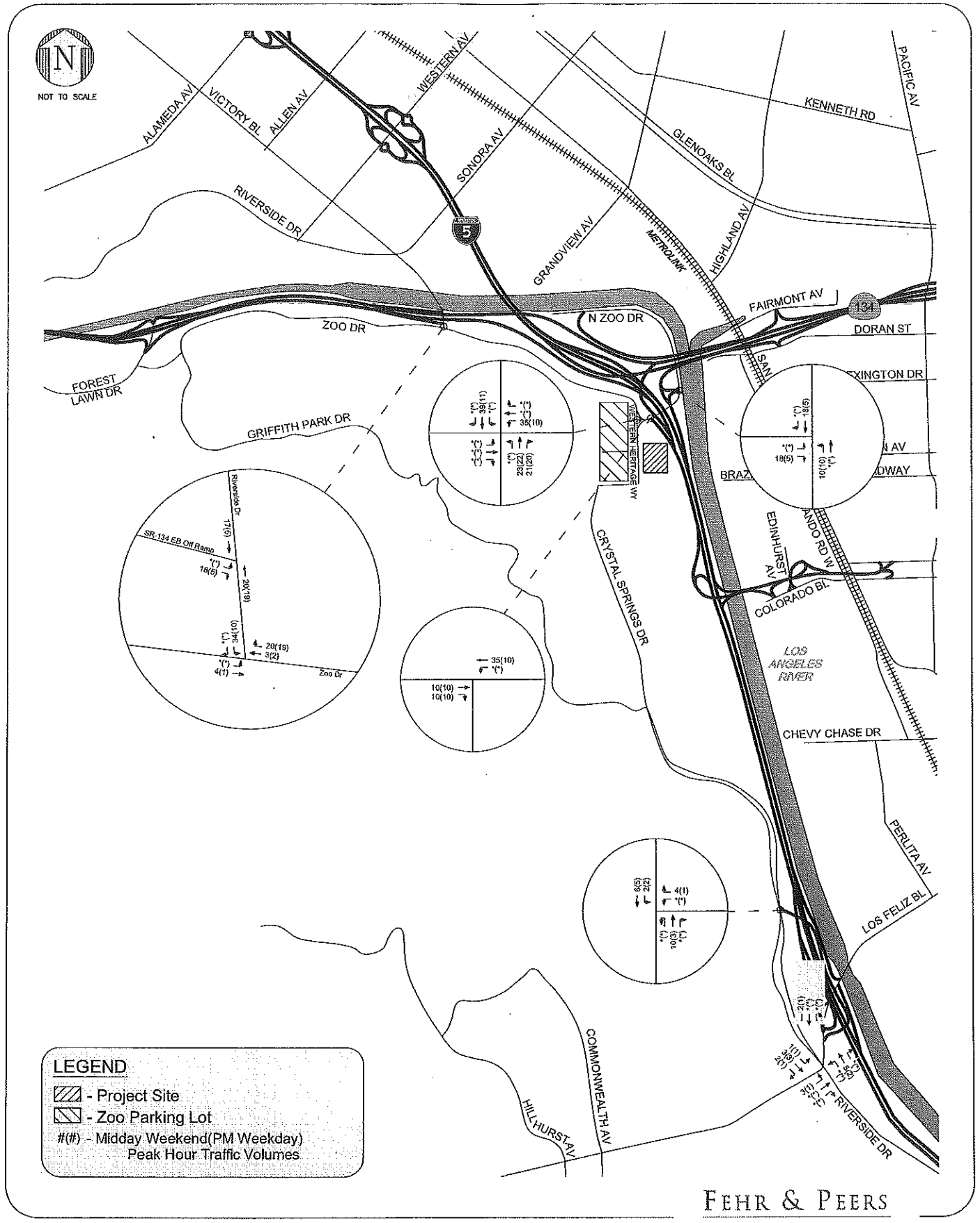

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FIGURE 8A
2010 PHASE I PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

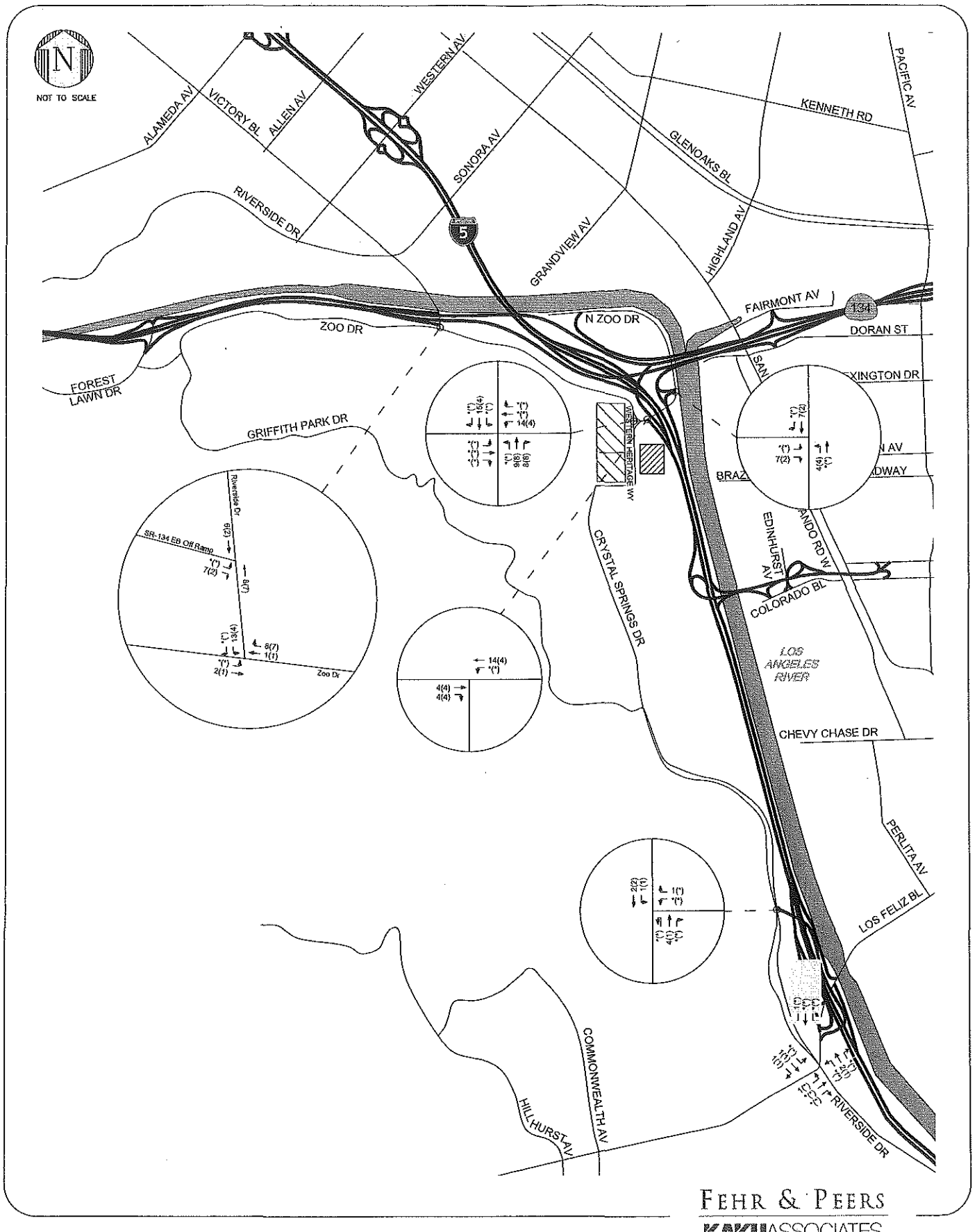

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FIGURE 8B
2014 PHASE II PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

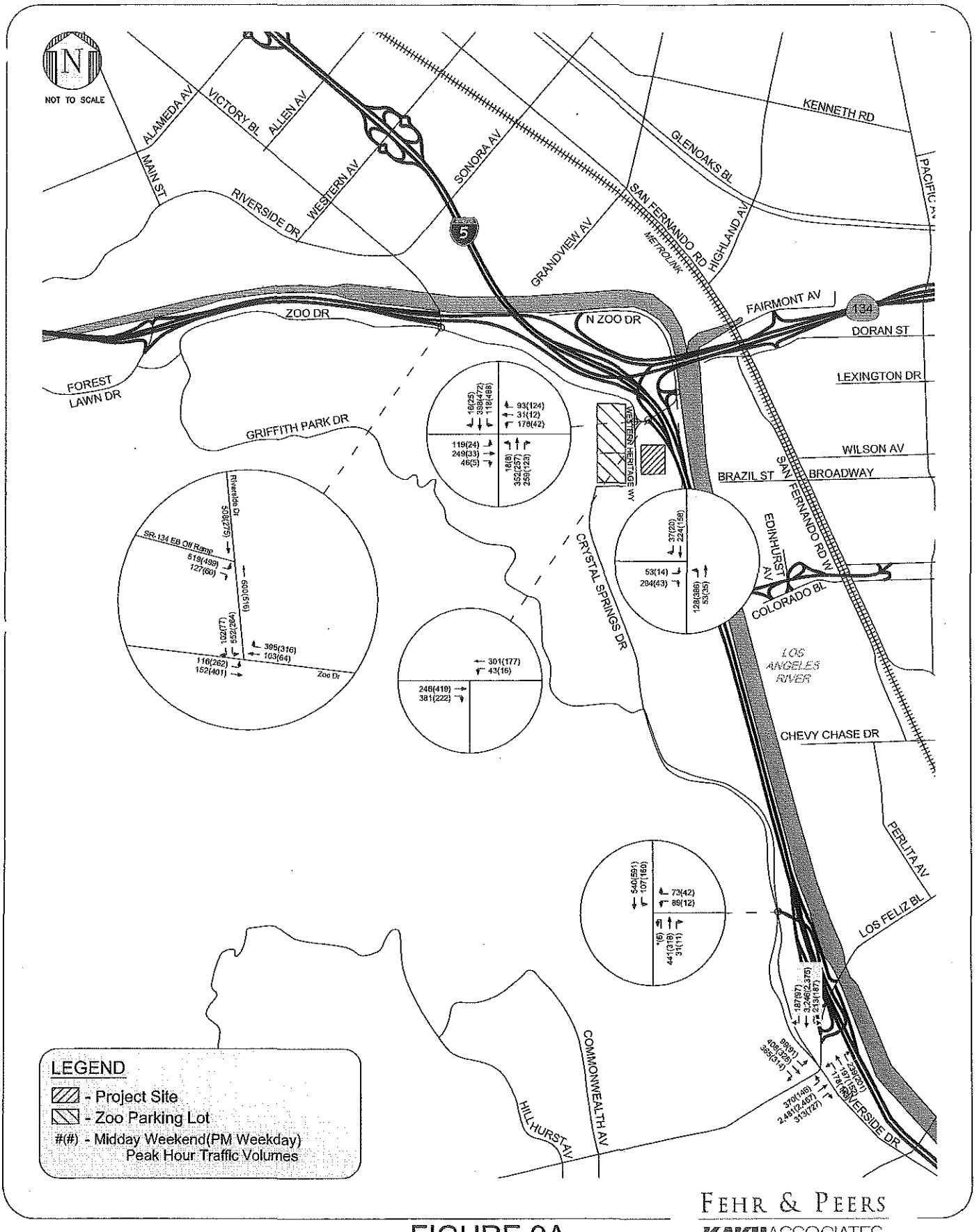

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FIGURE 9A
2010 CUMULATIVE BASE PLUS PHASE I PROJECT PEAK HOUR TRAFFIC VOLUMES

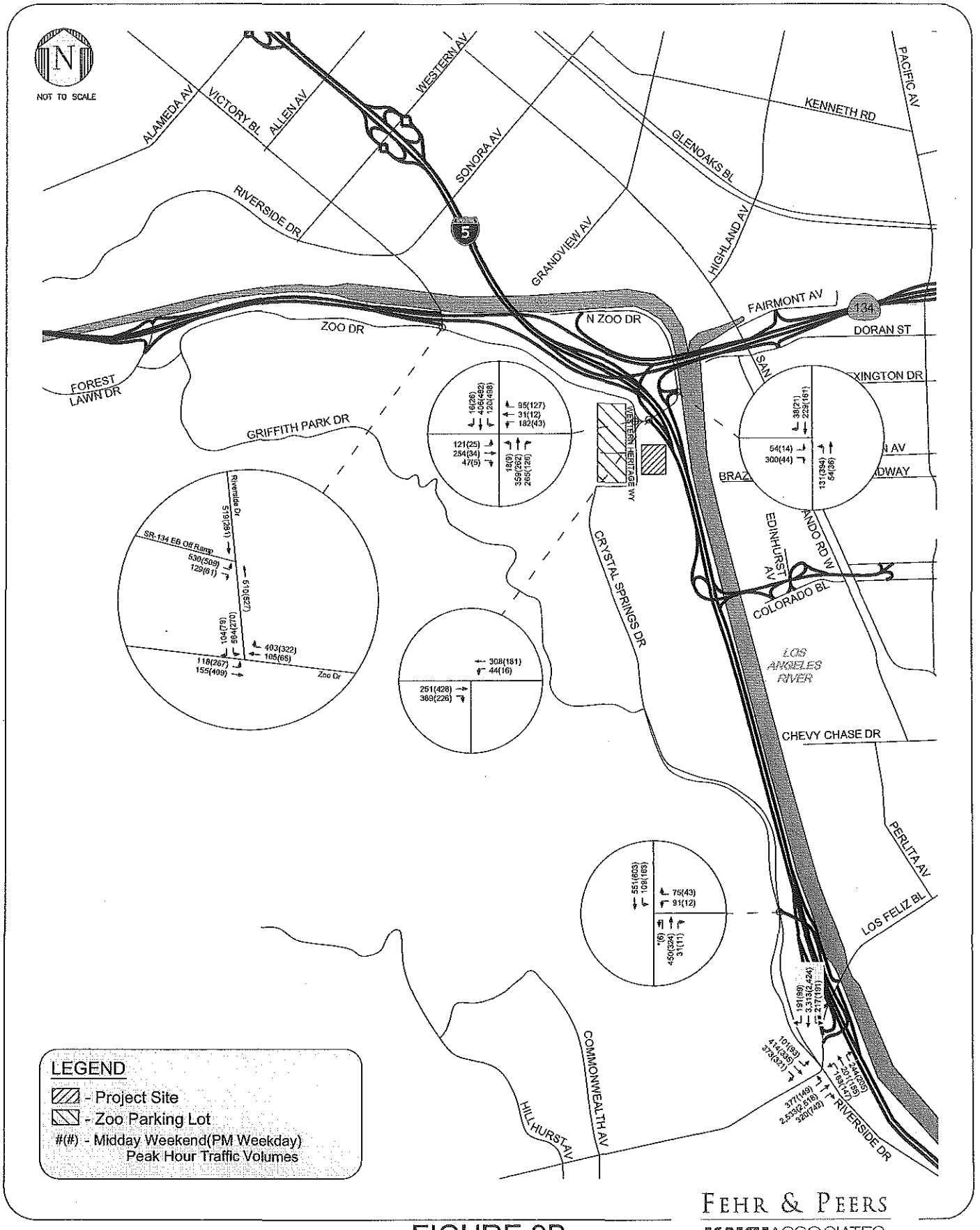

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FIGURE 9B
2014 CUMULATIVE BASE PLUS PHASE II PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. INTERSECTION TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the proposed project on the local street system. The analysis compares the projected LOS at each study intersection with the proposed project to the cumulative base (no project) scenario to determine potential project impacts, using significance criteria established by the City of Los Angeles.

INTERSECTION SIGNIFICANT IMPACT CRITERIA

The City of Los Angeles established threshold criteria that determine whether a project has a significant traffic impact at a specific intersection. Under the City's guidelines, a project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

CUMULATIVE BASE TRAFFIC CONDITIONS

The year 2010 cumulative base peak hour traffic volumes in Figure 5A were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections when Phase 1 is complete. As shown in Table 7A, one intersection, Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard, is expected to operate at LOS E or F during one or both peak hours in 2010. The remaining six study intersections are projected to continue operating at acceptable levels of service (LOS D or better) during both peak hours.

The year 2014 cumulative base peak hour traffic volumes in Figure 5B were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections at completion of

TABLE 7A
FUTURE (YEAR 2010) INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base V/C or Delay	LOS	Cumulative plus Phase 1 Project V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1 Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	24.0	C	24.5	C		
	P.M.	23.5	C	24.3	C		
	Sat.	0.348		0.352		0.004	NO
	P.M.	0.343		0.355		0.012	NO
2 Riverside Dr & Zoo Dr [b]	Sat.	32.2	D	37.6	E		
	P.M.	15.3	C	15.7	C		
	Sat.	0.659		0.681		0.022	NO
	P.M.	0.532		0.561		0.029	NO
3 Western Heritage Wy & North Zoo Dr [b]	Sat.	28.3	D	31.3	D		
	P.M.	22.4	C	23.2	C		
	Sat.	0.626		0.649		0.023	NO
	P.M.	0.527		0.551		0.024	NO
4 North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.3	B	11.5	B		
	P.M.	12.9	B	12.9	B		
	Sat.	0.344		0.359		0.015	NO
	P.M.	0.377		0.395		0.018	NO
5 I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.8	A	8.8	A		
	P.M.	8.7	A	8.8	A		
	Sat.	0.425		0.433		0.008	NO
	P.M.	0.417		0.438		0.021	NO
6 Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	12.2	B	12.3	B		
	P.M.	11.0	B	11.1	B		
	Sat.	0.278		0.281		0.003	NO
	P.M.	0.241		0.249		0.008	NO
7* Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.236	F	1.238	F	0.002	NO
	P.M.	0.873	D	0.890	D	0.017	NO

Notes:

* Intersection is operating under ATSAC system under the existing condition.

** Volumes exceed the limits of the *Highway Capacity Manual* stop-controlled software. Average delay cannot be calculated. Indicates overloaded (LOS F) conditions.

[a] Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

Phase 2. As shown in Table 7B, three intersections, Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard, Western Heritage Way & North Zoo Drive, and Riverside Drive & Zoo Drive, are expected to operate at LOS E or F during one or both peak hours in 2014. The remaining four study intersections are projected to continue operating at acceptable levels of service (LOS D or better) during both peak hours.

CUMULATIVE PLUS PROJECT TRAFFIC IMPACT ANALYSIS

The forecast cumulative plus project peak hour traffic volumes in year 2010 illustrated in Figure 9A were analyzed to determine the projected future operating conditions with the addition of project traffic. The results of the cumulative plus Phase 1 project analysis are presented in Table 7A. The forecast cumulative plus Phase 2 project peak hour traffic volumes in year 2014 illustrated in Figure 9B were analyzed to determine the projected future operating conditions with the addition of project traffic. The results of the cumulative plus project analysis are presented in Table 7B.

Application of the significance criteria established by the City of Los Angeles indicates that the project would not significantly impact traffic conditions at any of the analyzed intersections under cumulative plus project conditions for Phase 1 or Phase 2.

TABLE 7B
FUTURE (YEAR 2014) INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base V/C or Delay	LOS	Cumulative plus Phase 2 Project V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1** Riverside Dr & SR-134 EB Off-Ramps [a]	Sat.	27.8	D	28.5	D		
	P.M.	28.0	D	28.6	D		
	Sat.	0.365		0.368		0.003	NO
	P.M.	0.360		0.363		0.003	NO
2 Riverside Dr & Zoo Dr [b]	Sat.	44.3	E	48.5	E		
	P.M.	16.6	C	16.9	C		
	Sat.	0.709		0.723		0.014	NO
	P.M.	0.565		0.573		0.008	NO
3 Western Heritage Wy & North Zoo Dr [b]	Sat.	36.7	E	39.3	E		
	P.M.	26.9	D	27.6	D		
	Sat.	0.676		0.691		0.015	NO
	P.M.	0.557		0.563		0.006	NO
4 North Zoo Dr & I-5 NB Off-Ramp/SR-134 EB On-Ramp [a]	Sat.	11.7	B	11.9	B		
	P.M.	13.2	B	13.2	B		
	Sat.	0.374		0.383		0.009	NO
	P.M.	0.399		0.403		0.004	NO
5 I-5 SB On-Ramp & North Zoo Dr [a]	Sat.	8.9	A	9.0	A		
	P.M.	8.9	A	8.9	A		
	Sat.	0.451		0.456		0.005	NO
	P.M.	0.442		0.447		0.005	NO
6 Griffith Park Dr/Crystal Springs Dr & I-5 NB Off-/SB On-Ramps [b]	Sat.	12.7	B	12.7	B		
	P.M.	11.4	B	11.4	B		
	Sat.	0.292		0.294		0.002	NO
	P.M.	0.256		0.257		0.001	NO
7* Crystal Springs Dr/Riverside Dr & Los Feliz Bl	Sat.	1.290	F	1.291	F	0.001	NO
	P.M.	0.911	E	0.911	E	0.000	NO

Notes:

* Intersection is operating under ATSAC system under the existing condition.

** Delay reported is average delay.

[a] 'Intersection is controlled by stop signs. The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

V. CONGESTION MANAGEMENT PROGRAM ANALYSIS

Additional analyses were conducted to comply with Metro Congestion Management Program (CMP) requirements. In accordance with CMP Transportation Impact Analysis requirements, potential impacts of the proposed project on the CMP freeway monitoring locations and CMP arterial intersection monitoring stations are to be evaluated.

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are the following:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if project traffic causes an incremental change in the V/C ratio of 0.02 (i.e., 2.0%) or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

Because the project does not add more than a total of 39 trips to any intersection, none of the intersections satisfied the CMP threshold criteria described above. Therefore, the project would have no impact on the CMP system and no further analysis is required.

VI. PARKING ANALYSIS

This chapter analyzes the adequacy of the proposed project parking supply to satisfy applicable City of Los Angeles Municipal Code requirements. The analysis compared the proposed parking supply to the code requirements to assess the ability of the project's proposed on-site parking supply to satisfy these requirements for Phases 1 and 2.

Code Analysis

The code analysis was conducted in two ways based on application of *City of Los Angeles Municipal Code* (LAMC) requirements (Section 12.21) to the Center. The first method uses the institutional use code requirements (one space per 500 sf) for the entire facility. As shown in Table 8, this results in an estimated requirement of 342 spaces for Phase 1 and 438 parking spaces for Phase 2.

The second method calculates the performance theatre as a separate land use at a rate of one space per five fixed theatre seats. The theatre is approximately 4,100 sf and has 230 fixed seats, for a net increase of 38 spaces over the first method. As shown in Table 8, this results in an estimated parking requirement of 380 spaces for the first phase and 476 parking spaces for the second phase.

For the first phase, an additional 85 spaces are being added to the employee lot and 17 to the overflow lot, for a total of 380 spaces supplied at the conclusion of the phase. As shown on Table 8, code requires 380 spaces, so the project would have sufficient parking for this phase. The project is proposing to provide a total of 476 parking spaces at the end of the second phase, of which 247 parking spaces would be located in a two-level parking structure and 126 spaces in the expanded employee lot. As shown on Table 8, calculating the code requirements in this manner yields 476 spaces required to meet code. The proposed project's parking supply would be sufficient to meet the project's code requirements for both phases.

TABLE 8
PARKING SUPPLY CODE REQUIREMENTS

	Existing	Phase I	Project Completion
Square footage - Total Gross Area	142,884	221,884	271,884
Square footage - Floor Area (for code purposes)	112,764	167,037	219,135
Parking Supply	374	380	476
Code			
Institutional use at 1 space per 500 sf.	226	342	438
Institutional use + performance theatre at 1 space per 5 fixed seats	263	380	476

ksf=thousand square feet

VII. ACCESS ANALYSIS

The two-phase project proposes to increase parking and reconfigure the Center's four driveways, shown in Figure 10. The first phase will contain 380 parking spaces, as shown in Figure 11. The second phase will contain 476 spaces, as shown in Figure 12. The proposed project would have the following two driveways:

- A south entrance from Western Heritage Way provides access on the south portion of the project site to the visitor surface lot in Phase I and to the visitor parking structure and surface lot in Phase 2. This location will be the primary access for visitors to the museum. A bus-only driveway is included for bus turn-arounds. This driveway is approximately 1,000 feet from the intersection of Western Heritage Way and North Zoo Drive.

- The existing north entrance from Western Heritage Way will provide access to the staff parking lot and the overflow surface lot located on the north portion of the site. This driveway is where the northernmost driveway currently exists, which is approximately 125 feet from the intersection of Western Heritage Way and North Zoo Drive.

In addition, two curb cuts for bus loading would be located along Western Heritage Way between the two driveways. This loading area could hold up to approximately eight 40-foot buses for loading and parking. A jogging path would run parallel to Western Heritage Way between the bus loading area and the Center.

LEVEL OF SERVICE ANALYSIS AT PROJECT ACCESS POINTS

Because of the site layout and usage patterns, it is determined that the access points will not cause an adverse effect on either the project site or Western Heritage Way. Neither LADOT nor the *L.A. CEQA Thresholds Guide* has established a threshold of significance regarding a project's potential impact on driveway access and on-street queuing at project driveways. Thus, impacts to access and queuing associated with the project would be considered significant if the project resulted in on-street queuing that regularly interfered with traffic flow more than current conditions.

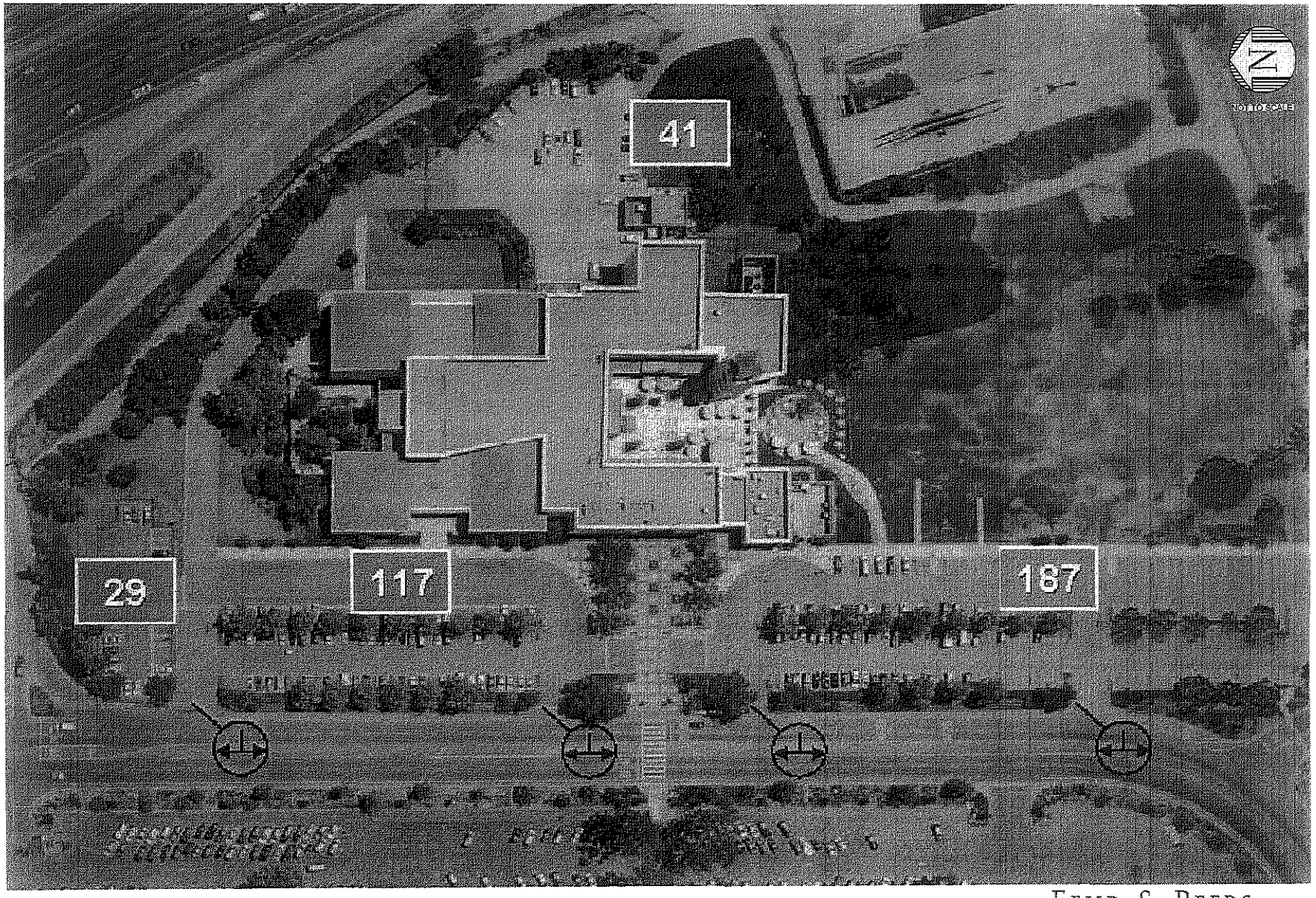

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FIGURE 10
EXISTING ACCESS CONDITIONS

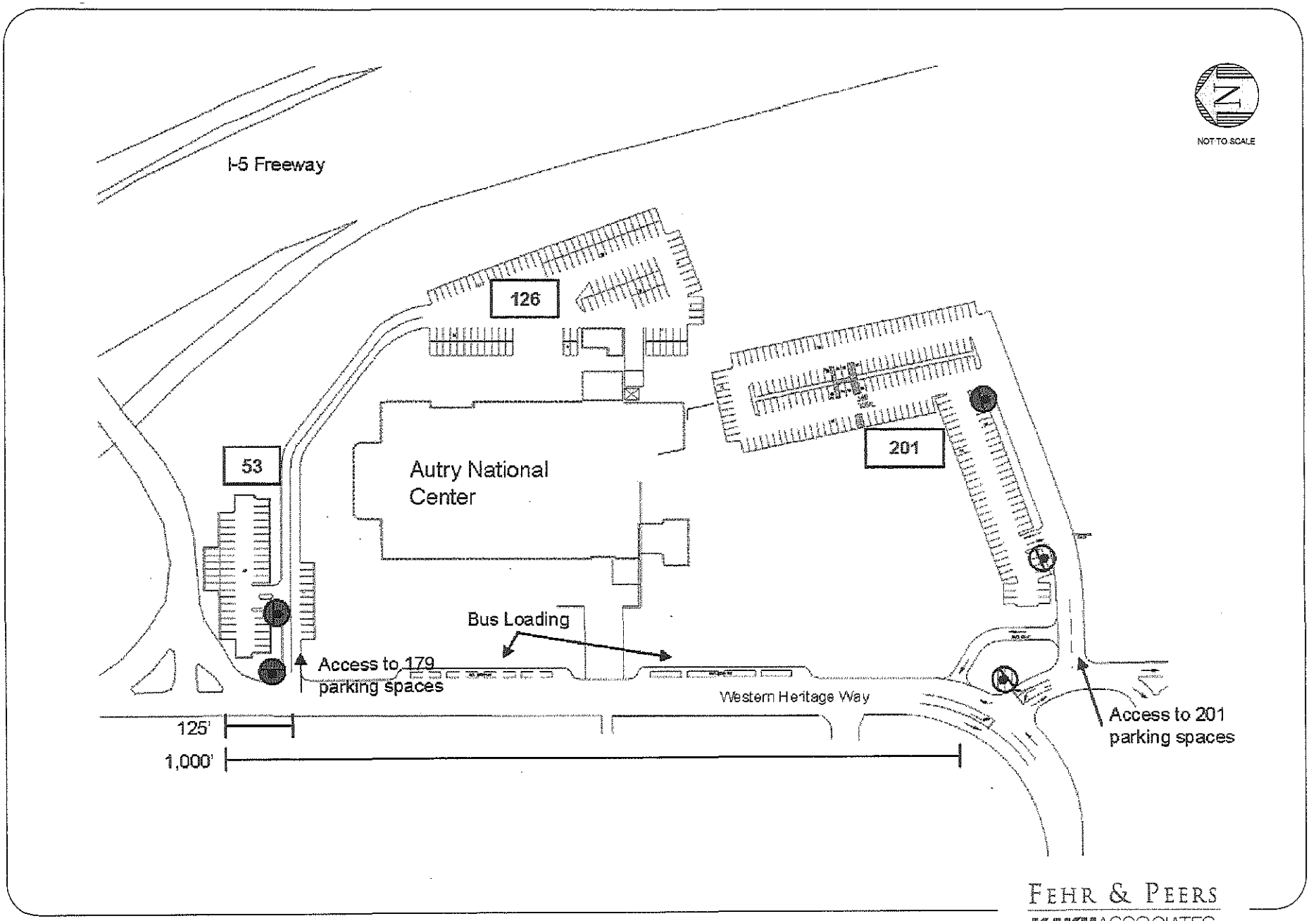


FIGURE 11
PHASE 1 PARKING AND ACCESS

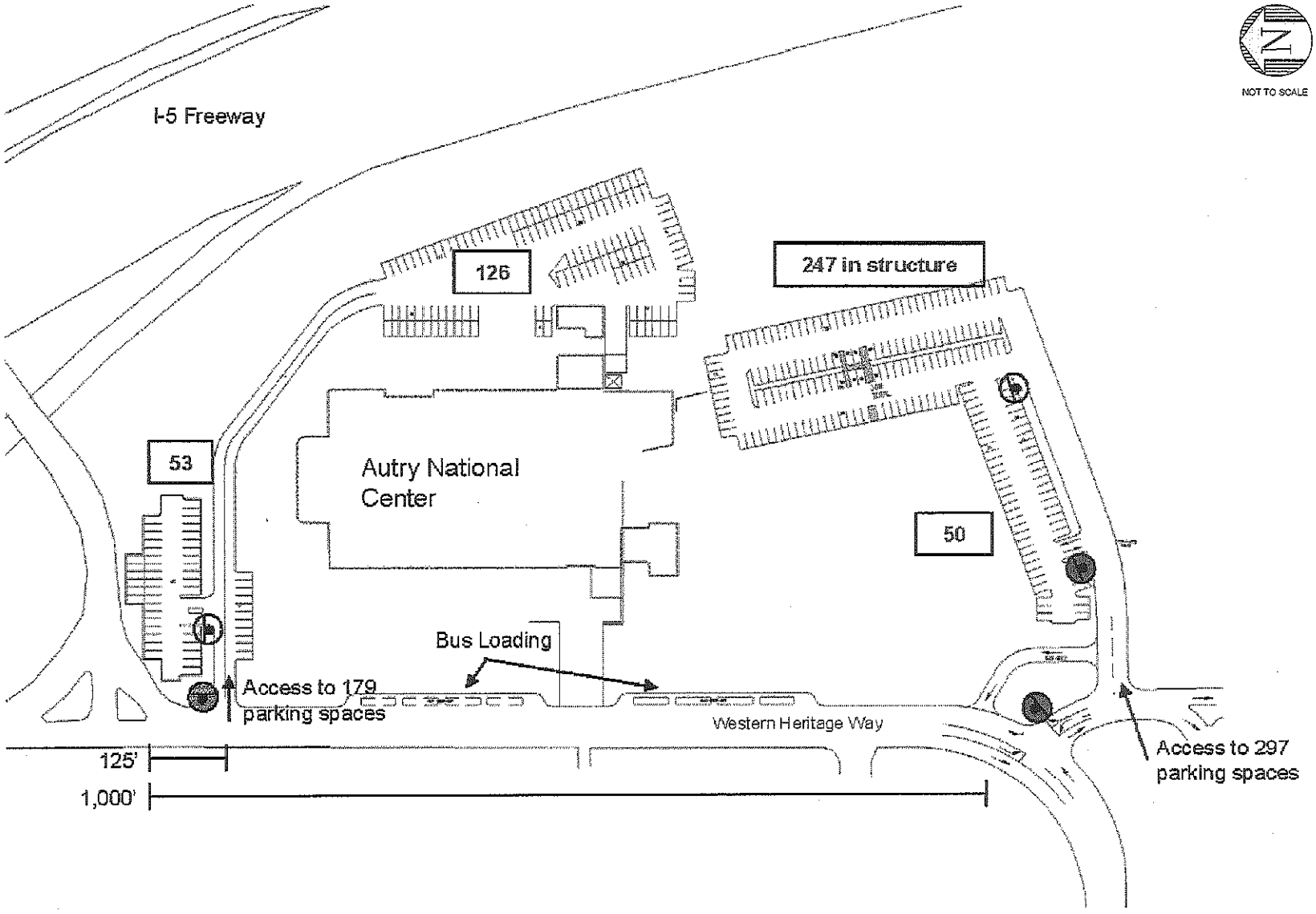


FIGURE 12
PHASE 2 PARKING AND ACCESS

The two driveways for the proposed project would be unsignalized and stop-controlled, as shown in Figures 11 and 12. The north driveway would continue to operate as it currently does. This includes one inbound lane and two outbound lanes, one for left turns and one for right turns, both stop-controlled. To access the driveway from the north, a dedicated left-turn lane is available so as not to impede the flow of traffic.

The north driveway will be used mostly by employees directly accessing the employee parking lot behind the building. Like current conditions, at completion of Phase 2, the employee lot will be used heavily on weekdays between 8:00 a.m. and 5:00 p.m. when most of the Autry National Center employees will be working on-site. This lot will seldom be used on weekends, so weekend access is expected to be minimal.

A majority of the vehicular traffic will access the site at the south driveway approximately 1,000 feet from the intersection. The south driveway would feed traffic into the Griffith Park Satellite Observatory Site, which has an existing driveway. The configuration of this driveway at buildout would be one inbound lane and two outbound lanes, one for left turns and one for right turns. A dedicated left-turn lane will be provided to access the driveway from the north.

A queuing analysis was conducted for both of the proposed driveway locations to assess the adequacy of turn-lane storage space at each entrance. Both Phase 1 (year 2010) and Phase 2 (year 2014) weekday p.m. peak hour and weekend midday peak hour scenarios were analyzed. Cumulative plus project volumes from the traffic study were used and applied using HCM methodology for unsignalized intersections. The results of the analysis are included in Appendix E.

Table 9 provides a summary of the storage space required for the turn lanes at each driveway entrance. As can be seen in the table, the turn lanes at the two driveways provide more than adequate storage capacity for vehicles going in and out of the project site.

The configurations for both driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, using the criteria established above, the project would not create a significant access impact.

TABLE 9
SUMMARY RESULTS FOR HCM 2000 - QUEUE LENGTH ANALYSIS
PROPOSED PHASE 1 2010

Intersection Location	Southbound			Northbound			Westbound					
	Left			Right			Left			Right		
	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity
North Driveway												
Weekday P.M.	1	25'	25'	0	NA	NA	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	25'	0	NA	NA	1	25'	[a]	1	25'	[a]
South Driveway												
Weekday P.M.	1	25'	[b]	1	NA	150'	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	[b]	1	NA	150'	1	25'	[a]	1	25'	[a]

PROPOSED PHASE 2 2014

Intersection Location	Southbound			Northbound			Westbound					
	Left			Right			Left			Right		
	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity	# of lanes	Storage Required	Storage Capacity
North Driveway												
Weekday P.M.	1	25'	25'	0	NA	NA	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	25'	0	NA	NA	1	25'	[a]	1	25'	[a]
South Driveway												
Weekday P.M.	1	25'	[b]	1	NA	150'	1	25'	[a]	1	25'	[a]
Weekend Midday	1	25'	[b]	1	NA	150'	1	25'	[a]	1	25'	[a]

[a] Storage capacity provided inside private driveway
[b] Storage capacity will be designed to be 25 feet or greater.

VIII. CONSTRUCTION IMPACTS

The Center may continue visitor and staff operations during construction. If the Center elects to open exhibition space during construction, it would be limited. If the Center elects to continue staff operations, a maximum staff of 160 would use trailers or other temporary structures during construction. This staffing number may also be reduced during construction if staff members work at an off-site location.

CONSTRUCTION EFFECTS

Traffic

There are three periods of construction activities: grading, demolition, and construction. During the various construction and operation phases, trucks hauling supplies and disposal materials and travel by construction workers and employees would generate traffic along the surrounding regional and local transportation system.

As stated in the LAMC, excavation activities are limited to 7:00 a.m. to 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays and holidays. No construction activities are permitted on Sundays. The dump trucks would haul the excavated dirt from the Center to its final destination using the regional freeway system directly adjacent to the site and completely within the boundaries of the City of Los Angeles. The prescribed haul route would be designated on the Haul Route Approval application, if necessary.

Construction activity at the Center site would be concentrated in the first eight to nine hours of a 10-hour window, with most workers usually arriving and departing the project site outside the peak traffic hours (i.e., arriving before 7:00 a.m. and departing before 3:00 to 4:00 p.m.), thereby avoiding the generation of trips during the a.m. and p.m. peak periods.

Phase I. Construction of Phase I of the project is expected to commence in 2008, with the opening of the Center in 2011. Site grading would last approximately one month and an estimated 38 haul truck round trips per day would result during this phase. This would result in approximately four to six entering and exiting trucks over the course of an excavation period hour. The demolition phase is expected to take approximately six months and approximately nine haul truck trips per day are expected during this phase. The main construction phase is expected to last approximately 14 months. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 a.m. to 3:00 p.m.); the generation of trips during the p.m. peak period would be avoided.

The number of construction workers would vary throughout Phase 1 construction periods, up to approximately 60 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 120 work-related trips on a daily basis, including 60 arrivals and 60 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections. However, with implementation of a construction traffic and parking management plan, such impacts would be less than significant.

Phase II. Phase 2 construction is expected to begin in 2013 and last approximately 22 months, with the re-opening of the Center in approximately 2014. The demolition phase is expected to take approximately two weeks, and less than one haul truck round trip per day is expected during this phase. Site grading would last approximately six weeks and an estimated 81 haul truck round trips per day would take place during this phase. This would result in approximately eight to nine entering and exiting trucks over the course of an excavation period hour. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 a.m. to 3:00 p.m.); the generation of trips during the p.m. peak period would be avoided.

The number of construction workers would vary throughout the construction periods up to approximately 50 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 100 work-related trips on a daily basis, including 50 arrivals and 50 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic

could cause temporary adverse significant impacts at some intersections. However, with implementation of a construction traffic and parking management plan, such impacts would be less than significant.

Parking

The Center currently contains 374 on-site parking spaces, of which 304 spaces are in two west unrestricted general use parking lots. During Phase 1, the east lot (41 spaces) and a portion of the west lots (59 spaces) will be used for construction activities. This leaves approximately 274 spaces open during construction. Assigning one space per member of the 160-person staff, there will be at least 114 spaces available for construction employees and visitors. A new 206-space parking lot will be constructed on the southern portion of the site during this phase of construction, and the east and overflow lots will expand to 138 and 36 spaces, respectively. At completion of Phase 1, approximately 380 spaces will be available.

To build the parking structure in Phase 2, approximately 151 spaces in the south lot will be lost. To compensate for this shortage, as part of the construction traffic and parking management plan, a temporary off-site parking location will need to be secured. Including the off-site supply, approximately 380 total spaces are available during construction. Once the parking structure is complete, there will be 476 permanent parking spaces at completion of Phase 2.

Concurrent Related Projects

Three neighboring related projects require further qualitative discussion because of their proximity to the project site and their construction schedules. The first related project, the Los Angeles Zoo Parking Lot Project, is scheduled for construction in 2009 and may occur during construction of Phase 1 of the proposed project. This related project is not expected to impact the street network because the construction area would be kept on-site. Additional trips associated with the construction of the parking lot project would be temporary.

A second related project (related project number 3C), Unit 2 of the Los Angeles Department of Water and Power's Lower Reach River Supply Conduit (RSC) Project, is tentatively scheduled

between 2012 and 2014, during construction of Phase 2 of the proposed project. The third project (related project number 3B), the Integrated Resources Program Facilities Plan, would extend construction until 2020. Construction for this project would be primarily at the shaft sites at the Los Angeles Zoo and Griffith Park observatory shuttle reservations center connected by an underground pipeline. These three projects could impact traffic and access to the Center during project construction activities. The RSC project is expected to include lane closures and reduced intersection capacity during construction, as the pipeline will be laid beneath the street. Thus, cumulative construction-related impacts, although temporary, could be significant.

CONCLUSIONS REGARDING CONSTRUCTION IMPACTS

A construction traffic management plan will be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

IX. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts on the local street system that could result from development of the proposed Center project. The following summarizes the findings of the study:

- The proposed project would improve and expand the existing center and build one parking structure. The first phase of the project would be completed in 2010, and the project would be completed by 2014.

- A total of seven intersections were analyzed for this project. Currently, one of the seven study intersections is operating at LOS E or F during the weekend midday peak hour, the weekday p.m. peak hour or both.

- Analysis of the year 2010 cumulative base conditions, representing future conditions without the proposed project, indicates that one of the seven study intersections would operate at LOS E or LOS F during one or both peak hours. Analysis of the year 2014 cumulative base conditions, representing future conditions without the proposed project, indicates that three of the seven study intersections would operate at LOS E or LOS F during one or both peak hours.

- The proposed project is expected to generate a net increase of approximately 426 weekday daily trips and approximately 282 weekend daily trips at the completion of Phase 1. At the completion of the project, a total of approximately 461 new daily trips will be added during the weekday and approximately 696 new weekend daily trips will be added over existing conditions.

- Analysis of the year 2010 and 2014 cumulative plus project conditions indicates that, using City of Los Angeles thresholds of significance, the proposed project would not have a significant impact at any analyzed intersections.

- Analysis of potential impacts on the regional transportation system conducted in accordance with the CMP guidelines determined that the project would not have a significant impact on the regional transportation system at the CMP monitoring intersections or on the regional transportation system.

- The proposed parking supply of 476 spaces was found to be adequate to meet the code required parking for institutional and theatre uses.

- Using the criteria established in this report, the project would not create a significant access impact.

REFERENCES

2004 Traffic Volumes on California State Highways, California Department of Transportation, 2004.

Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.

Highway Capacity Manual, Transportation Research Board, 2000.

L.A. CEQA Thresholds Guide, City of Los Angeles, November 2006.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

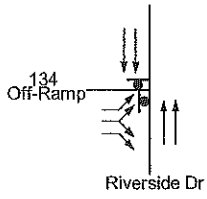
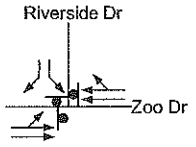
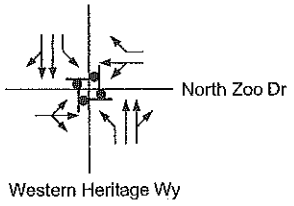
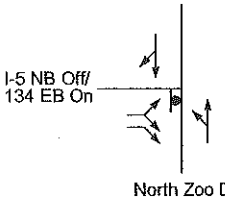
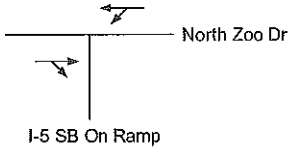
Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

APPENDIX A

INTERSECTION LANE CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

NOT TO SCALE

	EXISTING CONDITIONS	2010 CONDITIONS	2014 CONDITIONS
1. Riverside Dr & 134 SB Off-Ramp		SAME AS EXISTING	SAME AS EXISTING
2. Riverside Dr & Zoo Dr		SAME AS EXISTING	SAME AS EXISTING
3. Western Heritage Wy & North Zoo Dr		SAME AS EXISTING	SAME AS EXISTING
4. North Zoo Dr & I-5 NB Off Ramp/ 134 EB On Ramp		SAME AS EXISTING	SAME AS EXISTING
5. I-5 SB On Ramp & North Zoo Dr		SAME AS EXISTING	SAME AS EXISTING

LEGEND

Stop Controlled

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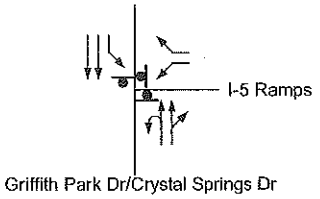
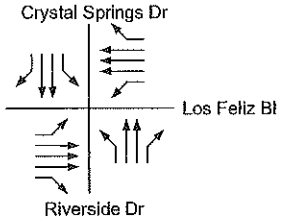
KAKU ASSOCIATES

INTERSECTION LANE CONFIGURATIONS

NOT TO SCALE

	EXISTING CONDITIONS	2010 CONDITIONS	2014 CONDITIONS
6. Griffith Park Dr/Crystal Springs Dr I-5 Ramps		SAME AS EXISTING	SAME AS EXISTING
7. Crystal Springs Dr/Riverside Dr Los Feliz Bl		SAME AS EXISTING	SAME AS EXISTING

LEGEND

Stop Controlled

APPENDIX B

TRAFFIC COUNT DATA SHEETS

KAKU ASSOCIATES, INC.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

JOB #: 2015
PROJECT: AUTRY MUSEUM
DATE: WEDNESDAY, NOVEMBER 29, 2006
PERIODS: 4:00 PM TO 6:00 PM
INTERSECTION: N/S RIVERSIDE DR
E/W 134 E OFFRAMP

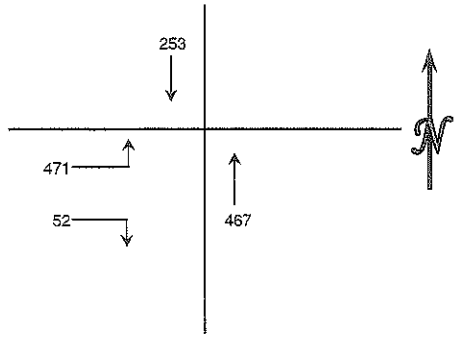
15 MIN COUNTS 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415		64						113		21		128	326
415-430		66						101		16		129	312
430-445		67						114		9		117	307
445-500		64						94		11		116	285
500-515		56						158		16		109	339
515-530		60						119		11		82	272
530-545		62						121		5		84	272
545-600		87						102		10		79	278

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500		261						422		57		490	1230
415-515		253						467		52		471	1243
430-530		247						485		47		424	1203
445-545		242						492		43		391	1168
500-600		265						500		42		354	1161

PEAK HOUR
4:15-5:15

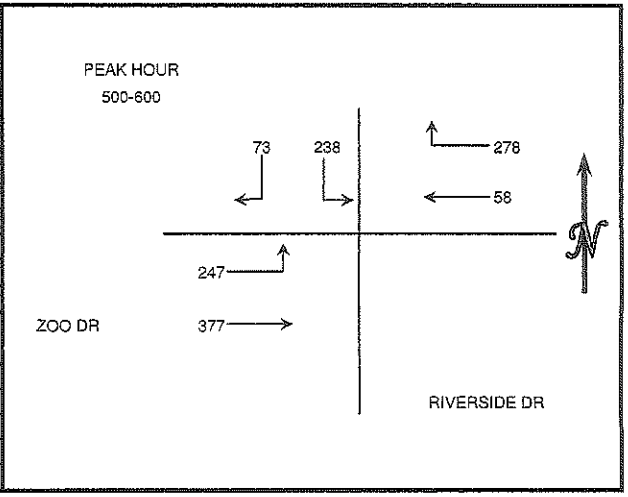


KAKU ASSOCIATES, INC.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: GENE AUTRY MUSEUM COUNT
DATE: WEDNESDAY, NOVEMBER 29, 2006
PERIODS: 4:00 PM TO 6:00 PM
INTERSECTION: N/S RIVERSIDE DR
E/W ZOO DR

15 MIN COUNTS						4:00 PM TO 6:00 PM							
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	14	0	74	86	19	0	0	0	0	0	27	31	251
415-430	16	0	59	65	18	0	0	0	0	0	50	30	238
430-445	15	0	63	63	15	0	0	0	0	0	81	56	293
445-500	11	0	59	55	24	0	0	0	0	0	71	42	262
500-515	21	0	62	87	16	0	0	0	0	0	77	70	333
515-530	13	0	58	70	10	0	0	0	0	0	98	59	308
530-545	16	0	55	79	20	0	0	0	0	0	105	50	325
545-600	23	0	63	42	12	0	0	0	0	0	97	68	305
HOUR TOTALS										0			
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	56	0	255	269	76	0	0	0	0	0	229	159	1044
415-515	63	0	243	270	73	0	0	0	0	0	279	198	1126
430-530	60	0	242	275	65	0	0	0	0	0	327	227	1196
445-545	61	0	234	291	70	0	0	0	0	0	351	221	1228
500-600	73	0	238	278	58	0	0	0	0	0	377	247	1271



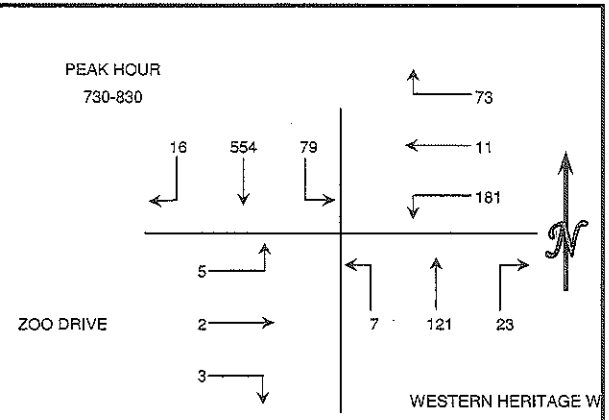
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

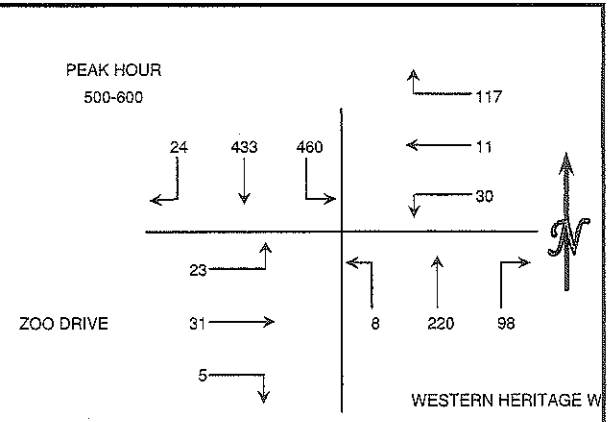
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: GENE AUTRY MUSEUM COUNT
DATE: THURSDAY, MAY 25, 2006
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN HERITAGE WAY
E/W ZOO DRIVE

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	68	11	5	3	20	4	18	2	1	1	4	139
715-730	2	91	14	11	3	40	2	24	2	1	0	2	192
730-745	4	125	17	14	1	45	8	28	2	0	0	0	244
745-800	5	144	23	13	1	42	8	38	2	0	1	2	279
800-815	2	153	23	21	1	45	2	29	2	2	0	0	280
815-830	5	132	16	25	8	49	5	26	1	1	1	3	272
830-845	3	106	15	20	5	48	6	33	1	4	1	1	243
845-900	8	95	17	21	8	30	7	36	1	1	1	2	227
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	13	428	65	43	8	147	22	108	8	2	2	8	854
715-815	13	513	77	59	6	172	20	119	8	3	1	4	995
730-830	16	554	79	73	11	181	23	121	7	3	2	5	1075
745-845	15	535	77	79	15	184	21	126	6	7	3	6	1074
800-900	18	486	71	87	22	172	20	124	5	8	3	6	1022



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	69	34	15	3	7	19	66	1	1	12	14	243
415-430	0	64	47	21	3	11	19	46	1	2	10	3	227
430-445	1	75	63	14	3	7	21	49	0	1	14	4	252
445-500	2	74	72	19	5	4	28	64	0	3	10	15	296
500-515	2	105	79	21	2	10	34	71	2	1	13	13	353
515-530	4	103	120	35	3	5	13	55	4	2	8	4	356
530-545	6	123	130	39	2	5	27	52	2	2	8	2	398
545-600	12	102	131	22	4	10	24	42	0	0	2	4	353
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	5	282	216	69	14	29	87	225	2	7	46	36	1018
415-515	5	318	261	75	13	32	102	230	3	7	47	35	1128
430-530	9	357	334	89	13	26	96	239	6	7	45	36	1257
445-545	14	405	401	114	12	24	102	242	8	8	39	34	1403
500-600	24	433	460	117	11	30	98	220	8	5	31	23	1460



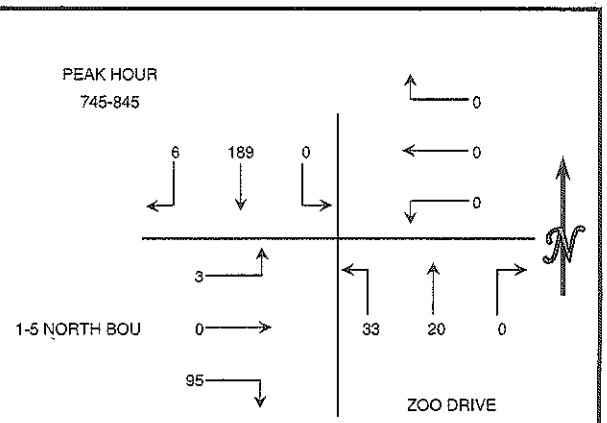
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

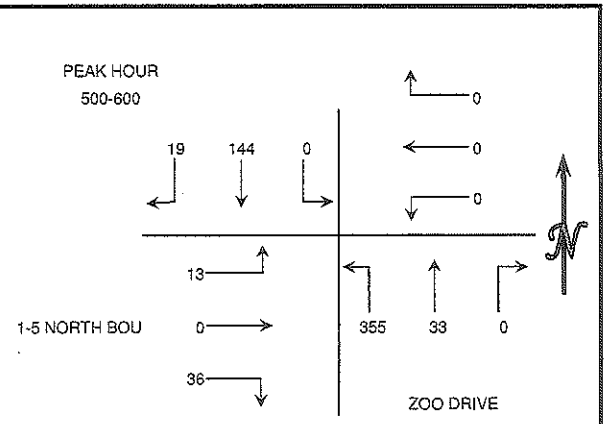
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: GENE AUTRY MUSEUM COUNT
DATE: THURSDAY, MAY 25, 2006
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S ZOO DRIVE
E/W 1-5 NORTH BOUND RAMP / 134 RAMP

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	20	0	0	0	0	0	4	3	10	0	2	40
715-730	1	35	0	0	0	0	0	4	6	10	0	1	57
730-745	2	43	0	0	0	0	0	3	12	20	0	0	80
745-800	1	46	0	0	0	0	0	5	10	15	0	1	78
800-815	1	50	0	0	0	0	0	3	5	25	0	0	84
815-830	3	48	0	0	0	0	0	7	9	28	0	2	97
830-845	1	45	0	0	0	0	0	5	9	27	0	0	87
845-900	1	34	0	0	0	0	0	4	9	26	0	2	76
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	5	144	0	0	0	0	0	16	31	55	0	4	255
715-815	5	174	0	0	0	0	0	15	33	70	0	2	299
730-830	7	187	0	0	0	0	0	18	36	88	0	3	339
745-845	6	189	0	0	0	0	0	20	33	95	0	3	346
800-900	6	177	0	0	0	0	0	19	32	106	0	4	344



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	4	20	0	0	0	0	0	9	27	14	0	6	80
415-430	4	18	0	0	0	0	0	5	37	13	0	3	80
430-445	2	19	0	0	0	0	0	13	46	15	0	3	98
445-500	3	18	0	0	0	0	0	8	68	16	0	3	116
500-515	4	20	0	0	0	0	0	4	56	7	0	2	93
515-530	5	36	0	0	0	0	0	9	96	9	0	4	159
530-545	4	50	0	0	0	0	0	13	104	15	0	3	189
545-600	6	38	0	0	0	0	0	7	99	5	0	4	159
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	13	75	0	0	0	0	0	35	178	58	0	15	374
415-515	13	75	0	0	0	0	0	30	207	51	0	11	387
430-530	14	93	0	0	0	0	0	34	266	47	0	12	466
445-545	16	124	0	0	0	0	0	34	324	47	0	12	557
500-600	19	144	0	0	0	0	0	33	355	36	0	13	600



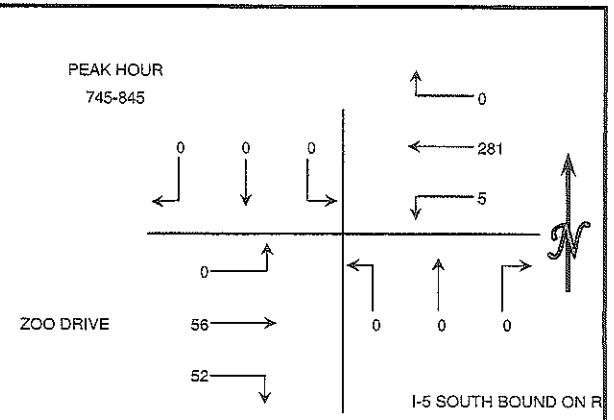
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

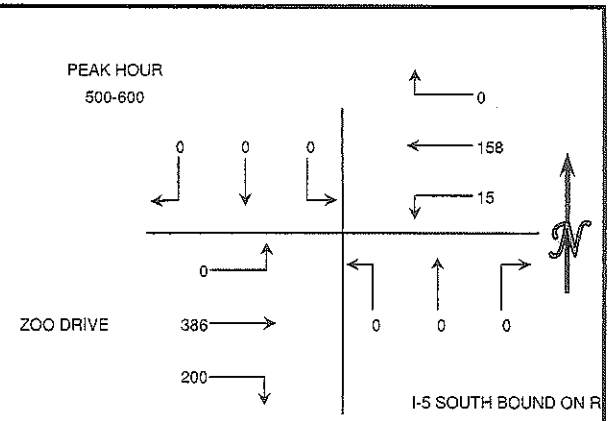
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: GENE AUTRY MUSEUM COUNT
DATE: THURSDAY, MAY 25, 2006
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S I-5 SOUTH BOUND ON RAMP
E/W ZOO DRIVE

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	0	0	30	1	0	0	0	8	10	0	49
715-730	0	0	0	0	45	0	0	0	0	15	11	0	71
730-746	0	0	0	0	58	4	0	0	0	5	13	0	80
745-800	0	0	0	0	57	2	0	0	0	13	14	0	86
800-815	0	0	0	0	77	0	0	0	0	17	11	0	105
815-830	0	0	0	0	76	1	0	0	0	13	17	0	107
830-845	0	0	0	0	71	2	0	0	0	9	14	0	96
845-900	0	0	0	0	55	1	0	0	0	9	9	0	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	0	0	0	190	7	0	0	0	41	48	0	286
715-815	0	0	0	0	237	6	0	0	0	50	49	0	342
730-830	0	0	0	0	268	7	0	0	0	48	55	0	378
745-845	0	0	0	0	281	5	0	0	0	52	56	0	394
800-900	0	0	0	0	279	4	0	0	0	48	51	0	382



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	28	3	0	0	0	27	45	0	103
415-430	0	0	0	0	32	1	0	0	0	32	45	0	110
430-445	0	0	0	0	29	2	0	0	0	40	57	0	128
445-500	0	0	0	0	31	3	0	0	0	41	66	0	141
500-515	0	0	0	0	26	5	0	0	0	53	83	0	167
515-530	0	0	0	0	42	4	0	0	0	44	99	0	189
530-545	0	0	0	0	54	5	0	0	0	54	107	0	220
545-600	0	0	0	0	36	1	0	0	0	49	97	0	183
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	0	0	120	9	0	0	0	140	213	0	482
415-515	0	0	0	0	118	11	0	0	0	166	251	0	546
430-530	0	0	0	0	128	14	0	0	0	178	305	0	625
445-545	0	0	0	0	153	17	0	0	0	192	355	0	717
500-600	0	0	0	0	158	15	0	0	0	200	386	0	759

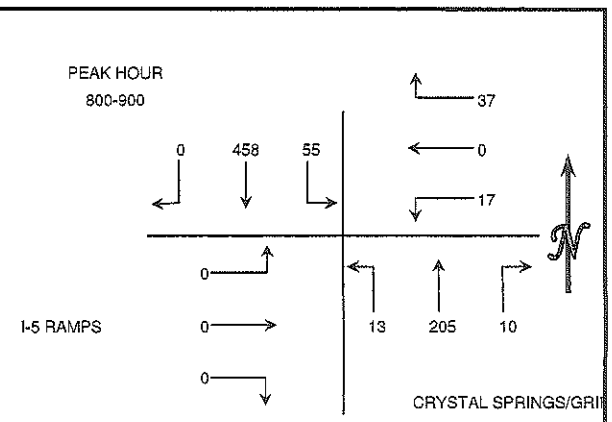


KAKU

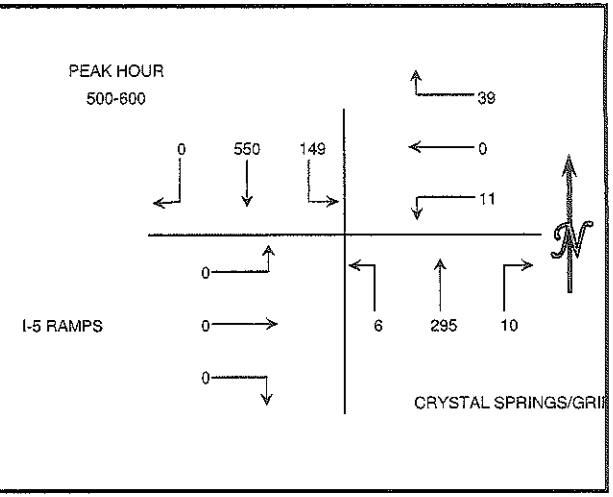
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

PROJECT: GENE AUTRY MUSEUM COUNT
DATE: WEDNESDAY, JUNE 28, 2006
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S GRIFFITH PARK DR / CRYSTAL SPRINGS DR
E/W I-5 NB OFF / SB ON RAMPS

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	79	7	16	0	3	1	44	6	0	0	0	156
715-730	0	71	14	8	0	3	2	44	1	0	0	0	143
730-745	0	91	9	7	0	3	2	64	5	0	0	0	181
745-800	0	113	9	13	0	1	2	39	3	0	0	0	180
800-815	0	124	14	14	0	2	3	55	3	0	0	0	215
815-830	0	116	11	9	0	5	2	41	3	0	0	0	187
830-845	0	122	16	7	0	5	4	53	3	0	0	0	210
845-900	0	96	14	7	0	5	1	56	4	0	0	0	183
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	354	39	44	0	10	7	191	15	0	0	0	660
715-815	0	399	46	42	0	9	9	202	12	0	0	0	719
730-830	0	444	43	43	0	11	9	199	14	0	0	0	763
745-845	0	475	50	43	0	13	11	188	12	0	0	0	792
800-900	0	458	55	37	0	17	10	205	13	0	0	0	795



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	94	22	4	0	1	2	47	7	0	0	0	177
415-430	0	83	14	9	0	4	4	67	5	0	0	0	186
430-445	0	90	18	2	0	2	6	62	7	0	0	0	187
445-500	0	93	17	8	0	1	5	63	6	0	0	0	193
500-515	0	126	36	13	0	4	2	76	3	0	0	0	260
515-530	0	138	49	4	0	4	4	76	1	0	0	0	276
530-545	0	130	36	10	0	1	3	80	0	0	0	0	260
545-600	0	156	28	12	0	2	1	63	2	0	0	0	264
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	360	71	23	0	8	17	239	25	0	0	0	743
415-515	0	392	85	32	0	11	17	268	21	0	0	0	826
430-530	0	447	120	27	0	11	17	277	17	0	0	0	916
445-545	0	487	138	35	0	10	14	295	10	0	0	0	989
500-600	0	550	149	39	0	11	10	295	6	0	0	0	1060



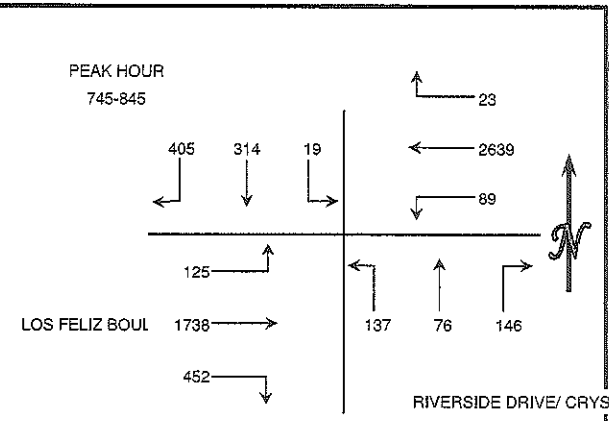
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

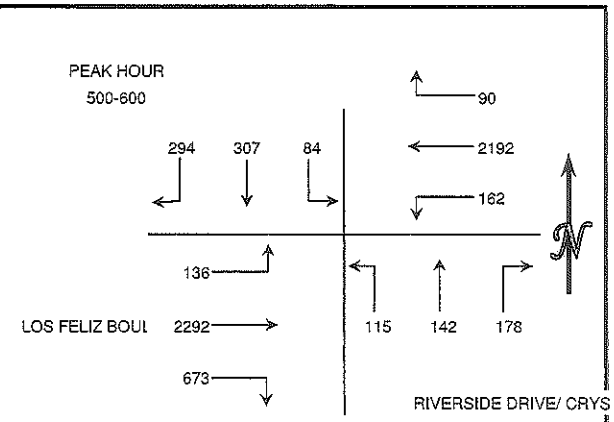
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: GENE AUTRY MUSEUM COUNT
DATE: THURSDAY, MAY 25, 2006
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S RIVERSIDE DRIVE/ CRYSTAL SPRINGS DRIVE/ GRIFFITH PARK DRIVE
E/W LOS FELIZ BOULEVARD

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	50	48	5	11	670	24	31	11	36	87	250	17	1240
715-730	54	38	2	9	649	18	23	20	37	126	314	9	1299
730-745	94	105	2	1	613	19	33	20	39	105	392	25	1448
745-800	119	91	8	2	628	17	30	19	38	109	451	23	1535
800-815	117	92	1	2	687	10	29	18	29	121	440	36	1582
815-830	77	52	3	12	663	37	37	21	37	101	426	29	1495
830-845	92	79	7	7	661	25	50	18	33	121	421	37	1551
845-900	77	51	3	6	651	33	46	11	27	100	467	26	1498
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	317	282	17	23	2560	78	117	70	150	427	1407	74	5522
715-815	384	326	13	14	2577	64	115	77	143	461	1597	93	5864
730-830	407	340	14	17	2591	83	129	78	143	436	1709	113	6060
745-845	405	314	19	23	2639	89	146	76	137	452	1738	125	6163
800-900	363	274	14	27	2662	105	162	68	126	443	1754	128	6126



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	56	51	22	21	471	54	42	33	32	135	550	43	1510
415-430	53	47	13	16	517	47	38	19	24	152	531	33	1490
430-445	58	54	21	25	506	47	51	24	39	178	565	40	1608
445-500	56	76	14	22	536	31	44	24	22	148	574	40	1587
500-515	52	62	14	29	584	67	43	33	28	153	537	36	1638
515-530	74	83	18	15	534	41	43	37	33	181	559	29	1647
530-545	94	93	23	20	579	26	54	27	28	167	582	37	1730
545-600	74	69	29	26	495	28	38	45	26	172	614	34	1650
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	223	228	70	84	2030	179	175	100	117	613	2220	156	6195
415-515	219	239	62	92	2143	192	176	100	113	631	2207	149	6323
430-530	240	275	67	91	2160	186	181	118	122	660	2235	145	6480
445-545	276	314	69	86	2233	165	184	121	111	649	2252	142	6602
500-600	294	307	84	90	2192	162	178	142	115	673	2292	136	6665



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

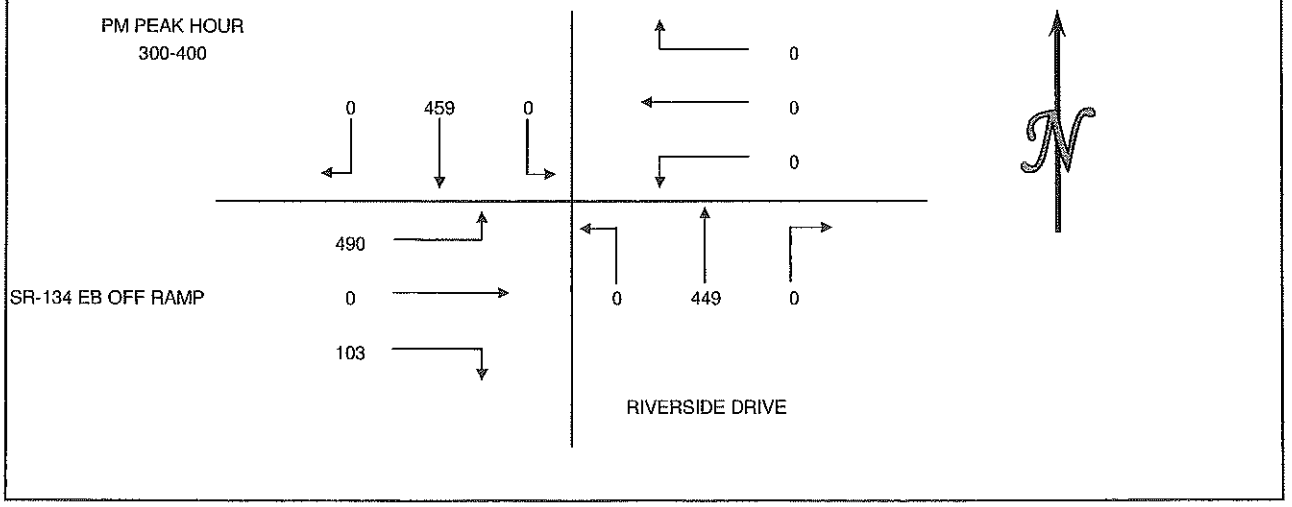
CLIENT:		KAKU ASSOCIATES
PROJECT:		AUTRY NATIONAL CENTER
DATE:		SATURDAY NOVEMBER 18, 2006
PERIOD:		1:00 PM TO 5:00 PM
INTERSECTION:	N/S	RIVERSIDE DRIVE
	E/W	SR-134 EB OFF RAMP

15 MIN COUNTS

	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-115	0	93	0	0	0	0	0	88	0	24	0	152	357
115-130	0	86	0	0	0	0	0	95	0	39	0	150	370
130-145	0	92	0	0	0	0	0	91	0	30	0	135	348
145-200	0	98	0	0	0	0	0	108	0	23	0	129	358
200-215	0	101	0	0	0	0	0	118	0	21	0	129	369
215-230	0	110	0	0	0	0	0	107	0	16	0	138	371
230-245	0	97	0	0	0	0	0	94	0	29	0	143	363
245-300	0	87	0	0	0	0	0	114	0	30	0	125	356
300-315	0	118	0	0	0	0	0	112	0	31	0	132	393
315-330	0	111	0	0	0	0	0	106	0	22	0	110	349
330-345	0	126	0	0	0	0	0	109	0	26	0	132	393
345-400	0	104	0	0	0	0	0	122	0	24	0	116	366
400-415	0	110	0	0	0	0	0	106	0	18	0	115	349
415-430	0	100	0	0	0	0	0	119	0	16	0	136	371
430-445	0	105	0	0	0	0	0	139	0	8	0	126	378
445-500	0	75	0	0	0	0	0	145	0	11	0	137	368

HOUR TOTALS

	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
100-200	0	369	0	0	0	0	0	382	0	116	0	566	1433
115-215	0	377	0	0	0	0	0	412	0	113	0	543	1445
130-230	0	401	0	0	0	0	0	424	0	90	0	531	1446
145-245	0	406	0	0	0	0	0	427	0	89	0	539	1461
200-300	0	395	0	0	0	0	0	433	0	96	0	535	1459
215-315	0	412	0	0	0	0	0	427	0	106	0	538	1483
230-330	0	413	0	0	0	0	0	426	0	112	0	510	1461
245-345	0	442	0	0	0	0	0	441	0	109	0	499	1491
300-400	0	459	0	0	0	0	0	449	0	103	0	490	1501
315-415	0	451	0	0	0	0	0	443	0	90	0	473	1457
330-430	0	440	0	0	0	0	0	456	0	84	0	499	1479
345-445	0	419	0	0	0	0	0	486	0	66	0	493	1464
400-500	0	390	0	0	0	0	0	509	0	53	0	514	1466



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

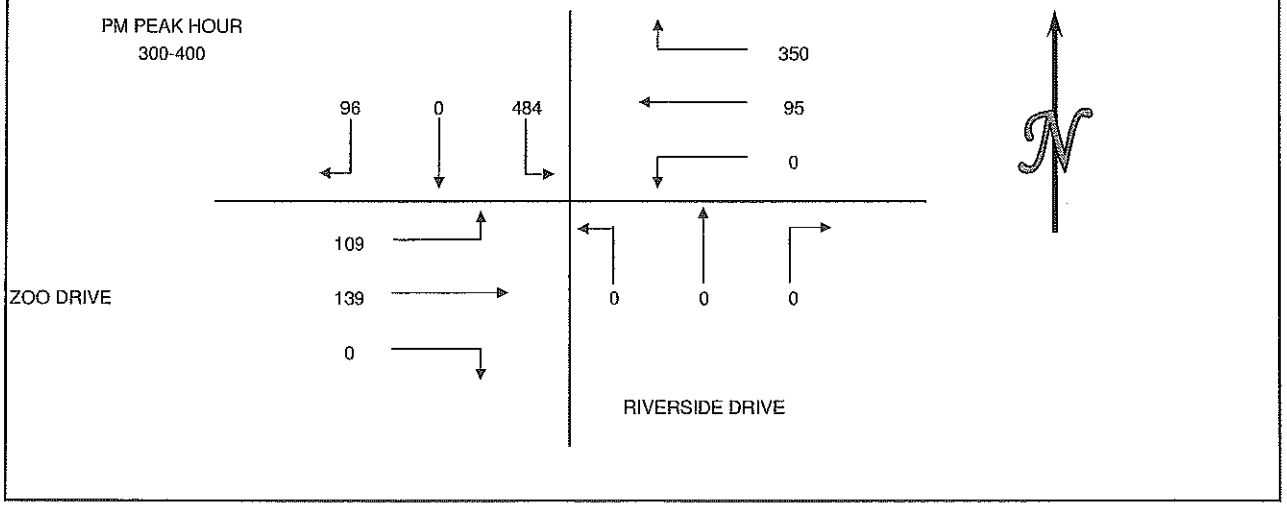
CLIENT:		KAKU ASSOCIATES
PROJECT:		AUTRY NATIONAL CENTER
DATE:		SATURDAY NOVEMBER 18, 2006
PERIOD:		1:00 PM TO 5:00 PM
INTERSECTION:	N/S	RIVERSIDE DRIVE
	E/W	ZOO DRIVE

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	14	0	98	69	24	0	0	0	0	0	36	16	257
115-130	26	0	112	76	28	0	0	0	0	0	40	17	299
130-145	14	0	116	80	24	0	0	0	0	0	37	23	294
145-200	11	0	103	78	20	0	0	0	0	0	40	16	268
200-215	15	0	106	92	29	0	0	0	0	0	30	15	287
215-230	16	0	110	89	23	0	0	0	0	0	31	25	294
230-245	20	0	109	82	35	0	0	0	0	0	50	17	313
245-300	16	0	107	73	29	0	0	0	0	0	40	38	303
300-315	25	0	115	90	20	0	0	0	0	0	30	21	301
315-330	23	0	116	89	34	0	0	0	0	0	43	24	329
330-345	26	0	134	86	20	0	0	0	0	0	30	32	328
345-400	22	0	119	85	21	0	0	0	0	0	36	32	315
400-415	19	0	86	89	20	0	0	0	0	0	21	12	247
415-430	11	0	113	97	25	0	0	0	0	0	20	29	295
430-445	12	0	113	113	43	0	0	0	0	0	27	28	336
445-500	11	0	98	119	26	0	0	0	0	0	26	30	310

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	65	0	429	303	96	0	0	0	0	0	153	72	1118
115-215	66	0	437	326	101	0	0	0	0	0	147	71	1148
130-230	56	0	435	339	96	0	0	0	0	0	138	79	1143
145-245	62	0	428	341	107	0	0	0	0	0	151	73	1162
200-300	67	0	432	336	116	0	0	0	0	0	151	95	1197
215-315	77	0	441	334	107	0	0	0	0	0	151	101	1211
230-330	84	0	447	334	118	0	0	0	0	0	163	100	1246
245-345	90	0	472	338	103	0	0	0	0	0	143	115	1261
300-400	96	0	484	350	95	0	0	0	0	0	139	109	1273
315-415	90	0	455	349	95	0	0	0	0	0	130	100	1219
330-430	78	0	452	357	86	0	0	0	0	0	107	105	1185
345-445	64	0	431	384	109	0	0	0	0	0	104	101	1193
400-500	53	0	410	418	114	0	0	0	0	0	94	99	1188



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

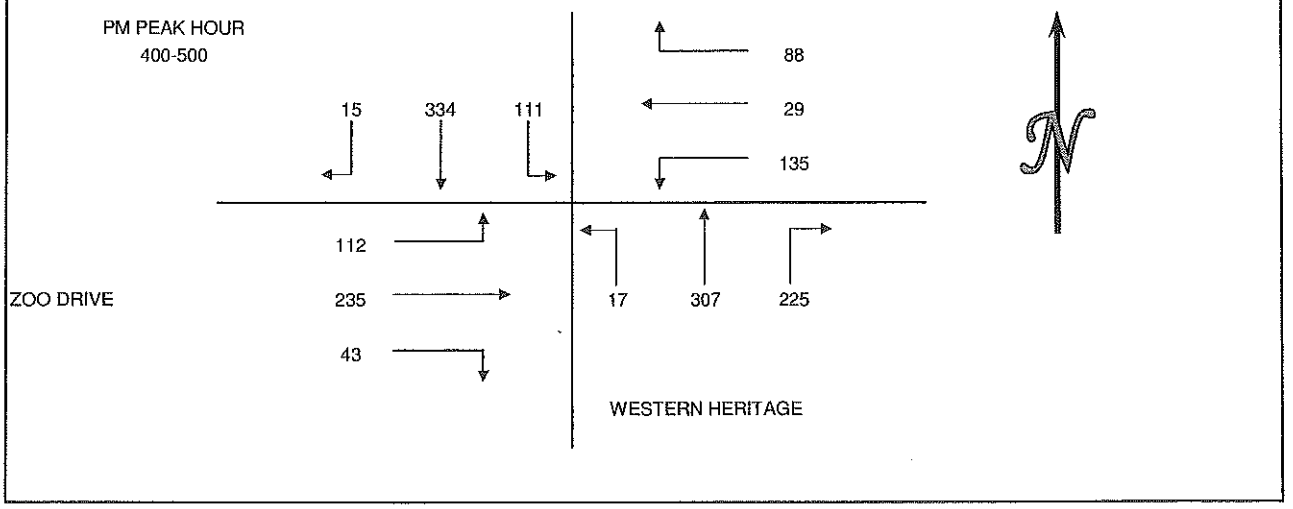
CLIENT: KAKU ASSOCIATES
PROJECT: AUTRY NATIONAL CENTER
DATE: SATURDAY NOVEMBER 18, 2006
PERIOD: 1:00 PM TO 5:00 PM
INTERSECTION: N/S WESTERN HERITAGE
E/W ZOO DRIVE

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	26	69	25	14	44	29	26	53	5	13	33	8	345
115-130	32	87	23	10	52	33	25	74	8	2	31	15	392
130-145	24	110	21	11	56	45	31	69	3	8	30	19	427
145-200	15	85	27	21	43	32	29	41	4	3	31	23	354
200-215	24	87	27	23	34	56	42	77	7	7	33	21	438
215-230	15	92	28	23	30	38	38	67	8	9	31	12	391
230-245	12	92	43	16	27	36	48	54	1	4	36	21	390
245-300	6	84	23	14	15	30	37	68	4	8	37	15	341
300-315	10	105	39	11	22	36	55	76	4	7	47	22	434
315-330	4	105	30	16	12	34	41	84	6	5	41	22	400
330-345	3	104	38	13	8	32	43	62	2	6	26	18	355
345-400	1	94	30	17	9	38	55	61	6	11	43	22	387
400-415	5	85	34	20	10	39	57	72	4	8	49	30	413
415-430	3	81	24	11	7	33	44	68	4	12	58	28	373
430-445	4	92	30	20	7	19	47	87	5	10	74	29	424
445-500	3	76	23	37	5	44	77	80	4	13	54	25	441

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	97	351	96	56	195	139	111	237	20	26	125	65	1518
115-215	95	369	98	65	185	166	127	261	22	20	125	78	1611
130-230	78	374	103	78	163	171	140	254	22	27	125	75	1610
145-245	66	356	125	83	134	162	157	239	20	23	131	77	1573
200-300	57	355	121	76	106	160	165	266	20	28	137	69	1560
215-315	43	373	133	64	94	140	178	265	17	28	151	70	1556
230-330	32	386	135	57	76	136	181	282	15	24	161	80	1565
245-345	23	398	130	54	57	132	176	290	16	26	151	77	1530
300-400	18	408	137	57	51	140	194	283	18	29	157	84	1576
315-415	13	388	132	66	39	143	196	279	18	30	159	92	1555
330-430	12	364	126	61	34	142	199	263	16	37	176	98	1528
345-445	13	352	118	68	33	129	203	288	19	41	224	109	1597
400-500	15	334	111	88	29	135	225	307	17	43	235	112	1651



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

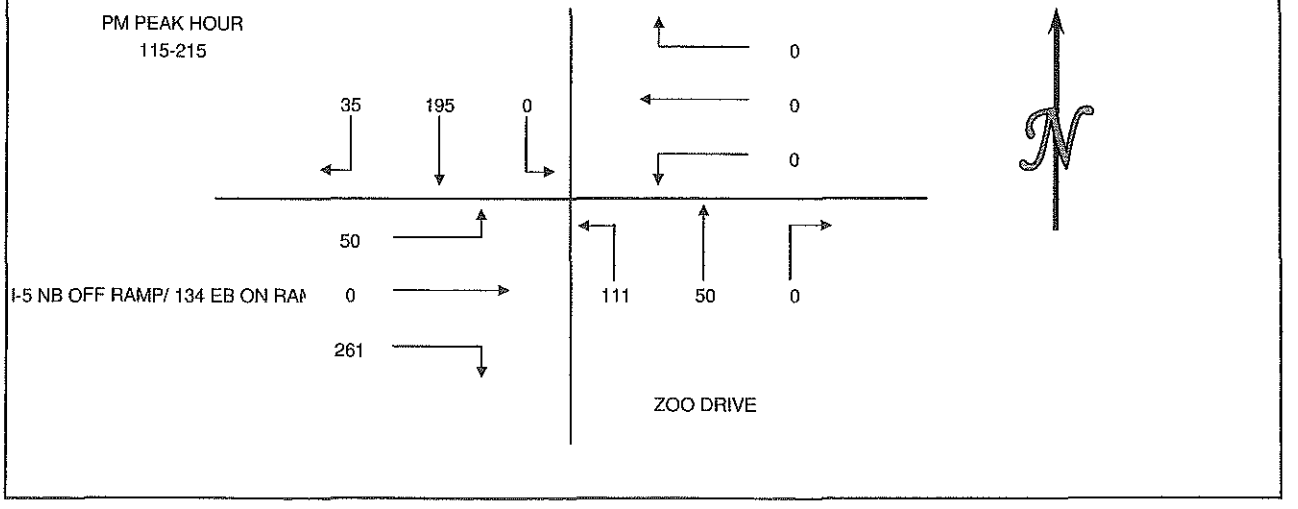
CLIENT: KAKU ASSOCIATES
PROJECT: AUTRY NATIONAL CENTER
DATE: SATURDAY NOVEMBER 18, 2006
PERIOD: 1:00 PM TO 5:00 PM
INTERSECTION: N/S ZOO DRIVE
E/W I-5 NB OFF RAMP/ 134 EB ON RAMPS

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	4	27	0	0	0	0	0	13	26	61	0	21	152
115-130	5	38	0	0	0	0	0	14	27	73	0	15	172
130-145	7	43	0	0	0	0	0	14	31	76	0	9	180
145-200	11	39	0	0	0	0	0	8	25	67	0	14	164
200-215	12	75	0	0	0	0	0	14	28	45	0	12	186
215-230	7	58	0	0	0	0	0	10	25	46	0	18	164
230-245	8	48	0	0	0	0	0	17	40	48	0	19	180
245-300	9	29	0	0	0	0	0	13	36	47	0	19	153
300-315	6	40	0	0	0	0	0	23	31	26	0	17	143
315-330	12	28	0	0	0	0	0	12	26	35	0	10	123
330-345	8	35	0	0	0	0	0	19	35	37	0	15	149
345-400	1	43	0	0	0	0	0	5	43	32	0	11	135
400-415	4	40	0	0	0	0	0	17	31	28	0	12	132
415-430	10	38	0	0	0	0	0	14	47	27	0	12	148
430-445	1	37	0	0	0	0	0	5	42	33	0	10	128
445-500	8	68	0	0	0	0	0	17	42	26	0	7	168

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	27	147	0	0	0	0	0	49	109	277	0	59	668
115-215	35	195	0	0	0	0	0	50	111	261	0	50	702
130-230	37	215	0	0	0	0	0	46	109	234	0	53	694
145-245	38	220	0	0	0	0	0	49	118	206	0	63	694
200-300	36	210	0	0	0	0	0	54	129	186	0	68	683
215-315	30	175	0	0	0	0	0	63	132	167	0	73	640
230-330	35	145	0	0	0	0	0	65	133	156	0	65	599
245-345	35	132	0	0	0	0	0	67	128	145	0	61	568
300-400	27	146	0	0	0	0	0	59	135	130	0	53	550
315-415	25	146	0	0	0	0	0	53	135	132	0	48	539
330-430	23	156	0	0	0	0	0	55	156	124	0	50	564
345-445	16	158	0	0	0	0	0	41	163	120	0	45	543
400-500	23	183	0	0	0	0	0	53	162	114	0	41	576



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: AUTRY NATIONAL CENTER
DATE: SATURDAY NOVEMBER 18, 2006
PERIOD: 1:00 PM TO 5:00 PM
INTERSECTION: N/S I-5 SB ON RAMP
E/W ZOO DRIVE

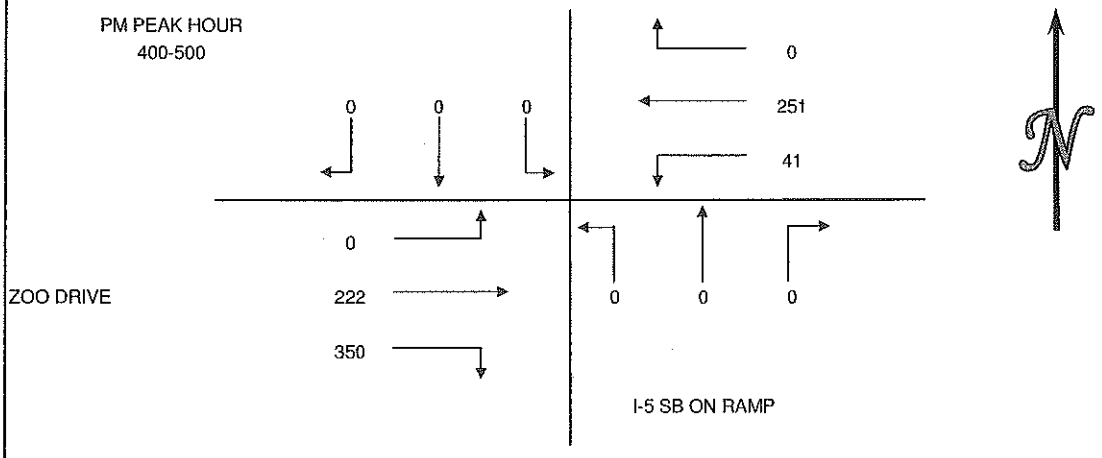
15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	0	0	0	0	91	3	0	0	0	46	44	0	184
115-130	0	0	0	0	109	2	0	0	0	48	41	0	200
130-145	0	0	0	0	108	2	0	0	0	42	43	0	195
145-200	0	0	0	0	102	8	0	0	0	44	32	0	186
200-215	0	0	0	0	105	19	0	0	0	52	45	0	221
215-230	0	0	0	0	94	10	0	0	0	67	35	0	206
230-245	0	0	0	0	76	11	0	0	0	66	60	0	213
245-300	0	0	0	0	75	10	0	0	0	61	47	0	193
300-315	0	0	0	0	57	6	0	0	0	72	48	0	183
315-330	0	0	0	0	62	4	0	0	0	70	47	0	183
330-345	0	0	0	0	57	8	0	0	0	60	58	0	183
345-400	0	0	0	0	63	16	0	0	0	77	45	0	201
400-415	0	0	0	0	66	8	0	0	0	90	45	0	209
415-430	0	0	0	0	54	5	0	0	0	68	66	0	193
430-445	0	0	0	0	49	7	0	0	0	96	59	0	211
445-500	0	0	0	0	82	21	0	0	0	96	52	0	251

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	0	0	0	0	410	15	0	0	0	180	160	0	765
115-215	0	0	0	0	424	31	0	0	0	186	161	0	802
130-230	0	0	0	0	409	39	0	0	0	205	155	0	808
145-245	0	0	0	0	377	48	0	0	0	229	172	0	826
200-300	0	0	0	0	350	50	0	0	0	246	187	0	833
215-315	0	0	0	0	302	37	0	0	0	266	190	0	795
230-330	0	0	0	0	270	31	0	0	0	269	202	0	772
245-345	0	0	0	0	251	28	0	0	0	263	200	0	742
300-400	0	0	0	0	239	34	0	0	0	279	198	0	750
315-415	0	0	0	0	248	36	0	0	0	297	195	0	776
330-430	0	0	0	0	240	37	0	0	0	295	214	0	786
345-445	0	0	0	0	232	36	0	0	0	331	215	0	814
400-500	0	0	0	0	251	41	0	0	0	350	222	0	864

PM PEAK HOUR
400-500



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
PROJECT: AUTRY NATIONAL CENTER
DATE: SATURDAY NOVEMBER 18, 2006
PERIOD: 1:00 PM TO 5:00 PM
INTERSECTION: N/S GRIFFITH PARK/ CRYSTAL SPRINGS
E/W I-5 RAMPS

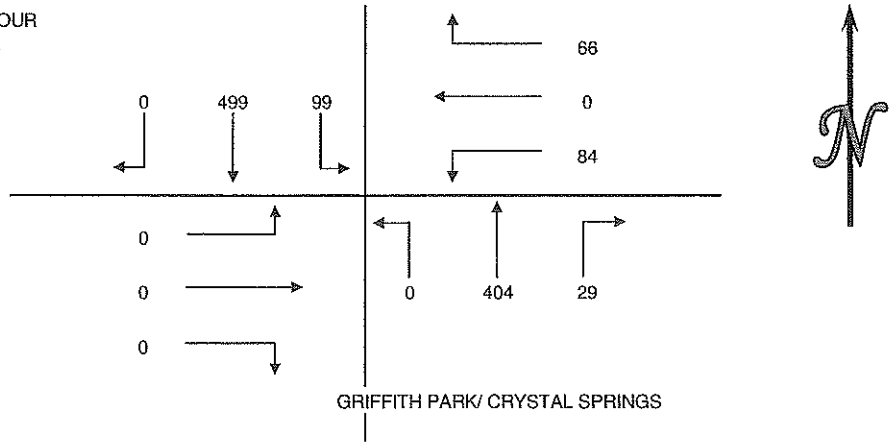
15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	0	102	27	19	0	16	3	98	0	0	0	0	265
115-130	0	96	30	13	0	16	4	131	0	0	0	0	290
130-145	0	97	27	21	0	10	6	107	0	0	0	0	268
145-200	0	133	20	20	0	21	6	98	0	0	0	0	298
200-215	0	122	16	10	0	11	6	106	0	0	0	0	271
215-230	0	121	35	26	0	26	8	99	0	0	0	0	315
230-245	0	123	28	10	0	26	9	101	0	0	0	0	297
245-300	0	130	26	15	0	16	3	97	0	0	0	0	287
300-315	0	115	23	15	0	10	4	87	0	0	0	0	254
315-330	0	113	29	12	0	10	7	99	0	0	0	0	270
330-345	0	130	26	13	0	13	12	77	0	0	0	0	271
345-400	0	128	30	9	0	15	7	99	0	0	0	0	288
400-415	0	128	32	15	0	14	9	110	0	0	0	0	308
415-430	0	152	29	16	0	16	6	81	0	0	0	0	300
430-445	0	122	32	4	0	10	14	86	0	0	0	0	268
445-500	0	156	50	5	0	13	13	51	0	0	0	0	288

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	0	428	104	73	0	63	19	434	0	0	0	0	1121
115-215	0	448	93	64	0	58	22	442	0	0	0	0	1127
130-230	0	473	98	77	0	68	26	410	0	0	0	0	1152
145-245	0	499	99	66	0	84	29	404	0	0	0	0	1181
200-300	0	496	105	61	0	79	26	403	0	0	0	0	1170
215-315	0	489	112	66	0	78	24	384	0	0	0	0	1153
230-330	0	481	106	52	0	62	23	384	0	0	0	0	1108
245-345	0	488	104	55	0	49	26	360	0	0	0	0	1082
300-400	0	486	108	49	0	48	30	362	0	0	0	0	1083
315-415	0	499	117	49	0	52	35	385	0	0	0	0	1137
330-430	0	538	117	53	0	58	34	367	0	0	0	0	1167
345-445	0	530	123	44	0	55	36	376	0	0	0	0	1164
400-500	0	558	143	40	0	53	42	328	0	0	0	0	1164

PM PEAK HOUR
145-245



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

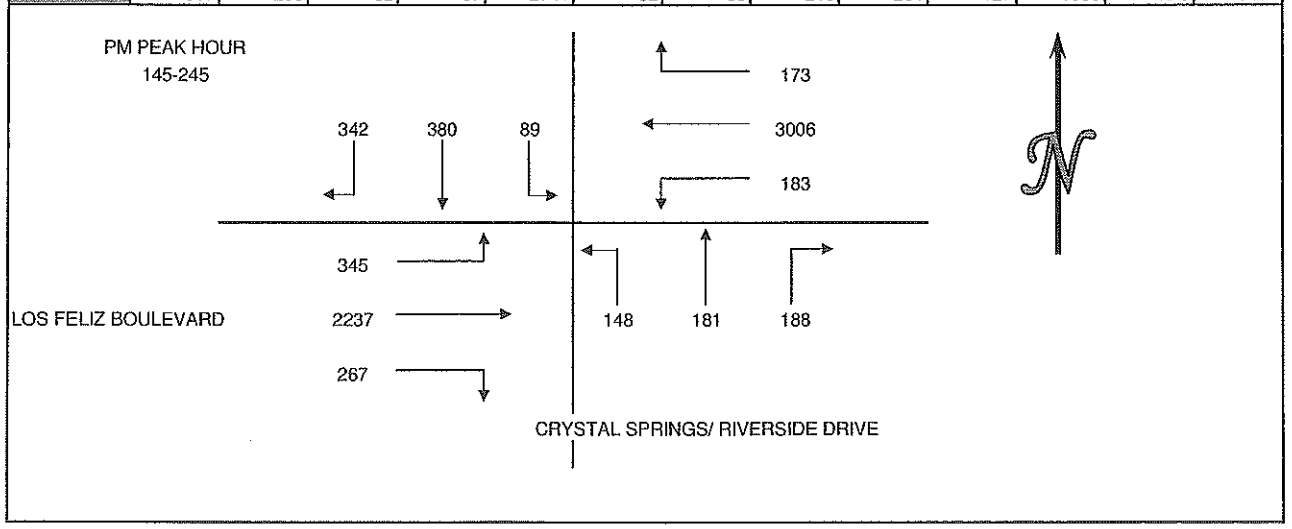
CLIENT: KAKU ASSOCIATES
PROJECT: AUTRY NATIONAL CENTER
DATE: SATURDAY NOVEMBER 18, 2006
PERIOD: 1:00 PM TO 5:00 PM
INTERSECTION: N/S CRYSTAL SPRINGS/ RIVERSIDE DRIVE
E/W LOS FELIZ BOULEVARD

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-115	53	44	23	42	705	38	51	35	45	40	558	44	1678
115-130	65	97	32	66	725	40	47	44	45	55	552	73	1841
130-145	66	67	19	51	791	30	58	29	23	44	586	86	1850
145-200	53	51	19	45	722	33	76	51	43	61	560	95	1809
200-215	88	96	20	47	784	45	45	40	25	98	593	80	1961
215-230	83	86	29	35	787	23	42	59	35	83	549	105	1916
230-245	118	147	21	46	713	82	25	31	45	25	535	65	1853
245-300	86	94	10	28	700	34	33	43	54	42	496	58	1678
300-315	106	93	12	43	673	21	45	48	17	23	471	58	1610
315-330	88	80	13	41	779	12	24	51	18	28	477	55	1666
330-345	74	77	22	34	795	14	21	48	28	39	466	43	1661
345-400	63	94	18	34	722	32	43	61	46	43	496	48	1700
400-415	86	76	19	25	715	16	25	78	93	33	542	95	1803
415-430	77	88	30	13	681	20	28	40	87	26	492	46	1628
430-445	89	85	19	19	670	30	17	62	62	39	491	36	1619
445-500	65	50	14	10	675	16	18	30	22	29	470	43	1442

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
100-200	237	259	93	204	2943	141	232	159	156	200	2256	298	7178
115-215	272	311	90	209	3022	148	226	164	136	258	2291	334	7461
130-230	290	300	87	178	3084	131	221	179	126	286	2288	366	7536
145-245	342	380	89	173	3006	183	188	181	148	267	2237	345	7539
200-300	375	423	80	156	2984	184	145	173	159	248	2173	308	7408
215-315	393	420	72	152	2873	160	145	181	151	173	2051	286	7057
230-330	398	414	56	158	2865	149	127	173	134	118	1979	236	6807
245-345	354	344	57	146	2947	81	123	190	117	132	1910	214	6615
300-400	331	344	65	152	2969	79	133	208	109	133	1910	204	6637
315-415	311	327	72	134	3011	74	113	238	185	143	1981	241	6830
330-430	300	335	89	106	2913	82	117	227	254	141	1996	232	6792
345-445	315	343	86	91	2788	98	113	241	288	141	2021	225	6750
400-500	317	299	82	67	2741	82	88	210	264	127	1995	220	6492



APPENDIX C

LEVEL OF SERVICE WORKSHEETS

EXISTING (YEAR 2005)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 449	0		0 459	0		490	0	103	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 449	0		0 459	0		490	0	103	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 449	0		0 459	0		490	0	103	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Final Vol.:	0 449	0		0 459	0		490	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	0 0	0		0 0	0		0	0	0	0	0	0
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 2.00	0.00		0.00 2.00	0.00		1.83	0.00	1.17	0.00	0.00	0.00
Final Sat.:	0 518	0		0 520	0		606	0	390	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.87	0.00		0.00 0.88	0.00		0.81	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****					****
Green/Cycle:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00 0.87	0.00		0.00 0.88	0.00		0.81	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	0.0 26.9	0.0		0.0 28.6	0.0		21.6	0.0	2.7	0.0	0.0	0.0
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0 26.9	0.0		0.0 28.6	0.0		21.6	0.0	2.7	0.0	0.0	0.0
DesignQueue:	0 0	0		0 0	0		0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	484	0	96	109	139	0	0	95	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	484	0	96	109	139	0	0	95	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	484	0	96	109	139	0	0	95	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	484	0	96	109	139	0	0	95	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	484	0	96	109	139	0	0	95	350
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.88	1.12	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	524	0	623	411	552	0	0	516	576
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.92	xxxx	0.15	0.27	0.25	xxxx	xxxx	0.18	0.61
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	9.3	12.7	12.0	0.0	0.0	10.9	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	9.3	12.7	12.0	0.0	0.0	10.9	17.2
LOS by Move:	*	*	*	E	*	A	B	B	*	*	B	C
ApproachDel:	xxxxxx			41.2			12.3			15.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			41.2			12.3			15.8		
LOS by Appr:	*			E			B			C		
AllWayAvgQ:	0.0	0.0	0.0	5.5	0.0	0.2	0.3	0.3	0.0	0.0	0.2	1.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	17	307	225	111	334	15	112	235	43	135	29	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	307	225	111	334	15	112	235	43	135	29	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	307	225	111	334	15	112	235	43	135	29	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	307	225	111	334	15	112	235	43	135	29	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	307	225	111	334	15	112	235	43	135	29	88
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.91	0.09	0.29	0.60	0.11	0.82	0.18	1.00
Final Sat.:	388	484	377	379	770	35	129	270	49	318	68	436
Capacity Analysis Module:												
Vol/Sat:	0.04	0.63	0.60	0.29	0.43	0.43	0.87	0.87	0.87	0.43	0.43	0.20
Crit Moves:		****			****		****			****		
Delay/Veh:	12.1	23.9	21.0	15.4	17.4	17.3	43.1	43.1	43.1	17.4	17.4	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	23.9	21.0	15.4	17.4	17.3	43.1	43.1	43.1	17.4	17.4	12.2
LOS by Move:	B	C	C	C	C	C	E	E	E	C	C	B
ApproachDel:		22.4			16.9			43.1			15.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.4			16.9			43.1			15.6	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	1.5	1.3	0.4	0.7	0.7	4.0	4.0	4.0	0.6	0.6	0.2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[11.1]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	111 50 0	0	195	35			50	0	261	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111 50 0	0	195	35			50	0	261	0	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111 50 0	0	195	35			50	0	261	0	0	0
Reduct Vol:	0 0 0	0	0	0			0	0	0	0	0	0
Final Vol.:	111 50 0	0	195	35			50	0	261	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	230 xxxx xxxxx	xxxx	xxxx	xxxxx			485	xxxx	213	xxxx	xxxx	xxxxx
Potent Cap.:	1350 xxxx xxxxx	xxxx	xxxx	xxxxx			545	xxxx	833	xxxx	xxxx	xxxxx
Move Cap.:	1350 xxxx xxxxx	xxxx	xxxx	xxxxx			509	xxxx	833	xxxx	xxxx	xxxxx
Volume/Cap:	0.08 xxxx xxxx	xxxx	xxxx	xxxx			0.10	xxxx	0.31	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	7.9 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A * *	*	*	*			*	*	B	*	*	*
Movement:	LT - LTR - RT	LT	-	LTR - RT			LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	708	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A * *	*	*	*			*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				11.1			xxxxxx		
ApproachLOS:	*		*				B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.7]

Street Name:	I-5 SB On Ramp									North Zoo Dr		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	222	350	41	251	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	222	350	41	251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	222	350	41	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	222	350	41	251	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	572	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1011	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	404	29	99	499	0	0	0	0	84	0	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	404	29	99	499	0	0	0	0	84	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	404	29	99	499	0	0	0	0	84	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	29	99	499	0	0	0	0	84	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	404	29	99	499	0	0	0	0	84	0	66
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1154	84	546	1188	0	0	0	0	473	0	559
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.35	0.35	0.18	0.42	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	0.12
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.2	11.1	10.5	12.8	0.0	0.0	0.0	0.0	11.3	0.0	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.1	10.5	12.8	0.0	0.0	0.0	0.0	11.3	0.0	9.4
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		11.2			12.4			xxxxxx			10.5	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.2			12.4			xxxxxx			10.5	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.7	0.0	0.0	0.0	0.0	0.2	0.0	0.1

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	EX-PM
Command:	EX-PM
Volume:	EX-PM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Riverside Dr & SR 134 EB Off R	D	0.0	0.977	D	0.0	0.977	+ 0.000 D/V
# 2 Riverside Dr & North Zoo Dr	B	14.5	0.559	B	14.5	0.559	+ 0.000 V/C
# 3 Western Heritage Wy/North Zoo	C	20.0	0.855	C	20.0	0.855	+ 0.000 V/C
# 4 North Zoo Dr/I-5 SB Off/134 EB	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V
# 5 I-5 SB On Ramp/North Zoo Dr	A	8.7	0.000	A	8.7	0.000	+ 0.000 D/V
# 6 Griffith Park Dr / Crystal Spr	B	10.7	0.411	B	10.7	0.411	+ 0.000 V/C

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	467	0	0	253	0	471	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	467	0	0	253	0	471	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	467	0	0	253	0	471	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	467	0	0	253	0	471	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.90	0.00	1.10	0.00	0.00	0.00
Final Sat.:	0	478	0	0	426	0	646	0	374	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.98	0.00	0.00	0.59	0.00	0.73	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.98	0.00	0.00	0.59	0.00	0.73	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	41.0	0.0	0.0	9.6	0.0	16.0	0.0	1.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.0	0.0	0.0	9.6	0.0	16.0	0.0	1.7	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	238	0	73	247	377	0	0	58	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	238	0	73	247	377	0	0	58	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	238	0	73	247	377	0	0	58	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	238	0	73	247	377	0	0	58	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	238	0	73	247	377	0	0	58	278
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.79	1.21	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	485	0	573	442	711	0	0	547	620
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.49	xxxx	0.13	0.56	0.53	xxxx	xxxx	0.11	0.45
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	9.5	16.5	15.1	0.0	0.0	9.8	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	9.5	16.5	15.1	0.0	0.0	9.8	12.7
LOS by Move:	*	*	*	C	*	A	C	C	*	*	A	B
ApproachDel:	xxxxxx			14.6			15.7			12.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.6			15.7			12.2		
LOS by Appr:	*			B			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.1	1.2	1.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	8	220	98	460	433	24	23	31	5	30	11	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	220	98	460	433	24	23	31	5	30	11	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	220	98	460	433	24	23	31	5	30	11	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	220	98	460	433	24	23	31	5	30	11	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	220	98	460	433	24	23	31	5	30	11	117
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.38	0.62	1.00	1.89	0.11	0.39	0.53	0.08	0.73	0.27	1.00
Final Sat.:	446	676	314	538	1095	61	182	245	39	322	118	507
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.31	0.86	0.40	0.39	0.13	0.13	0.13	0.09	0.09	0.23
Crit Moves:		****		****				****				****
Delay/Veh:	10.5	13.0	12.3	36.5	12.7	12.6	11.4	11.4	11.4	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	13.0	12.3	36.5	12.7	12.6	11.4	11.4	11.4	11.2	11.2	11.2
LOS by Move:	B	B	B	E	B	B	B	B	B	B	B	B
ApproachDel:		12.7			24.6			11.4			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			24.6			11.4			11.2	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.0	0.4	0.4	4.1	0.6	0.6	0.1	0.1	0.1	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.4]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	355 33 0	0	144	19			13	0	36	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355 33 0	0	144	19			13	0	36	0	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355 33 0	0	144	19			13	0	36	0	0	0
Reduct Vol:	0 0 0	0	0	0			0	0	0	0	0	0
Final Vol.:	355 33 0	0	144	19			13	0	36	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	163 xxxx xxxxx	xxxx	xxxx	xxxxx			897	xxxx	154	xxxx	xxxx	xxxxx
Potent Cap.:	1428 xxxx xxxxx	xxxx	xxxx	xxxxx			313	xxxx	898	xxxx	xxxx	xxxxx
Move Cap.:	1428 xxxx xxxxx	xxxx	xxxx	xxxxx			238	xxxx	898	xxxx	xxxx	xxxxx
Volume/Cap:	0.25 xxxx xxxx	xxxx	xxxx	xxxx			0.05	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.4 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A * *	*	*	*			*	*	A	*	*	*
Movement:	LT - LTR - RT	LT	-	LTR	-	RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	415	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	14.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A * *	*	*	*			*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx					12.4		xxxxxx		
ApproachLOS:	*		*					B		*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	386	200	15	158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	386	200	15	158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	386	200	15	158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	386	200	15	158	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	586	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	999	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	999	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name: Griffith Park Dr / Crystal Spring I-5 Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	6	295	10	149	550	0	0	0	0	11	0	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	295	10	149	550	0	0	0	0	11	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	295	10	149	550	0	0	0	0	11	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	295	10	149	550	0	0	0	0	11	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	295	10	149	550	0	0	0	0	11	0	39
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.90	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	25	1236	42	610	1337	0	0	0	0	478	0	568
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.24	0.41	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.07
Crit Moves:	****				****							****
Delay/Veh:	9.7	9.7	9.6	10.3	11.6	0.0	0.0	0.0	0.0	9.9	0.0	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.6	10.3	11.6	0.0	0.0	0.0	0.0	9.9	0.0	8.9
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.7			11.3			xxxxxx			9.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.7			11.3			xxxxxx			9.1	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

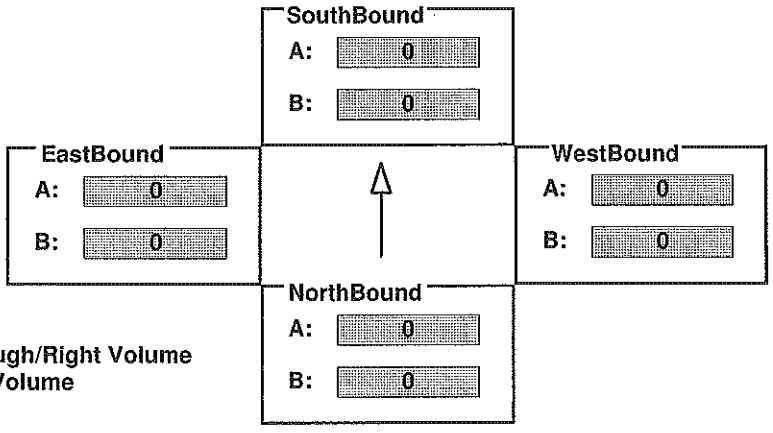
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	449	0	0	459	0	0	0	0	490	0	103
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	449	0	0	459	0	0	0	0	490	0	103
LANE			2					2				1					1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	<none	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = +

V/C = (+ + +) / = LOS =

EX_MD

CalcaDB

December 20, 2006 ,Wednesday 01:31:03 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

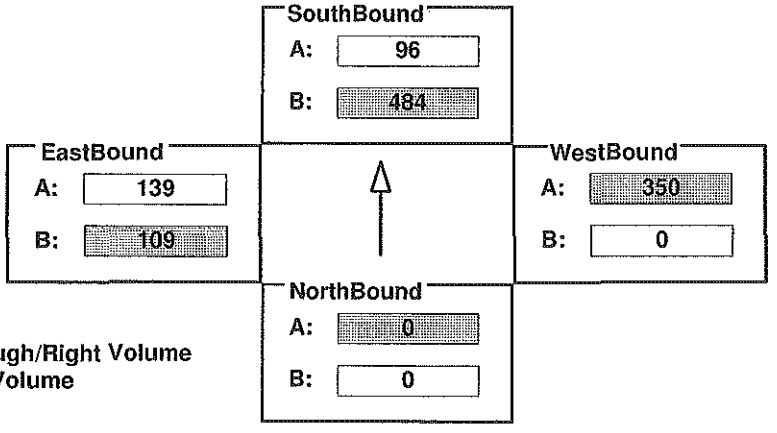
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	484	0	96	0	95	350	109	139	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	484	0	96	0	95	350	109	139	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 484 + 350 + 109}{1500} = 0.629$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

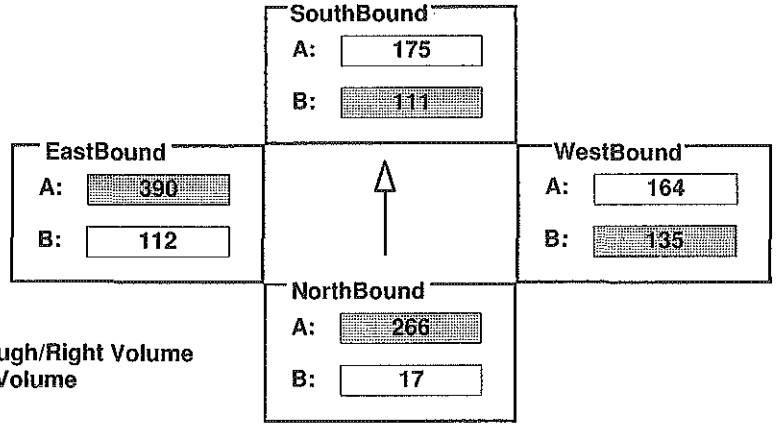
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	307	225	111	334	15	135	29	88	112	235	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	307	225	111	334	15	135	29	88	112	235	43
LANE	1	1	1	1	1	1	1	1	1	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{266 + 111 + 135 + 390}{1500} = 0.601$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

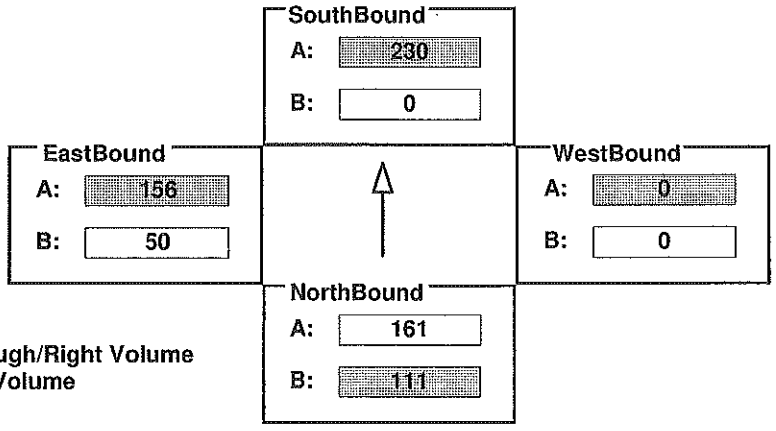
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	111	50	0	0	195	35	0	0	0	50	0	261
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	50	0	0	195	35	0	0	0	50	0	261
LANE		1						1				1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{111 + 230 + 0 + 156}{1500} = 0.331$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

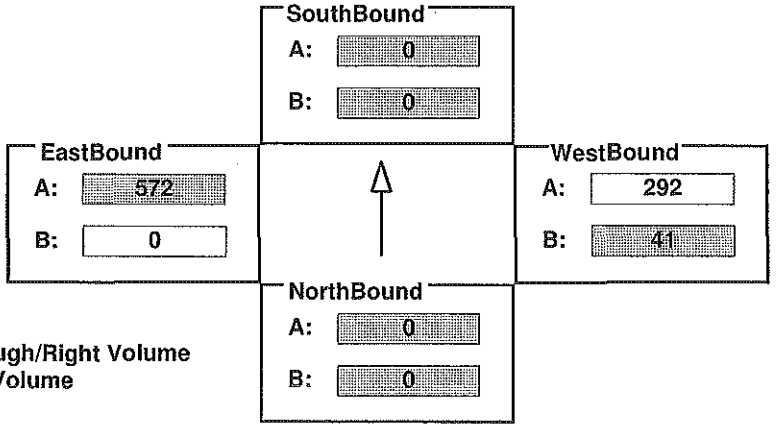
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	41	251	0	0	222	350
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	41	251	0	0	222	350
LANE							1					1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 41 \quad + \quad 572}{1500} = 0.409$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

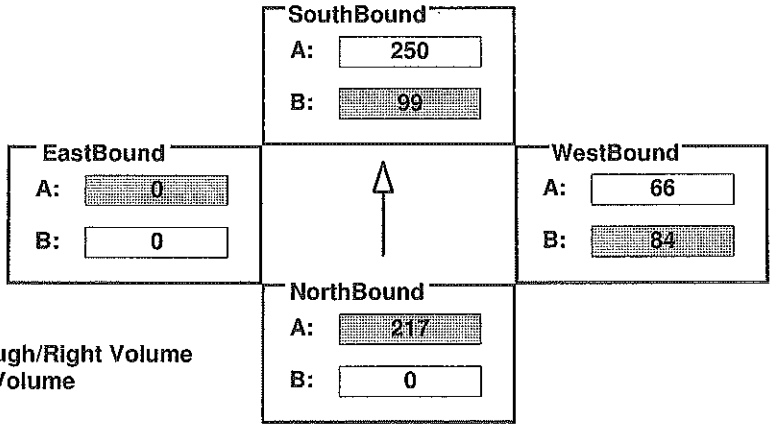
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	404	29	99	499	0	84	0	66	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	404	29	99	499	0	84	0	66	0	0	0
LANE		1			1		1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{217 + 99 + 84 + 0}{1500} = 0.267$$

LOS = A

EX_MD

CalcaDB

December 20, 2006 ,Wednesday 01:31:03 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

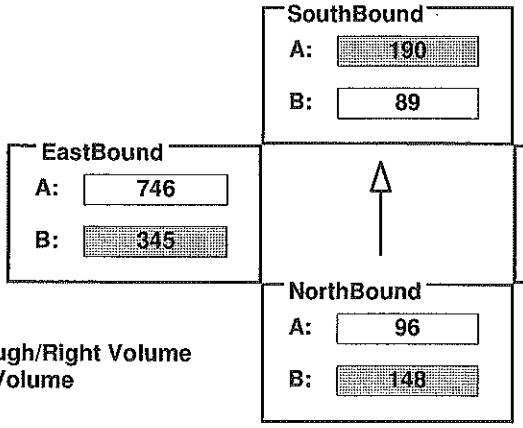
AM/PM: MD Comments: Existing Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	148	181	188	89	380	342	183	3006	173	345	2237	267
AMBIENT												
RELATED												
PROJECT												
TOTAL	148	181	188	89	380	342	183	3006	173	345	2237	267
LANE	1 | 2 | 1			1 | 2 | 1			1 | 3 | 1			1 | 3 | 1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{148 + 190 + 1002 + 345}{1375} = 1.225$$

LOS = F

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

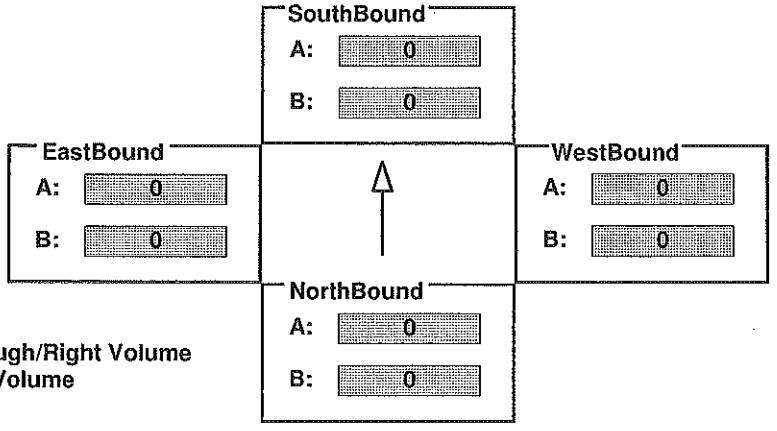
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	467	0	0	253	0	0	0	0	471	0	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	467	0	0	253	0	0	0	0	471	0	52
LANE		2			2					1		1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		<none	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = +

V/C = (+ + +) / = LOS =

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

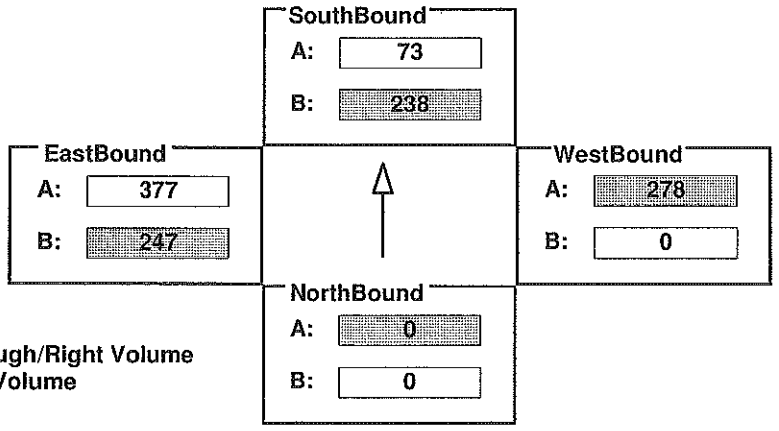
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	238	0	73	0	58	278	247	377	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	238	0	73	0	58	278	247	377	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 238 + 278 + 247}{1500} = 0.509$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

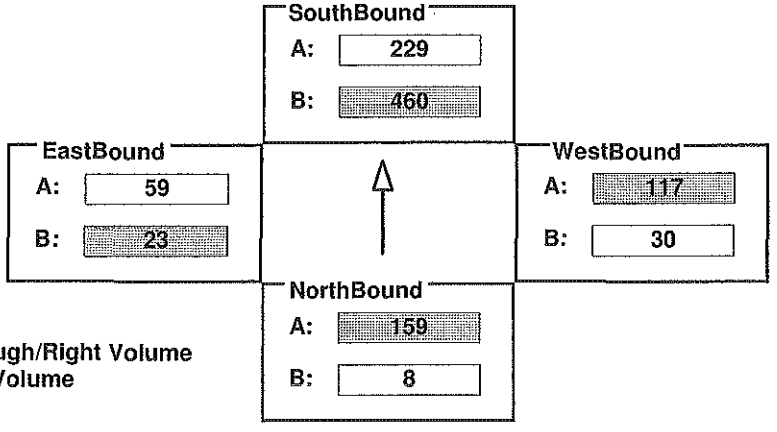
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	220	98	460	433	24	30	11	117	23	31	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	220	98	460	433	24	30	11	117	23	31	5
LANE	1	1	1	1	1	1	1	1	1	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{159 + 460 + 117 + 23}{1500} = 0.506$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

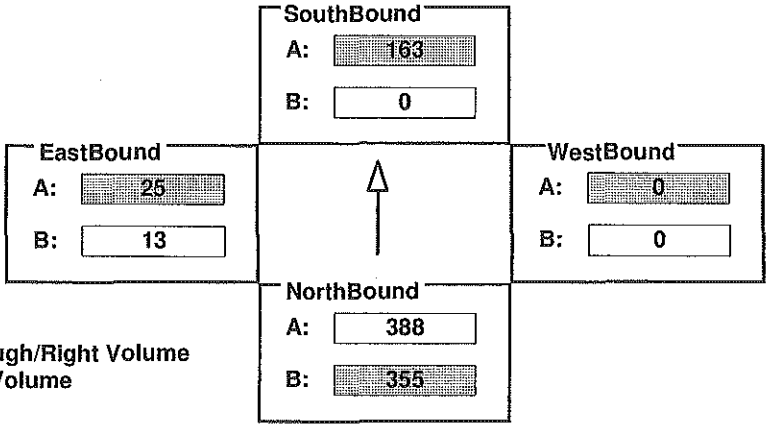
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	355	33	0	0	144	19	0	0	0	13	0	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	355	33	0	0	144	19	0	0	0	13	0	36
LANE		1							1								1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{355 + 163 + 0 + 25}{1500} = 0.362$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

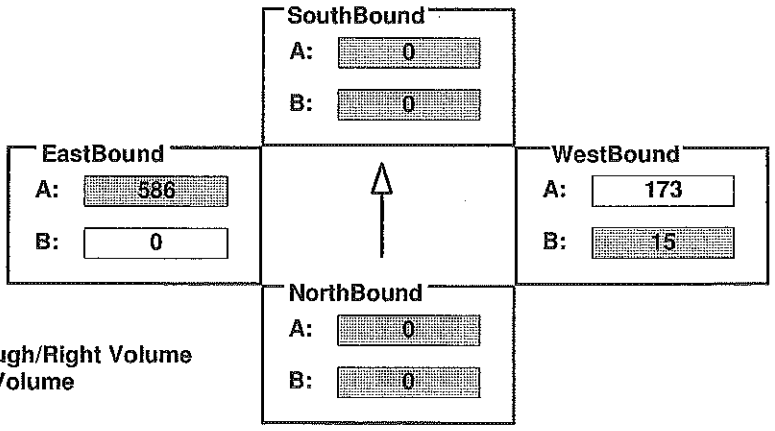
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	15	158	0	0	386	200
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	15	158	0	0	386	200
LANE							1					1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 15 \quad + \quad 586}{1500} = 0.401 \qquad LOS = A$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

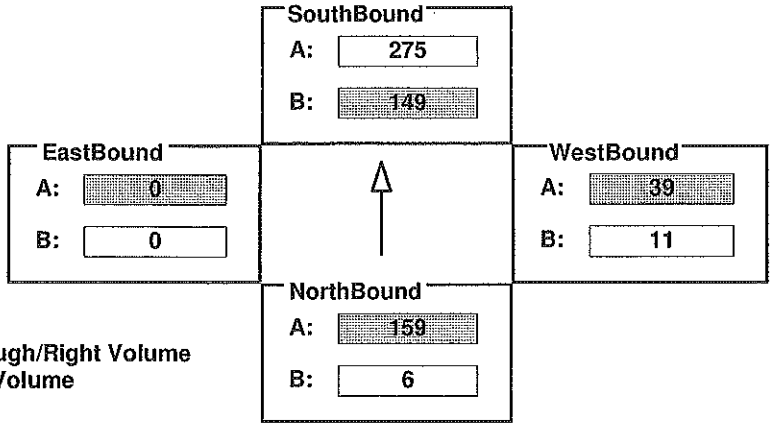
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	295	10	149	550	0	11	0	39	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	295	10	149	550	0	11	0	39	0	0	0
LANE	1		1	1	2		1		1			
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{159 + 149 + 39 + 0}{1500} = 0.231$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

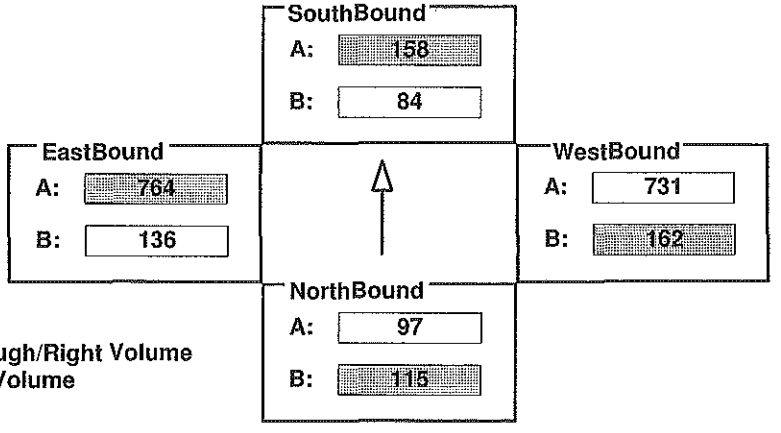
AM/PM: PM Comments: Existing Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	142	178	84	307	294	162	2192	90	136	2292	673
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	142	178	84	307	294	162	2192	90	136	2292	673
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{115 + 158 + 162 + 764}{1375} = 0.872$$

LOS = D

CUMULATIVE BASE (YEAR 2010)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.0
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	470	0	0	482	0	510	0	107	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	482	0	510	0	107	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	0	0	482	0	510	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	470	0	0	482	0	510	0	107	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.83	0.00	1.17	0.00	0.00	0.00
Final Sat.:	0	518	0	0	520	0	605	0	388	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.91	0.00	0.00	0.93	0.00	0.84	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.91	0.00	0.00	0.93	0.00	0.84	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	31.4	0.0	0.0	33.9	0.0	24.7	0.0	2.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	0.0	0.0	33.9	0.0	24.7	0.0	2.8	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	508	0	100	113	145	0	0	99	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	508	0	100	113	145	0	0	99	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	508	0	100	113	145	0	0	99	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	508	0	100	113	145	0	0	99	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	508	0	100	113	145	0	0	99	367
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.88	1.12	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	519	0	613	408	551	0	0	514	573
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.98	xxxx	0.16	0.28	0.26	xxxx	xxxx	0.19	0.64
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	60.1	0.0	9.5	13.1	12.4	0.0	0.0	11.2	19.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	60.1	0.0	9.5	13.1	12.4	0.0	0.0	11.2	19.0
LOS by Move:	*	*	*	F	*	A	B	B	*	*	B	C
ApproachDel:	xxxxxx			51.8			12.7			17.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			51.8			12.7			17.4		
LOS by Appr:	*			F			B			C		
AllWayAvgQ:	0.0	0.0	0.0	7.3	0.0	0.2	0.4	0.3	0.0	0.0	0.2	1.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	18	323	234	115	352	16	116	244	45	140	30	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	323	234	115	352	16	116	244	45	140	30	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	323	234	115	352	16	116	244	45	140	30	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	323	234	115	352	16	116	244	45	140	30	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	323	234	115	352	16	116	244	45	140	30	92
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.16	0.84	1.00	1.91	0.09	0.29	0.60	0.11	0.82	0.18	1.00
Final Sat.:	378	475	364	369	751	34	126	266	49	313	67	428
Capacity Analysis Module:												
Vol/Sat:	0.05	0.68	0.64	0.31	0.47	0.47	0.92	0.92	0.92	0.45	0.45	0.22
Crit Moves:		****			****			****		****		
Delay/Veh:	12.4	27.2	23.7	16.1	18.7	18.6	52.3	52.3	52.3	18.4	18.4	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	27.2	23.7	16.1	18.7	18.6	52.3	52.3	52.3	18.4	18.4	12.7
LOS by Move:	B	D	C	C	C	C	F	F	F	C	C	B
ApproachDel:		25.3			18.1			52.3			16.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.3			18.1			52.3			16.4	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	1.8	1.5	0.4	0.8	0.8	5.0	5.0	5.0	0.7	0.7	0.2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[11.3]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	115 52 0	0	0	203	36		52	0	271	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115 52 0	0	0	203	36		52	0	271	0	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115 52 0	0	0	203	36		52	0	271	0	0	0
Reduct Vol:	0 0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	115 52 0	0	0	203	36		52	0	271	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	239 xxxx xxxxx	xxxx	xxxx	xxxxx			503	503	221	xxxx	xxxx	xxxxx
Potent Cap.:	1340 xxxx xxxxx	xxxx	xxxx	xxxxx			532	474	824	xxxx	xxxx	xxxxx
Move Cap.:	1340 xxxx xxxxx	xxxx	xxxx	xxxxx			494	430	824	xxxx	xxxx	xxxxx
Volume/Cap:	0.09 xxxx xxxx	xxxx	xxxx	xxxx			0.11	0.00	0.33	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	7.9 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*	*	*	*		*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx	695	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3 xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.9 xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*	*	*	*		*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				11.3			xxxxxx	
ApproachLOS:	*			*				B			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.8]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0		0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	231	364	43	261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	231	364	43	261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	231	364	43	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	231	364	43	261	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	595	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	991	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	991	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name: Griffith Park Dr / Crystal Spring I-5 Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	424	30	103	524	0	0	0	0	87	0	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	30	103	524	0	0	0	0	87	0	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	30	103	524	0	0	0	0	87	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	424	30	103	524	0	0	0	0	87	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	424	30	103	524	0	0	0	0	87	0	69
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1142	81	539	1173	0	0	0	0	467	0	550
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.37	0.37	0.19	0.45	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.13
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.6	11.5	10.7	13.3	0.0	0.0	0.0	0.0	11.5	0.0	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	11.5	10.7	13.3	0.0	0.0	0.0	0.0	11.5	0.0	9.6
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		11.6			12.9			xxxxxx			10.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.6			12.9			xxxxxx			10.7	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.6	0.5	0.5	0.2	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	488	0	0	265	0	490	0	54	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	488	0	0	265	0	490	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	488	0	0	265	0	490	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	488	0	0	265	0	490	0	54	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.90	0.00	1.10	0.00	0.00	0.00
Final Sat.:	0	478	0	0	428	0	646	0	374	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.02	0.00	0.00	0.62	0.00	0.76	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	1.02	0.00	0.00	0.62	0.00	0.76	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	0.0	48.4	0.0	0.0	10.5	0.0	17.8	0.0	1.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	48.4	0.0	0.0	10.5	0.0	17.8	0.0	1.7	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	250	0	76	257	392	0	0	60	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	76	257	392	0	0	60	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	76	257	392	0	0	60	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	76	257	392	0	0	60	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	76	257	392	0	0	60	291
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.79	1.21	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	480	0	566	436	700	0	0	538	609
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.52	xxxx	0.13	0.59	0.56	xxxx	xxxx	0.11	0.48
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	17.1	0.0	9.6	17.7	16.1	0.0	0.0	9.9	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.1	0.0	9.6	17.7	16.1	0.0	0.0	9.9	13.4
LOS by Move:	*	*	*	C	*	A	C	C	*	*	A	B
ApproachDel:	xxxxxx			15.3			16.7			12.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.3			16.7			12.8		
LOS by Appr:	*			C			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	0.1	1.3	1.1	0.0	0.0	0.1	0.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	8	231	102	478	453	25	24	32	5	31	11	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	231	102	478	453	25	24	32	5	31	11	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	231	102	478	453	25	24	32	5	31	11	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	231	102	478	453	25	24	32	5	31	11	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	231	102	478	453	25	24	32	5	31	11	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.90	0.10	0.39	0.53	0.08	0.74	0.26	1.00
Final Sat.:	443	669	308	531	1081	60	182	242	38	322	114	502
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.33	0.90	0.42	0.42	0.13	0.13	0.13	0.10	0.10	0.24
Crit Moves:		****		****					****			****
Delay/Veh:	10.7	13.4	12.8	43.3	13.2	13.1	11.5	11.5	11.5	11.4	11.4	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	13.4	12.8	43.3	13.2	13.1	11.5	11.5	11.5	11.4	11.4	11.5
LOS by Move:	B	B	B	E	B	B	B	B	B	B	B	B
ApproachDel:		13.2			28.3			11.5			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			28.3			11.5			11.5	
LOS by Appr:		B			D			B			B	
AllWayAvgQ:	0.0	0.5	0.4	5.0	0.7	0.7	0.1	0.1	0.1	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.9]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	369	34	0	0	150	20	14	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	34	0	0	150	20	14	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	34	0	0	150	20	14	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	369	34	0	0	150	20	14	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	170	xxxx	xxxxx	xxxx	xxxx	xxxxx	932	932	160	xxxx	xxxx	xxxxx
Potent Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	269	890	xxxx	xxxx	xxxxx
Move Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	181	890	xxxx	xxxx	xxxxx
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	389	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0	0	0 1 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	401	208	16	164	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	401	208	16	164	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	401	208	16	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	401	208	16	164	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	979	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	979	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	6	309	10	155	574	0	0	0	0	11	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	309	10	155	574	0	0	0	0	11	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	309	10	155	574	0	0	0	0	11	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	309	10	155	574	0	0	0	0	11	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	309	10	155	574	0	0	0	0	11	0	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.90	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	24	1226	40	606	1326	0	0	0	0	473	0	561
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.43	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.07
Crit Moves:	****				****							****
Delay/Veh:	9.9	9.8	9.8	10.5	12.0	0.0	0.0	0.0	0.0	9.9	0.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.8	9.8	10.5	12.0	0.0	0.0	0.0	0.0	9.9	0.0	9.0
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.8			11.7			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.8			11.7			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr | W/E: SR-134 EB Offramp | I/S No: 1

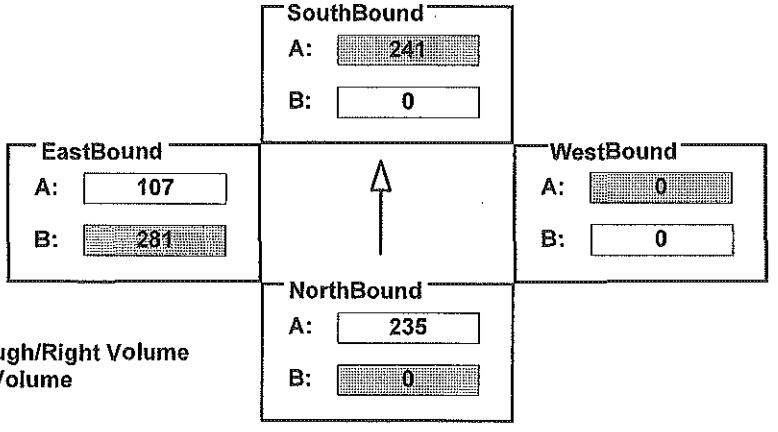
AM/PM: MD | Comments: 2010 Cumbase Weekend MD

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	470	0	0	482	0	0	0	0	510	0	107
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	470	0	0	482	0	0	0	0	510	0	107
LANE			2					2				1					1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 241 + 0 + 281}{1500} = 0.348$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

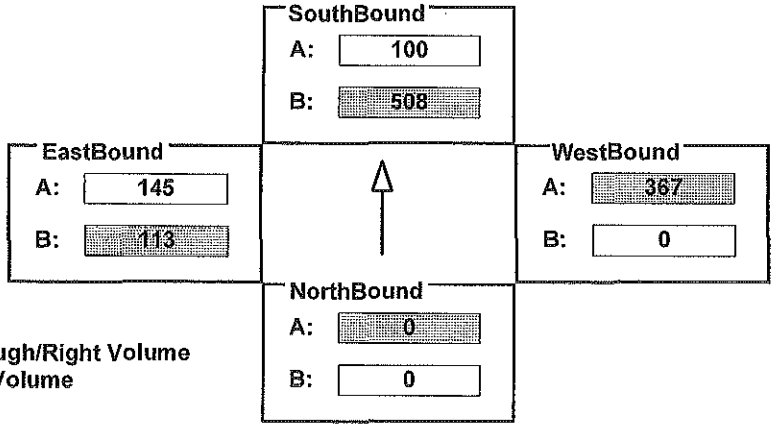
AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	508	0	100	0	99	367	113	145	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	508	0	100	0	99	367	113	145	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 508 + 367 + 113}{1500} = 0.659$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

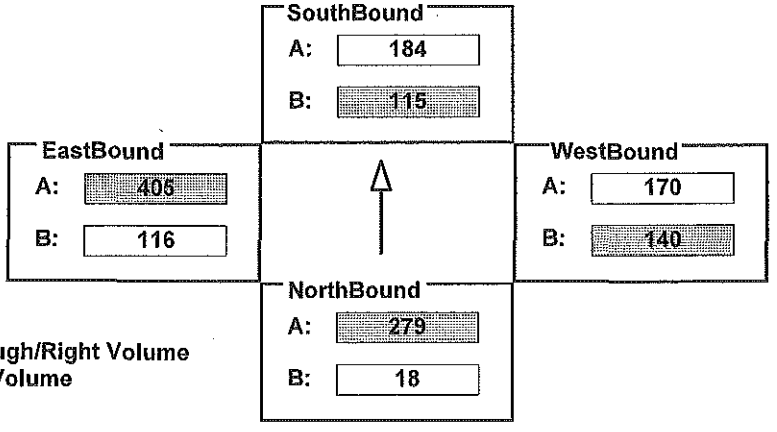
AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	323	234	115	352	16	140	30	92	116	244	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	323	234	115	352	16	140	30	92	116	244	45
LANE	1	1	1	1	1	1	1	1	1	1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{279 + 115 + 140 + 405}{1500} = 0.626$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

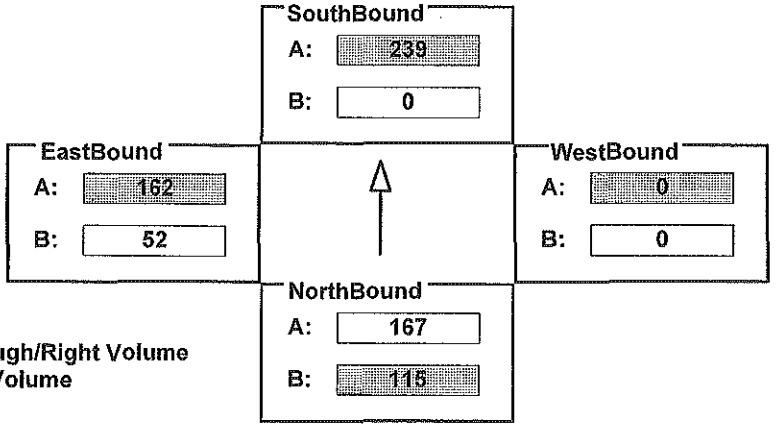
AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	52	0	0	203	36	0	0	0	52	0	271
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	52	0	0	203	36	0	0	0	52	0	271
LANE		1						1				1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{115 + 239 + 0 + 162}{1500} = 0.344$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

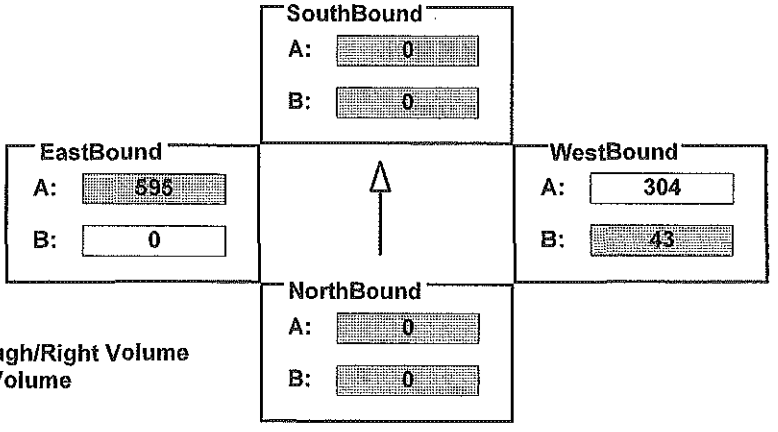
AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	43	261	0	0	231	364
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	43	261	0	0	231	364
LANE							1					1
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 43 \quad + \quad 595}{1500} = 0.425 \qquad LOS = A$$

CBMD2010

CalcaDB

February 6, 2007 ,Tuesday 01:37:19 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

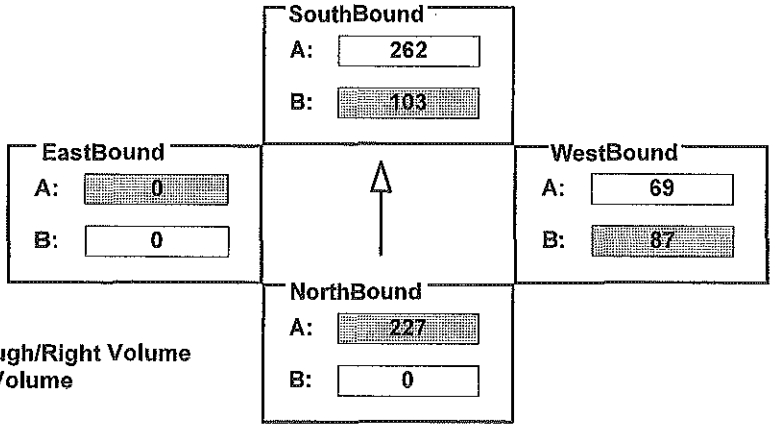
AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	424	30	103	524	0	87	0	69	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	424	30	103	524	0	87	0	69	0	0	0
LANE	1			1			2			1		1							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{227 + 103 + 87 + 0}{1500} = 0.278$$

LOS = A

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

AM/PM: MD Comments: 2010 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

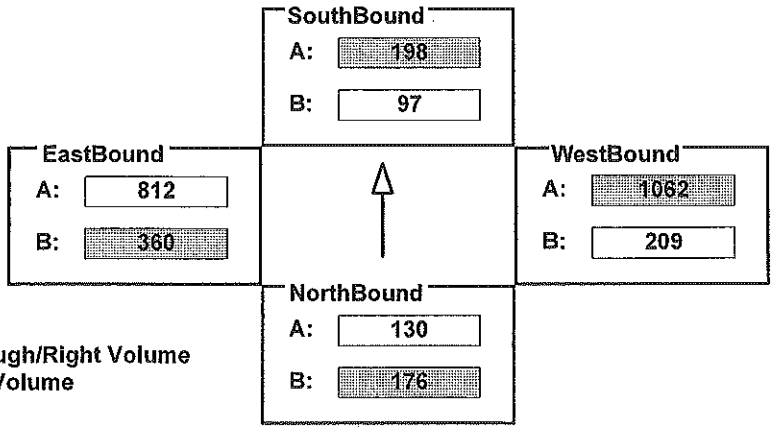
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	188	235	97	395	357	209	3185	182	360	2436	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	188	235	97	395	357	209	3185	182	360	2436	308

LANE	1		2			1		1		2			1		1		3			1		1		3			1	

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	OLA	Prot-Var	Auto	Prot-Var	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{176 + 198 + 1062 + 360}{1375} = 1.306$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr | W/E: SR-134 EB Offramp | I/S No: 1

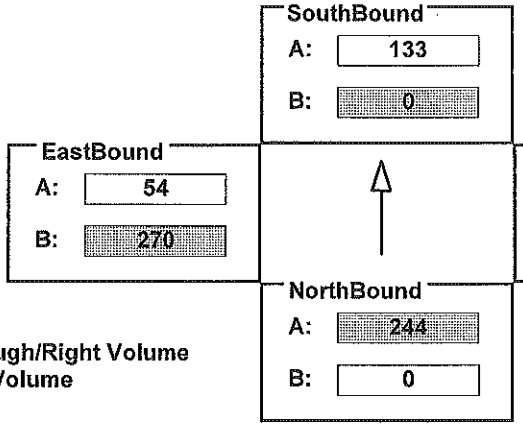
AM/PM: PM | Comments: 2010 Cumbase Weekday PM

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	488	0	0	265	0	0	0	0	490	0	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	488	0	0	265	0	0	0	0	490	0	54
LANE			2					2				1					1	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{244 + 0 + 0 + 270}{1500} = 0.343$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

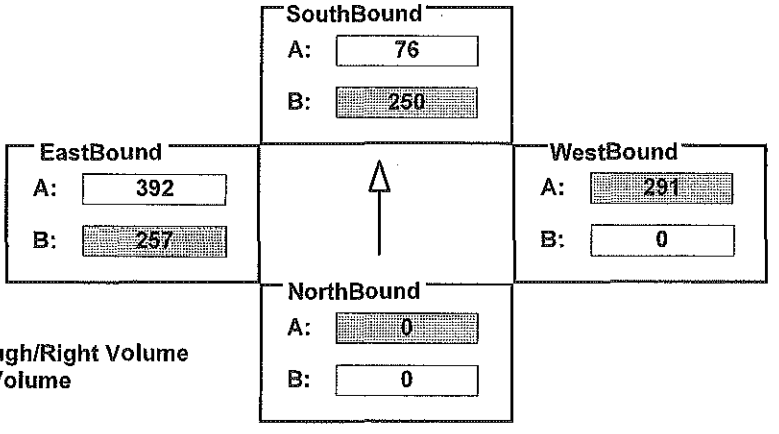
AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	250	0	76	0	60	291	257	392	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	250	0	76	0	60	291	257	392	0
LANE				1				1	1		1	1
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 250 + 291 + 257}{1500} = 0.532$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

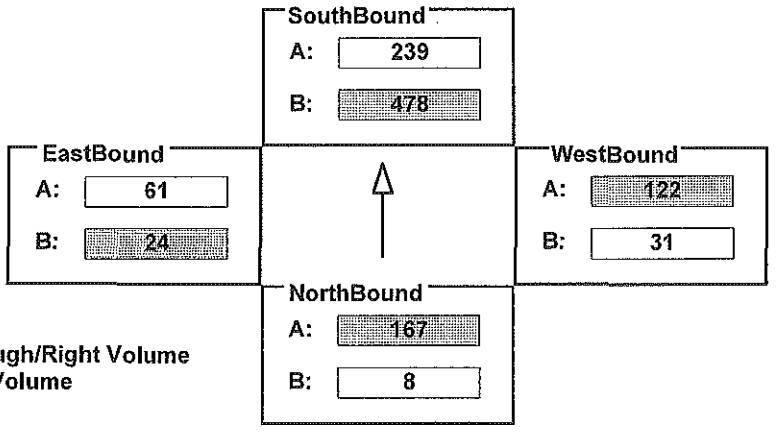
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	231	102	478	453	25	31	11	122	24	32	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	231	102	478	453	25	31	11	122	24	32	5

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
LANE	1	1	1	1	1	1	1	1		1		

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{167 + 478 + 122 + 24}{1500} = 0.527$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

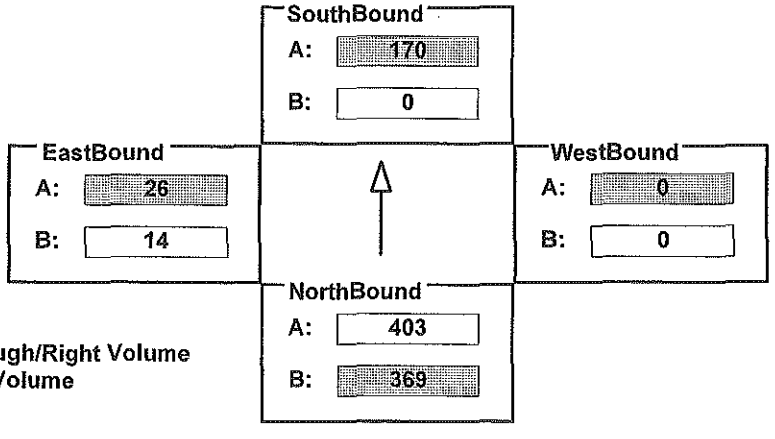
AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	369	34	0	0	150	20	0	0	0	14	0	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	369	34	0	0	150	20	0	0	0	14	0	37
LANE	1			1						1	1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{369 + 170 + 0 + 26}{1500} = 0.377$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

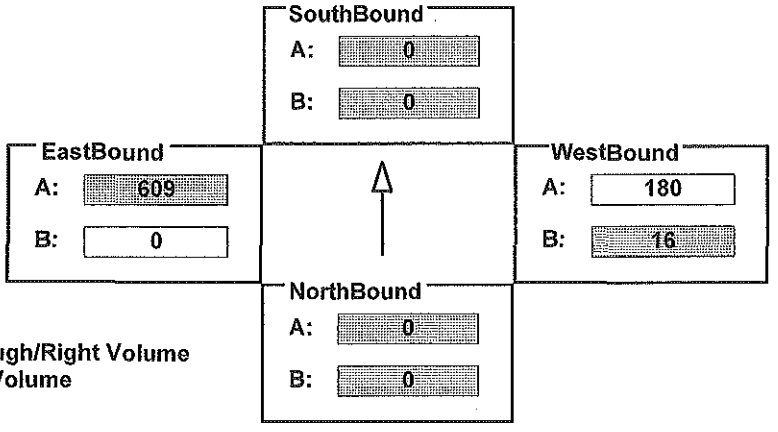
AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	16	164	0	0	401	208
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	16	164	0	0	401	208
LANE							1					1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 16 \quad + \quad 609}{1500} = 0.417$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

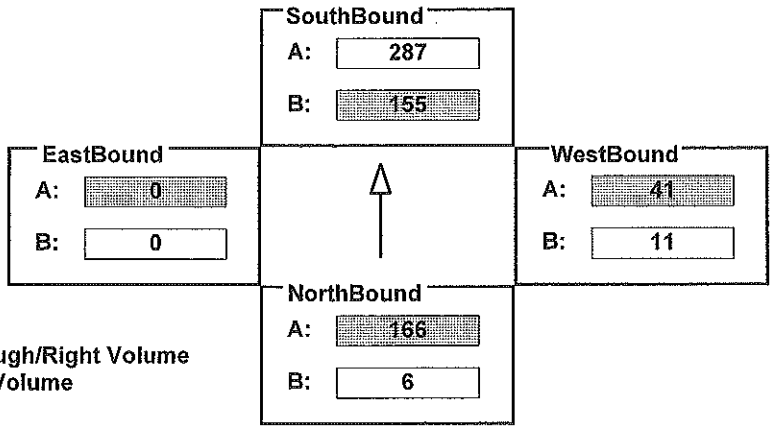
AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	309	10	155	574	0	11	0	41	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	309	10	155	574	0	11	0	41	0	0	0
LANE		1			1		1		2			1			
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{166 + 155 + 41 + 0}{1500} = 0.241$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

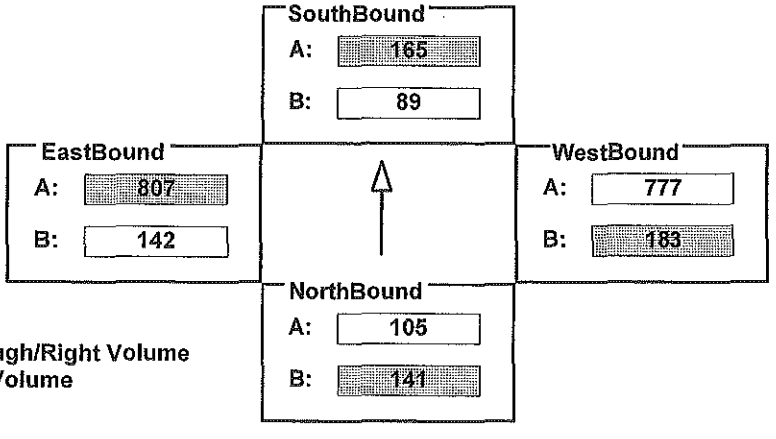
AM/PM: PM Comments: 2010 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	141	148	197	89	319	307	183	2331	95	142	2421	713
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	148	197	89	319	307	183	2331	95	142	2421	713
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{141 + 165 + 183 + 807}{1375} = 0.943$$

LOS = E

CUMULATIVE BASE (YEAR 2014)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	502	0	0	512	0	530	0	123	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	0	0	512	0	530	0	123	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	502	0	0	512	0	530	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	502	0	0	512	0	530	0	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.81	0.00	1.19	0.00	0.00	0.00
Final Sat.:	0	530	0	0	530	0	600	0	393	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.95	0.00	0.00	0.97	0.00	0.88	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.95	0.00	0.00	0.97	0.00	0.88	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	36.6	0.0	0.0	39.3	0.0	28.7	0.0	3.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.6	0.0	0.0	39.3	0.0	28.7	0.0	3.3	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.078
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.3
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	551	0	104	118	153	0	0	104	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	551	0	104	118	153	0	0	104	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	551	0	104	118	153	0	0	104	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	551	0	104	118	153	0	0	104	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	551	0	104	118	153	0	0	104	395
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.87	1.13	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	511	0	602	402	549	0	0	512	570
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	1.08	xxxx	0.17	0.29	0.28	xxxx	xxxx	0.20	0.69
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	88.4	0.0	9.7	13.5	12.8	0.0	0.0	11.5	21.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	88.4	0.0	9.7	13.5	12.8	0.0	0.0	11.5	21.8
LOS by Move:	*	*	*	F	*	A	B	B	*	*	B	C
ApproachDel:	xxxxxx			75.9			13.1			19.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			75.9			13.1			19.7		
LOS by Appr:	*			F			B			C		
AllWayAvgQ:	0.0	0.0	0.0	11.2	0.0	0.2	0.4	0.4	0.0	0.0	0.3	2.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.7
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	18	350	257	120	391	16	121	254	47	168	31	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	350	257	120	391	16	121	254	47	168	31	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	350	257	120	391	16	121	254	47	168	31	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	350	257	120	391	16	121	254	47	168	31	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	350	257	120	391	16	121	254	47	168	31	95
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.92	0.08	0.29	0.60	0.11	0.84	0.16	1.00
Final Sat.:	361	450	350	355	723	30	122	255	47	313	58	416
Capacity Analysis Module:												
Vol/Sat:	0.05	0.78	0.73	0.34	0.54	0.54	1.00	1.00	1.00	0.54	0.54	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	36.9	31.3	17.5	22.3	22.2	72.3	72.3	72.3	22.2	22.2	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	36.9	31.3	17.5	22.3	22.2	72.3	72.3	72.3	22.2	22.2	13.4
LOS by Move:	B	E	D	C	C	C	F	F	F	C	C	B
ApproachDel:		33.9			21.2			72.3			19.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.9			21.2			72.3			19.4	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	2.8	2.3	0.5	1.1	1.1	7.2	7.2	7.2	1.0	1.0	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[11.7]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	127	54	0	0	222	38	54	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	54	0	0	222	38	54	0	294	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	54	0	0	222	38	54	0	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	54	0	0	222	38	54	0	294	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	260	xxxx	xxxxx	xxxx	xxxx	xxxxx	549	549	241	xxxx	xxxx	xxxxx
Potent Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	500	446	803	xxxx	xxxx	xxxxx
Move Cap.:	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx	460	400	803	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.37	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	669	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.9]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	247	385	44	294	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	247	385	44	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	247	385	44	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	247	385	44	294	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	447	31	108	549	0	0	0	0	91	0	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	31	108	549	0	0	0	0	91	0	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	447	31	108	549	0	0	0	0	91	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	31	108	549	0	0	0	0	91	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	447	31	108	549	0	0	0	0	91	0	74
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1127	79	531	1154	0	0	0	0	461	0	543
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.40	0.39	0.20	0.48	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.14
Crit Moves:		****			****					****		
Delay/Veh:	0.0	12.1	12.0	11.0	14.1	0.0	0.0	0.0	0.0	11.8	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	12.0	11.0	14.1	0.0	0.0	0.0	0.0	11.8	0.0	9.8
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		12.1			13.6			xxxxxx			10.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.1			13.6			xxxxxx			10.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	1.070
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	520	0	0	279	0	509	0	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	0	0	279	0	509	0	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	0	0	279	0	509	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	520	0	0	279	0	509	0	59	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.90	0.00	1.10	0.00	0.00	0.00
Final Sat.:	0	486	0	0	432	0	643	0	374	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.07	0.00	0.00	0.65	0.00	0.79	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	1.07	0.00	0.00	0.65	0.00	0.79	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	58.3	0.0	0.0	11.6	0.0	20.3	0.0	1.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	58.3	0.0	0.0	11.6	0.0	20.3	0.0	1.8	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	266	0	79	267	409	0	0	64	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	0	79	267	409	0	0	64	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	266	0	79	267	409	0	0	64	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	79	267	409	0	0	64	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	266	0	79	267	409	0	0	64	315
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.79	1.21	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	475	0	557	427	687	0	0	527	597
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.56	xxxx	0.14	0.63	0.60	xxxx	xxxx	0.12	0.53
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	18.5	0.0	9.8	19.3	17.5	0.0	0.0	10.2	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.5	0.0	9.8	19.3	17.5	0.0	0.0	10.2	14.7
LOS by Move:	*	*	*	C	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			16.5			18.2			13.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			18.2			13.9		
LOS by Appr:	*			C			C			B		
AllWayAvgQ:	0.0	0.0	0.0	1.1	0.0	0.1	1.5	1.3	0.0	0.0	0.1	1.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	9	254	118	498	478	26	25	34	5	39	12	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	254	118	498	478	26	25	34	5	39	12	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	254	118	498	478	26	25	34	5	39	12	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	254	118	498	478	26	25	34	5	39	12	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	254	118	498	478	26	25	34	5	39	12	127
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.90	0.10	0.39	0.53	0.08	0.76	0.24	1.00
Final Sat.:	435	647	314	517	1049	57	177	240	35	326	100	492
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.38	0.96	0.46	0.45	0.14	0.14	0.14	0.12	0.12	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	10.9	14.6	13.8	56.6	14.2	14.1	11.8	11.8	11.8	11.8	11.8	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	14.6	13.8	56.6	14.2	14.1	11.8	11.8	11.8	11.8	11.8	12.0
LOS by Move:	B	B	B	F	B	B	B	B	B	B	B	B
ApproachDel:		14.3			35.3			11.8			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.3			35.3			11.8			11.9	
LOS by Appr:		B			E			B			B	
AllWayAvgQ:	0.0	0.6	0.6	6.7	0.8	0.8	0.2	0.2	0.2	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: B[13.2]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	390 36 0	0	159	21			14 0 42			0 0 0		
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00 1.00 1.00			1.00 1.00 1.00		
Initial Bse:	390 36 0	0	159	21			14 0 42			0 0 0		
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Volume:	390 36 0	0	159	21			14 0 42			0 0 0		
Reduct Vol:	0 0 0	0	0	0			0 0 0			0 0 0		
FinalVolume:	390 36 0	0	159	21			14 0 42			0 0 0		
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4 6.5 6.2			xxxxx xxxx xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5 4.0 3.3			xxxxx xxxx xxxxx		
Capacity Module:												
Cnflict Vol:	180 xxxx xxxxx	xxxx	xxxx	xxxxx			986 986 170			xxxx xxxx xxxxx		
Potent Cap.:	1408 xxxx xxxxx	xxxx	xxxx	xxxxx			277 250 880			xxxx xxxx xxxxx		
Move Cap.:	1408 xxxx xxxxx	xxxx	xxxx	xxxxx			201 162 880			xxxx xxxx xxxxx		
Volume/Cap:	0.28 xxxx xxxx	xxxx	xxxx	xxxx			0.07 0.00 0.05			xxxx xxxx xxxx		
Level Of Service Module:												
2Way95thQ:	1.1 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx xxxx 0.1			xxxx xxxx xxxxx		
Control Del:	8.5 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx xxxx 9.2			xxxxx xxxx xxxxx		
LOS by Move:	A * *	*	*	*			* * A			* * *		
Movement:	LT - LTR - RT	LT	-	LTR	-	RT	LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx 374 xxxxx			xxxx xxxx xxxxx		
SharedQueue:	1.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx 0.3 xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	8.5 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx 15.6 xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	A * *	*	*	*			* C *			* * *		
ApproachDel:	xxxxxx		xxxxxx				13.2			xxxxxx		
ApproachLOS:	*		*				B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	424	223	16	177	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	424	223	16	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	424	223	16	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	424	223	16	177	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	948	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	948	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	6	323	11	162	601	0	0	0	0	12	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	323	11	162	601	0	0	0	0	12	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	323	11	162	601	0	0	0	0	12	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	323	11	162	601	0	0	0	0	12	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	323	11	162	601	0	0	0	0	12	0	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.90	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	22	1213	42	601	1315	0	0	0	0	468	0	554
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.26	0.27	0.46	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.08
Crit Moves:	****				****							****
Delay/Veh:	10.1	10.0	10.0	10.7	12.5	0.0	0.0	0.0	0.0	10.0	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.0	10.0	10.7	12.5	0.0	0.0	0.0	0.0	10.0	0.0	9.1
LOS by Move:	B	B	A	B	B	*	*	*	*	B	*	A
ApproachDel:		10.0			12.1			xxxxxx			9.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.0			12.1			xxxxxx			9.3	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

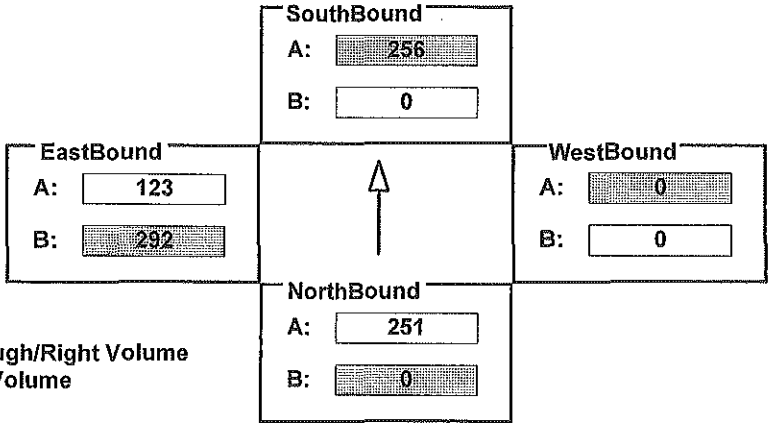
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	502	0	0	512	0	0	0	0	530	0	123
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	502	0	0	512	0	0	0	0	530	0	123
LANE		2			2					1		1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 256 + 0 + 292}{1500} = 0.365$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

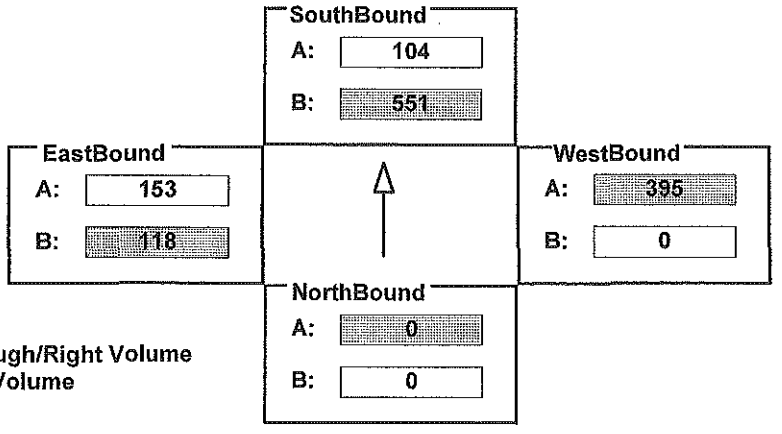
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	551	0	104	0	104	395	118	153	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	551	0	104	0	104	395	118	153	0
LANE				1				1			1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 551 + 395 + 118}{1500} = 0.709$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

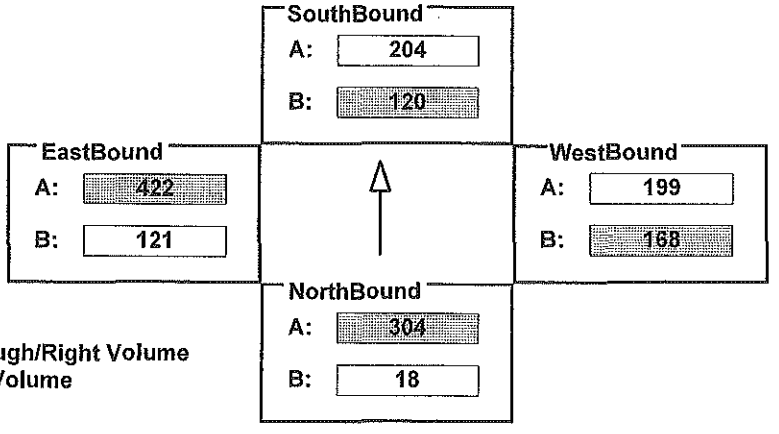
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	350	257	120	391	16	168	31	95	121	254	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	350	257	120	391	16	168	31	95	121	254	47
LANE	1	1	1	1	1	1	1	1	1	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{304 + 120 + 168 + 422}{1500} = 0.676$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

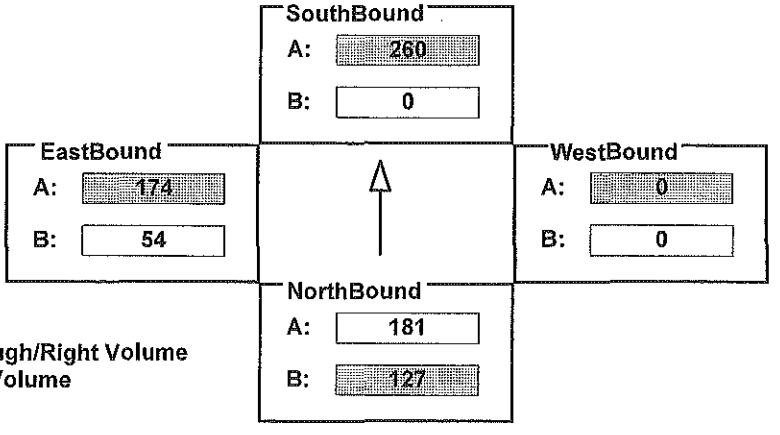
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	127	54	0	0	222	38	0	0	0	54	0	294
AMBIENT												
RELATED												
PROJECT												
TOTAL	127	54	0	0	222	38	0	0	0	54	0	294
LANE		1						1				1 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{127 + 260 + 0 + 174}{1500} = 0.374$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

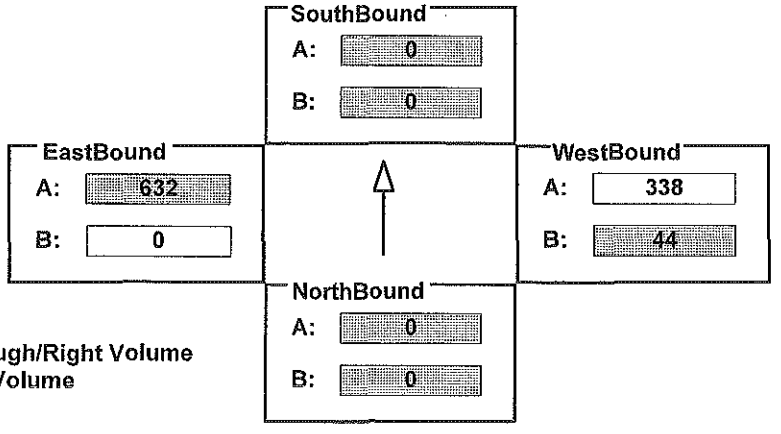
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	44	294	0	0	247	385
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	44	294	0	0	247	385
LANE							1				1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 44 \quad + \quad 632}{1500} = 0.451$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

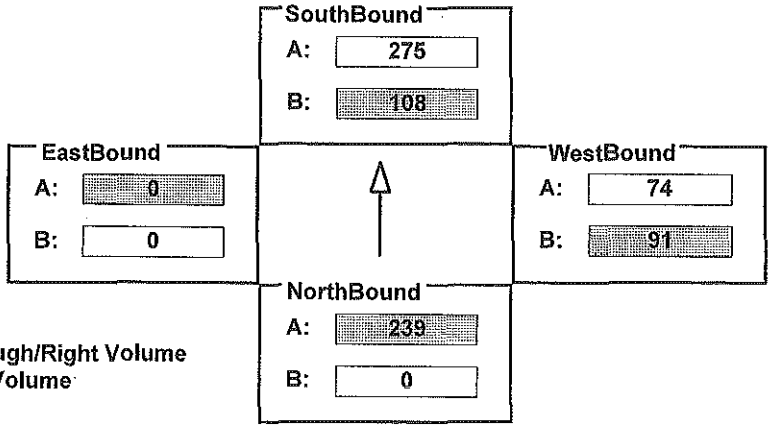
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	447	31	108	549	0	91	0	74	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	447	31	108	549	0	91	0	74	0	0	0
LANE		1			1		1	2			1	
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	<none>		<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{239 + 108 + 91 + 0}{1500} = 0.292$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

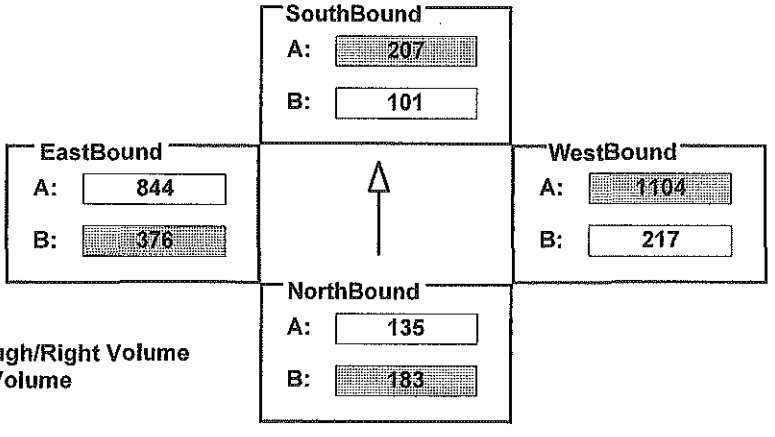
AM/PM: MD Comments: 2014 Cumbase Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	199	244	101	413	372	217	3313	190	376	2533	320
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	199	244	101	413	372	217	3313	190	376	2533	320
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{183 + 207 + 1104 + 376}{1375} = 1.360$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

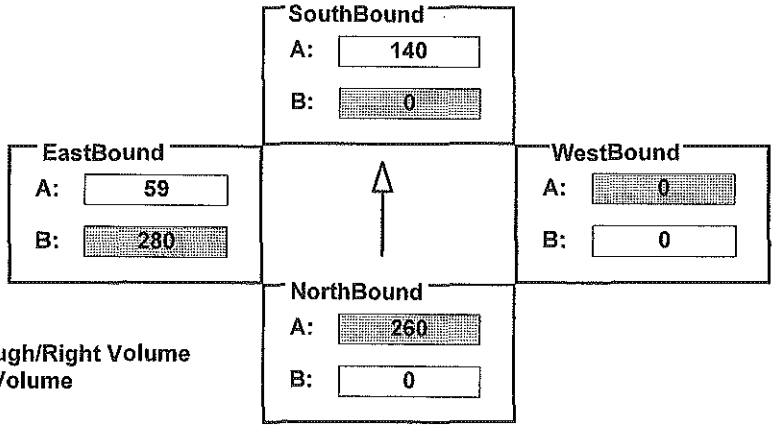
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	520	0	0	279	0	0	0	0	509	0	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	520	0	0	279	0	0	0	0	509	0	59
LANE		2			2					1		1 1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{260 + 0 + 0 + 280}{1500} = 0.360$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

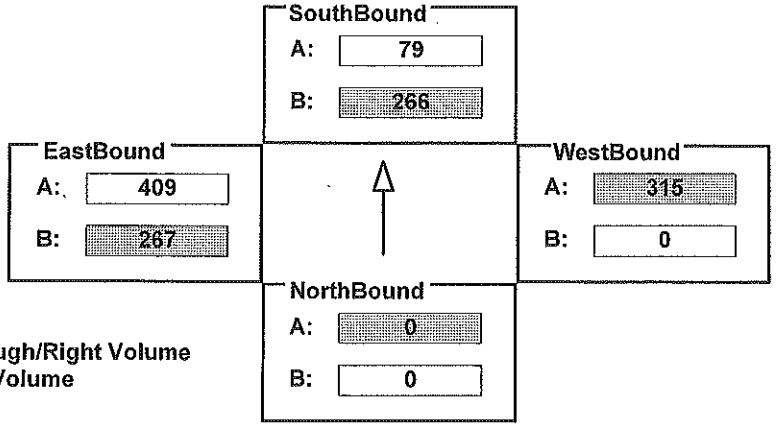
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	266	0	79	0	64	315	267	409	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	266	0	79	0	64	315	267	409	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 266 + 315 + 267}{1500} = 0.565$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

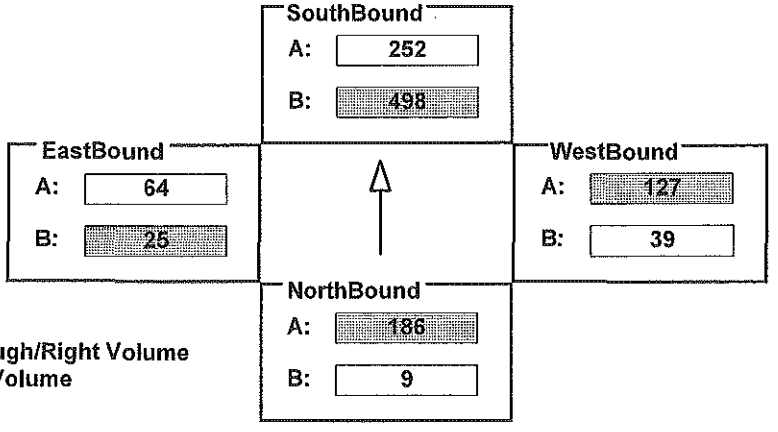
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	254	118	498	478	26	39	12	127	25	34	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	254	118	498	478	26	39	12	127	25	34	5

	NORTHBOUND							SOUTHBOUND						
LANE	1		1		1			1		1		1		

	WESTBOUND							EASTBOUND						
LANE		1				1					1			

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{186 + 498 + 127 + 25}{1500} = 0.557$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

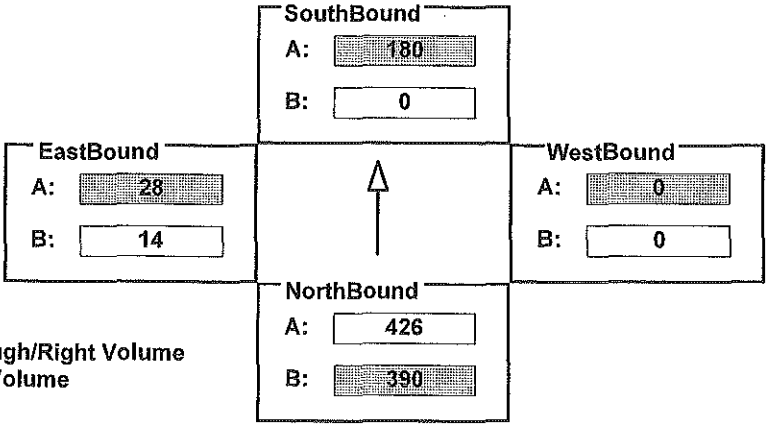
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	390	36	0	0	159	21	0	0	0	14	0	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	390	36	0	0	159	21	0	0	0	14	0	42
LANE		1						1				1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{390 + 180 + 0 + 28}{1500} = 0.399$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

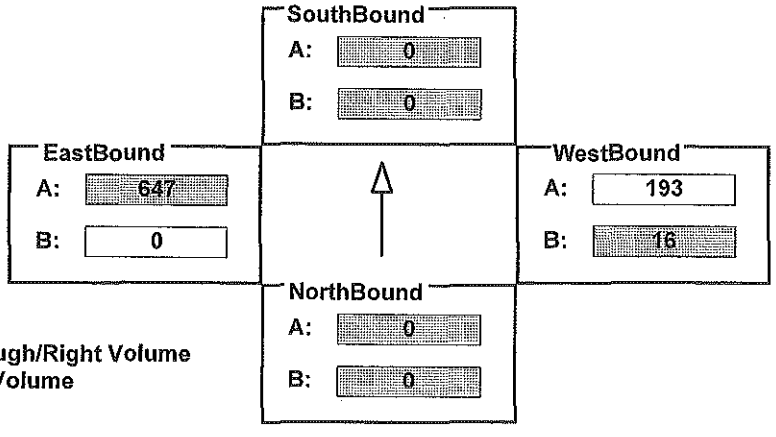
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	16	177	0	0	424	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	16	177	0	0	424	223
LANE							1					1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = + +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 16 \quad + \quad 647}{1500} = 0.442$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

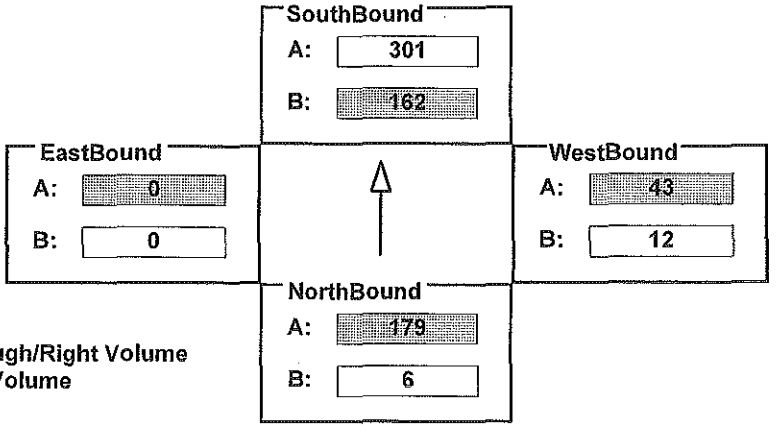
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	323	11	162	601	0	12	0	43	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	323	11	162	601	0	12	0	43	0	0	0
LANE		1			1			1			2			1					1						
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	<none>	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{179 + 162 + 43 + 0}{1500} = 0.256$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

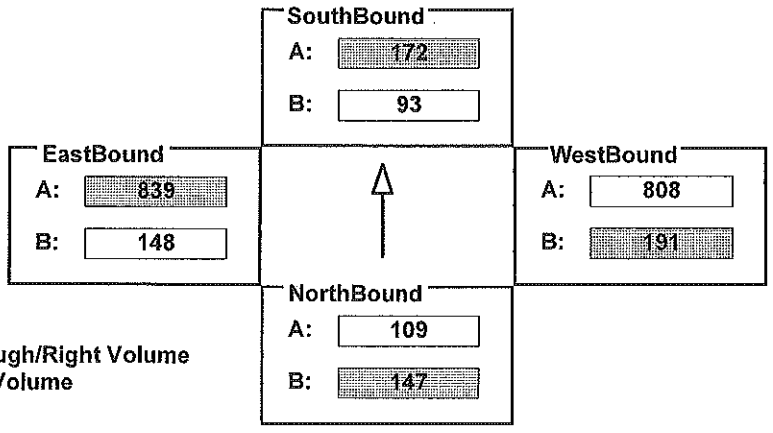
AM/PM: PM Comments: 2014 Cumbase Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	147	155	205	93	334	320	191	2424	99	148	2518	742
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	155	205	93	334	320	191	2424	99	148	2518	742
LANE	1	2	1	1	2	1	1	3	1	1	3	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{147 + 172 + 191 + 839}{1375} = 0.981$$

LOS = E

CUMULATIVE PLUS PROJECT (YEAR 2010)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	483	0	0	493	0	510	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	483	0	0	493	0	510	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	0	0	493	0	510	0	118	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	483	0	0	493	0	510	0	118	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.81	0.00	1.19	0.00	0.00	0.00
Final Sat.:	0	530	0	0	530	0	600	0	393	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.91	0.00	0.00	0.93	0.00	0.85	0.00	0.30	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.91	0.00	0.00	0.93	0.00	0.85	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	0.0	0.0	34.3	0.0	25.3	0.0	3.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	0.0	0.0	34.3	0.0	25.3	0.0	3.1	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	529	0	100	113	147	0	0	100	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	529	0	100	113	147	0	0	100	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	529	0	100	113	147	0	0	100	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	529	0	100	113	147	0	0	100	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	529	0	100	113	147	0	0	100	380
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.87	1.13	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	516	0	610	403	553	0	0	514	572
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	1.03	xxxx	0.16	0.28	0.27	xxxx	xxxx	0.19	0.66
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	72.4	0.0	9.6	13.3	12.6	0.0	0.0	11.3	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.4	0.0	9.6	13.3	12.6	0.0	0.0	11.3	20.3
LOS by Move:	*	*	*	F	*	A	B	B	*	*	B	C
ApproachDel:	xxxxxx			62.4			12.9			18.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			62.4			12.9			18.5		
LOS by Appr:	*			F			B			C		
AllWayAvgQ:	0.0	0.0	0.0	9.0	0.0	0.2	0.4	0.3	0.0	0.0	0.2	1.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	18	337	247	115	376	16	116	244	45	162	30	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	337	247	115	376	16	116	244	45	162	30	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	337	247	115	376	16	116	244	45	162	30	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	337	247	115	376	16	116	244	45	162	30	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	337	247	115	376	16	116	244	45	162	30	92
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.92	0.08	0.29	0.60	0.11	0.84	0.16	1.00
Final Sat.:	368	460	357	360	733	31	123	259	48	316	59	421
Capacity Analysis Module:												
Vol/Sat:	0.05	0.73	0.69	0.32	0.51	0.51	0.94	0.94	0.94	0.51	0.51	0.22
Crit Moves:		****			****		****				****	
Delay/Veh:	12.6	31.6	27.1	16.6	20.6	20.5	58.3	58.3	58.3	20.8	20.8	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	31.6	27.1	16.6	20.6	20.5	58.3	58.3	58.3	20.8	20.8	13.0
LOS by Move:	B	D	D	C	C	C	F	F	F	C	C	B
ApproachDel:		29.2			19.7			58.3			18.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.2			19.7			58.3			18.2	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	2.3	1.9	0.4	0.9	0.9	5.6	5.6	5.6	0.9	0.9	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[11.5]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	1! 0	1	0 0	0	0 0
Volume Module:												
Base Vol:	122	52	0	0	214	36	52	0	282	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	52	0	0	214	36	52	0	282	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	52	0	0	214	36	52	0	282	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	122	52	0	0	214	36	52	0	282	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	250 xxxx	xxxxx	xxxx	xxxx	xxxxx		528	528	232	xxxx	xxxx	xxxxx
Potent Cap.:	1327 xxxx	xxxxx	xxxx	xxxx	xxxxx		514	459	812	xxxx	xxxx	xxxxx
Move Cap.:	1327 xxxx	xxxxx	xxxx	xxxx	xxxxx		476	413	812	xxxx	xxxx	xxxxx
Volume/Cap:	0.09 xxxx	xxxx	xxxx	xxxx	xxxx		0.11	0.00	0.35	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	8.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*		*	*	B	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT			LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	682	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*		*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				11.5			xxxxxx		
ApproachLOS:	*		*				B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.8]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	237	370	43	283	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	237	370	43	283	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	237	370	43	283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	237	370	43	283	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	607	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	981	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	981	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	430	30	104	528	0	0	0	0	87	0	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	30	104	528	0	0	0	0	87	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	30	104	528	0	0	0	0	87	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	30	104	528	0	0	0	0	87	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	30	104	528	0	0	0	0	87	0	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1139	80	538	1169	0	0	0	0	466	0	549
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.38	0.37	0.19	0.45	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.13
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.7	11.6	10.8	13.5	0.0	0.0	0.0	0.0	11.6	0.0	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	11.6	10.8	13.5	0.0	0.0	0.0	0.0	11.6	0.0	9.6
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		11.7			13.0			xxxxxx			10.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.7			13.0			xxxxxx			10.7	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0 500	0		0 268	0		490	0	57	0 0	0	
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	0 500	0		0 268	0		490	0	57	0 0	0	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
PHF Volume:	0 500	0		0 268	0		490	0	57	0 0	0	
Reduct Vol:	0 0	0		0 0	0		0	0	0	0 0	0	
FinalVolume:	0 500	0		0 268	0		490	0	57	0 0	0	
Saturation Flow Module:												
Sat/Lane:	0 0	0		0 0	0		0	0	0	0 0	0	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
Lanes:	0.00 2.00	0.00		0.00 2.00	0.00		1.90	0.00	1.10	0.00 0.00	0.00	
Final Sat.:	0 486	0		0 432	0		643	0	374	0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00 1.03	0.00		0.00 0.62	0.00		0.76	0.00	0.15	0.00 0.00	0.00	
Crit Moves:	****			****			****				****	
Green/Cycle:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
Volume/Cap:	0.00 1.03	0.00		0.00 0.62	0.00		0.76	0.00	0.15	0.00 0.00	0.00	
Delay/Veh:	0.0 49.9	0.0		0.0 10.6	0.0		18.1	0.0	1.8	0.0 0.0	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00 1.00	1.00	
AdjDel/Veh:	0.0 49.9	0.0		0.0 10.6	0.0		18.1	0.0	1.8	0.0 0.0	0.0	
DesignQueue:	0 0	0		0 0	0		0	0	0	0 0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 1	1	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	256	0	76	257	393	0	0	62	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	256	0	76	257	393	0	0	62	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	256	0	76	257	393	0	0	62	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	76	257	393	0	0	62	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	256	0	76	257	393	0	0	62	303
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.79	1.21	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	479	0	563	432	696	0	0	535	606
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.53	xxxx	0.13	0.59	0.56	xxxx	xxxx	0.12	0.50
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	9.7	18.0	16.3	0.0	0.0	10.0	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	9.7	18.0	16.3	0.0	0.0	10.0	13.9
LOS by Move:	*	*	*	C	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			15.7			17.0			13.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.7			17.0			13.2		
LOS by Appr:	*			C			C			B		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	0.1	1.3	1.2	0.0	0.0	0.1	0.9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	8	244	114	478	459	25	24	32	5	37	11	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	244	114	478	459	25	24	32	5	37	11	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	244	114	478	459	25	24	32	5	37	11	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	114	478	459	25	24	32	5	37	11	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	114	478	459	25	24	32	5	37	11	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.90	0.10	0.39	0.53	0.08	0.77	0.23	1.00
Final Sat.:	440	654	319	524	1064	58	180	240	37	332	99	497
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.36	0.91	0.43	0.43	0.13	0.13	0.13	0.11	0.11	0.25
Crit Moves:		****		****			****					****
Delay/Veh:	10.7	14.0	13.2	45.9	13.6	13.5	11.6	11.6	11.6	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	14.0	13.2	45.9	13.6	13.5	11.6	11.6	11.6	11.6	11.6	11.6
LOS by Move:	B	B	B	E	B	B	B	B	B	B	B	B
ApproachDel:		13.7			29.6			11.6			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			29.6			11.6			11.6	
LOS by Appr:		B			D			B			B	
AllWayAvgQ:	0.0	0.6	0.5	5.3	0.7	0.7	0.1	0.1	0.1	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: B[12.9]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	375 34 0	0		153	20		14	0	40	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00		1.00 1.00 1.00			1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375 34 0	0		153	20		14	0	40	0	0	0
User Adj:	1.00 1.00 1.00	1.00		1.00 1.00 1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00		1.00 1.00 1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375 34 0	0		153	20		14	0	40	0	0	0
Reduct Vol:	0 0 0	0		0	0		0	0	0	0	0	0
FinalVolume:	375 34 0	0		153	20		14	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	173 xxxx xxxxx	xxxx	xxxx	xxxxx			947	947	163	xxxx	xxxx	xxxxx
Potent Cap.:	1416 xxxx xxxxx	xxxx	xxxx	xxxxx			292	263	887	xxxx	xxxx	xxxxx
Move Cap.:	1416 xxxx xxxxx	xxxx	xxxx	xxxxx			216	175	887	xxxx	xxxx	xxxxx
Volume/Cap:	0.26 xxxx xxxx	xxxx	xxxx	xxxx			0.06	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.5 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx
LOS by Move:	A * *	*	*	*			*	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx	390	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A * *	*	*	*			*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.8]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	0	0 0 0	1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	407	214	16	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	407	214	16	170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	407	214	16	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	407	214	16	170	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	621	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	6	311	10	156	578	0	0	0	0	11	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	311	10	156	578	0	0	0	0	11	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	311	10	156	578	0	0	0	0	11	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	311	10	156	578	0	0	0	0	11	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	311	10	156	578	0	0	0	0	11	0	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.90	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	24	1225	40	605	1325	0	0	0	0	472	0	560
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.25	0.26	0.44	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.07
Crit Moves:	****				****							****
Delay/Veh:	9.9	9.9	9.8	10.5	12.1	0.0	0.0	0.0	0.0	10.0	0.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.8	10.5	12.1	0.0	0.0	0.0	0.0	10.0	0.0	9.0
LOS by Move:	A	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.9			11.7			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.9			11.7			xxxxxx			9.2	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

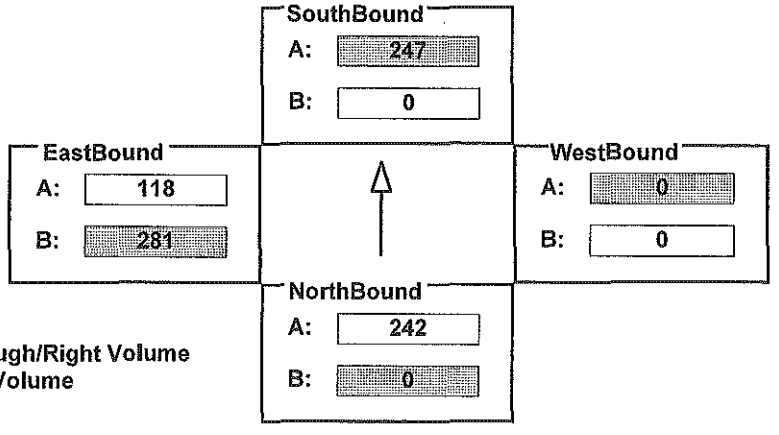
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	483	0	0	493	0	0	0	0	510	0	118
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	483	0	0	493	0	0	0	0	510	0	118
LANE			2					2				1 1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 247 + 0 + 281}{1500} = 0.352$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

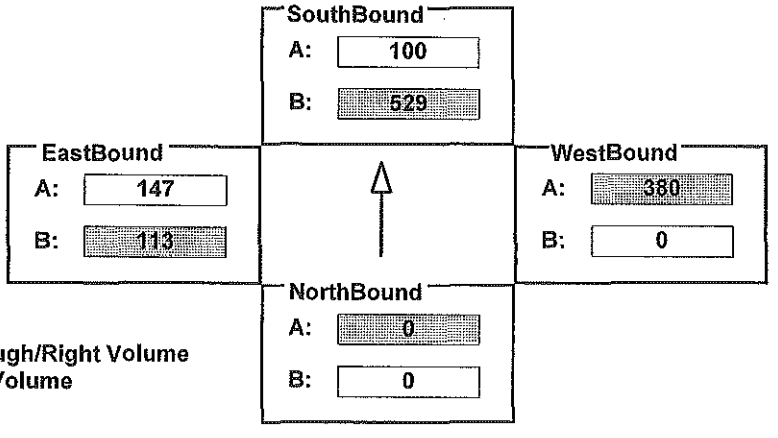
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	529	0	100	0	100	380	113	147	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	529	0	100	0	100	380	113	147	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 529 + 380 + 113}{1500} = 0.681$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

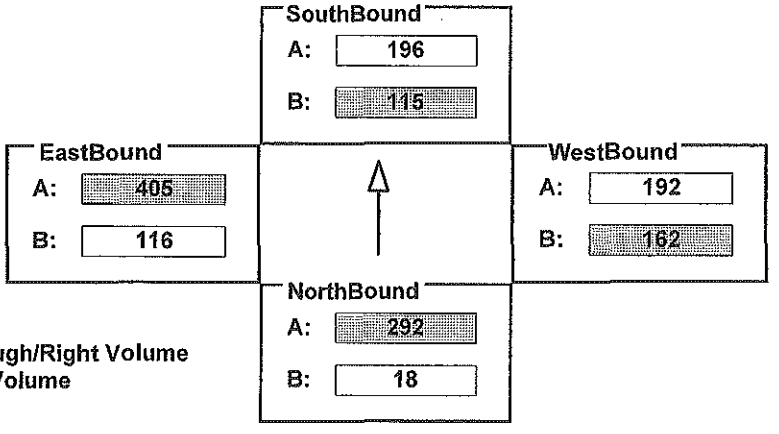
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	337	247	115	376	16	162	30	92	116	244	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	337	247	115	376	16	162	30	92	116	244	45
LANE	1		1		1		1		1		1				1				1							
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{292 + 115 + 162 + 405}{1500} = 0.649$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

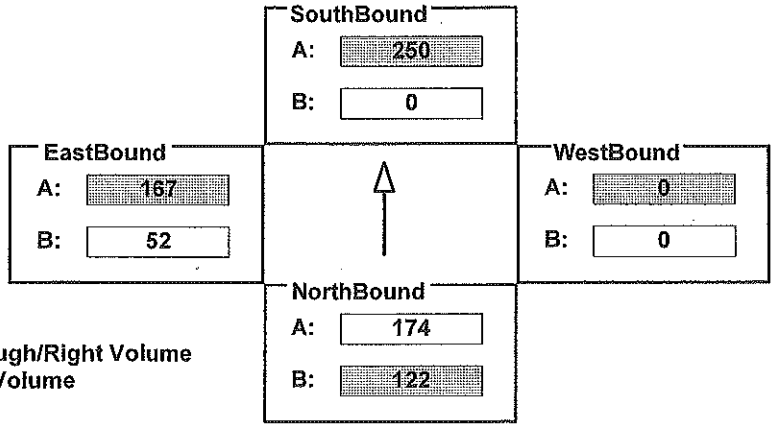
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	52	0	0	214	36	0	0	0	52	0	282
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	52	0	0	214	36	0	0	0	52	0	282
LANE		1							1							1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{122 + 250 + 0 + 167}{1500} = 0.359$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

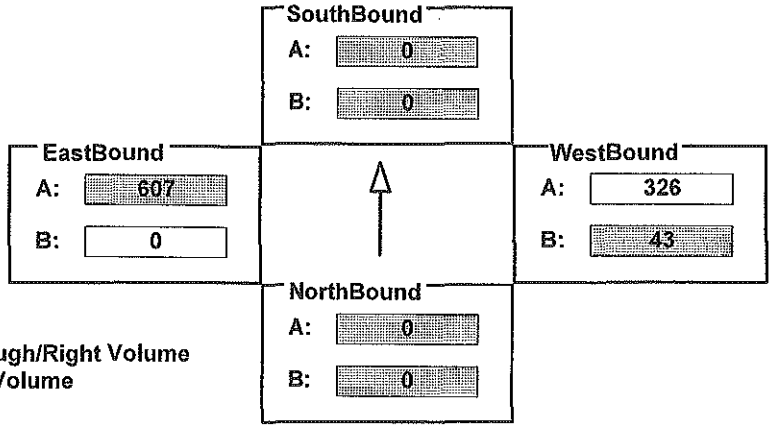
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	43	283	0	0	237	370
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	43	283	0	0	237	370
LANE							1				1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 43 \quad + \quad 607}{1500} = 0.433$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

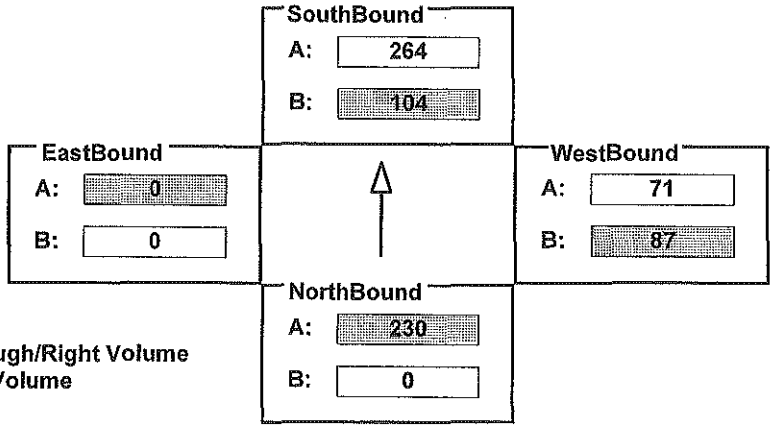
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	430	30	104	528	0	87	0	71	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	430	30	104	528	0	87	0	71	0	0	0
LANE		1			1		1	2			1			1									
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		<none>		<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{230 + 104 + 87 + 0}{1500} = 0.281$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

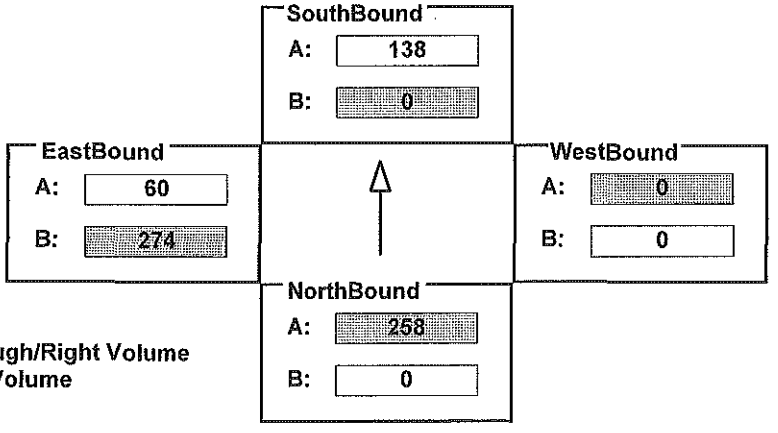
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	516	0	0	275	0	0	0	0	499	0	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	516	0	0	275	0	0	0	0	499	0	60
LANE			2					2				1 1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{258 + 0 + 0 + 274}{1500} = 0.355$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

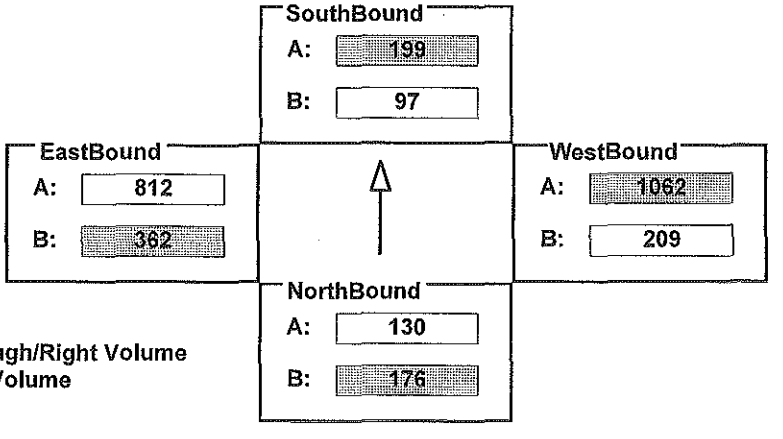
AM/PM: MD Comments: 2010 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	191	235	97	397	358	209	3185	183	362	2436	308
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	191	235	97	397	358	209	3185	183	362	2436	308
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	OLA		Prot-Var	Auto		Prot-Var	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{176 + 199 + 1062 + 362}{1375} = 1.308$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

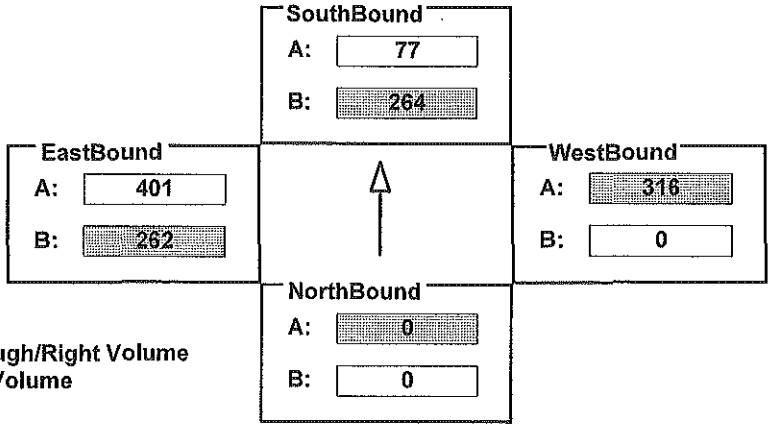
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	264	0	77	0	64	316	262	401	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	264	0	77	0	64	316	262	401	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 264 + 316 + 262}{1500} = 0.561$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

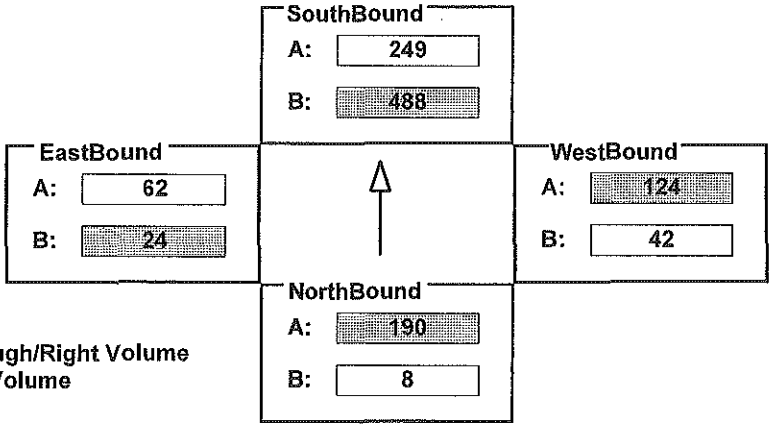
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	257	123	488	472	25	42	12	124	24	33	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	257	123	488	472	25	42	12	124	24	33	5
LANE	1	1	1	1	1	1	1	1	1	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{190 + 488 + 124 + 24}{1500} = 0.551$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

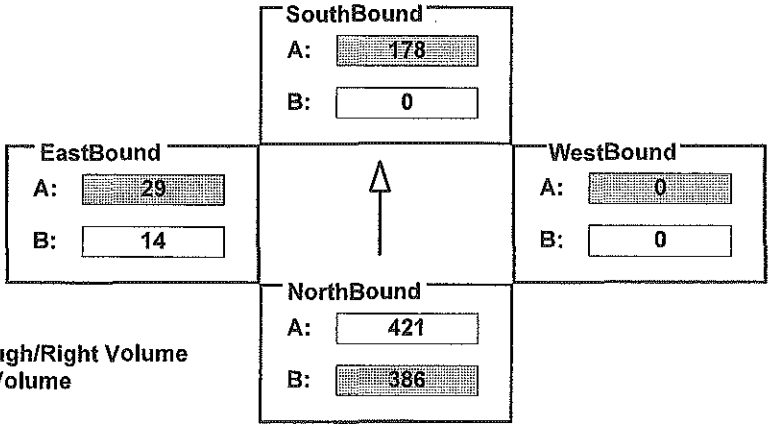
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	386	35	0	0	158	20	0	0	0	14	0	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	386	35	0	0	158	20	0	0	0	14	0	43
LANE		1						1				1 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{386 + 178 + 0 + 29}{1500} = 0.395$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

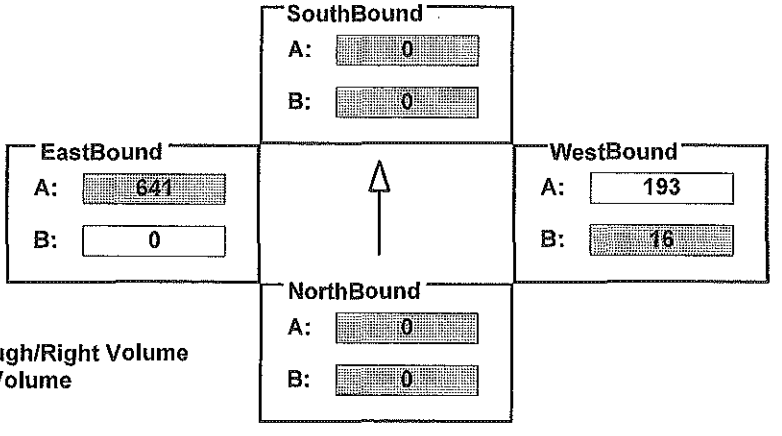
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	16	177	0	0	419	222
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	16	177	0	0	419	222
LANE							1				1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 16 \quad + \quad 641}{1500} = 0.438$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

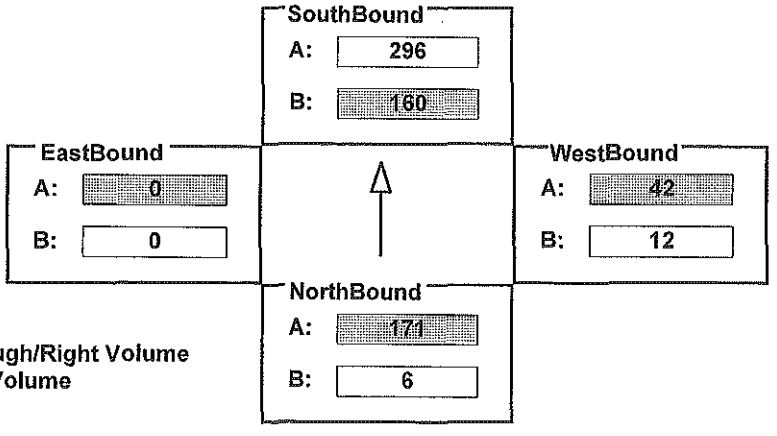
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	318	11	160	591	0	12	0	42	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	318	11	160	591	0	12	0	42	0	0	0
LANE		1			1		1		2			
							1				1	
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{171 + 160 + 42 + 0}{1500} = 0.249$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

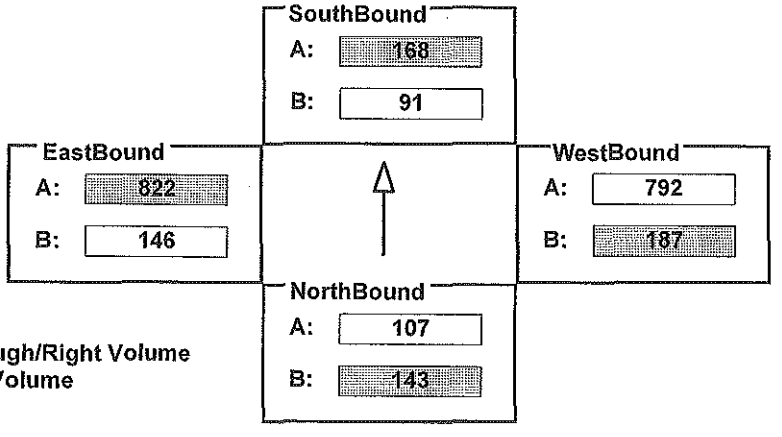
AM/PM: PM Comments: 2010 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	152	201	91	328	314	187	2375	97	146	2467	727
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	152	201	91	328	314	187	2375	97	146	2467	727
LANE	1	2	1	1	2	1	1	3	1	1	3	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{143 + 168 + 187 + 822}{1375} = 0.960$$

LOS = E

CUMULATIVE PLUS PROJECT (YEAR 2014)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	1 0 1!	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	510	0	0	519	0	530	0	129	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	519	0	530	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	510	0	0	519	0	530	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	510	0	0	519	0	530	0	129	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.80	0.00	1.20	0.00	0.00	0.00
Final Sat.:	0	534	0	0	536	0	595	0	395	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.96	0.00	0.00	0.97	0.00	0.89	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.96	0.00	0.00	0.97	0.00	0.89	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	37.7	0.0	0.0	39.6	0.0	29.4	0.0	3.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.7	0.0	0.0	39.6	0.0	29.4	0.0	3.5	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.107
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.5
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	564	0	104	118	155	0	0	105	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	564	0	104	118	155	0	0	105	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	564	0	104	118	155	0	0	105	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	564	0	104	118	155	0	0	105	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	564	0	104	118	155	0	0	105	403
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.86	1.14	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	509	0	600	399	551	0	0	511	570
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	1.11	xxxx	0.17	0.30	0.28	xxxx	xxxx	0.21	0.71
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	98.0	0.0	9.8	13.6	12.9	0.0	0.0	11.5	22.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	98.0	0.0	9.8	13.6	12.9	0.0	0.0	11.5	22.6
LOS by Move:	*	*	*	F	*	A	B	B	*	*	B	C
ApproachDel:	xxxxxx			84.3			13.2			20.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			84.3			13.2			20.3		
LOS by Appr:	*			F			B			C		
AllWayAvgQ:	0.0	0.0	0.0	12.5	0.0	0.2	0.4	0.4	0.0	0.0	0.3	2.2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.012
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	18	359	265	120	406	16	121	254	47	182	31	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	265	120	406	16	121	254	47	182	31	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	359	265	120	406	16	121	254	47	182	31	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	359	265	120	406	16	121	254	47	182	31	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	359	265	120	406	16	121	254	47	182	31	95
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.92	0.08	0.29	0.60	0.11	0.85	0.15	1.00
Final Sat.:	356	443	346	350	714	28	120	251	46	314	54	413
Capacity Analysis Module:												
Vol/Sat:	0.05	0.81	0.77	0.34	0.57	0.57	1.01	1.01	1.01	0.58	0.58	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	13.1	41.1	34.5	17.8	23.8	23.7	77.0	77.0	77.0	24.2	24.2	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	41.1	34.5	17.8	23.8	23.7	77.0	77.0	77.0	24.2	24.2	13.6
LOS by Move:	B	E	D	C	C	C	F	F	F	C	C	B
ApproachDel:		37.6			22.5			77.0			21.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.6			22.5			77.0			21.0	
LOS by Appr:		E			C			F			C	
AllWayAvgQ:	0.1	3.2	2.6	0.5	1.2	1.2	7.6	7.6	7.6	1.2	1.2	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[11.9]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	131	54	0	0	229	38	54	0	300	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	54	0	0	229	38	54	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	54	0	0	229	38	54	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	131	54	0	0	229	38	54	0	300	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	267	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	564	248	xxxx	xxxx	xxxxx
Potent Cap.:	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx	490	438	796	xxxx	xxxx	xxxxx
Move Cap.:	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	390	796	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.38	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	661	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.0]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	251	389	44	308	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	251	389	44	308	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	251	389	44	308	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	251	389	44	308	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	640	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Griffith Park Dr / Crystal Spring						I-5 Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	450	31	109	551	0	0	0	0	91	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	450	31	109	551	0	0	0	0	91	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	450	31	109	551	0	0	0	0	91	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	31	109	551	0	0	0	0	91	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	450	31	109	551	0	0	0	0	91	0	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1125	78	530	1152	0	0	0	0	460	0	542
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.40	0.40	0.21	0.48	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.14
Crit Moves:		****			****					****		
Delay/Veh:	0.0	12.2	12.1	11.0	14.1	0.0	0.0	0.0	0.0	11.8	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	12.1	11.0	14.1	0.0	0.0	0.0	0.0	11.8	0.0	9.8
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		12.2			13.6			xxxxxx			10.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		12.2			13.6			xxxxxx			10.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Riverside Dr & SR 134 EB Off Ramp

Cycle (sec):	1	Critical Vol./Cap.(X):	1.076
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Riverside Dr						SR 134 EB Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0 0		0 0 2	0 0		1 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	527	0	0	281	0	509	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	527	0	0	281	0	509	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	527	0	0	281	0	509	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	527	0	0	281	0	509	0	61	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	1.11	0.00	0.00	0.00
Final Sat.:	0	490	0	0	436	0	640	0	374	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.08	0.00	0.00	0.64	0.00	0.80	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****			****		****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	1.08	0.00	0.00	0.64	0.00	0.80	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	59.6	0.0	0.0	11.6	0.0	20.6	0.0	1.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	59.6	0.0	0.0	11.6	0.0	20.6	0.0	1.9	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Riverside Dr & North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Riverside Dr						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	0	1 1	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	270	0	79	267	409	0	0	65	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	79	267	409	0	0	65	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	0	79	267	409	0	0	65	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	0	79	267	409	0	0	65	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	270	0	79	267	409	0	0	65	322
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.79	1.21	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	474	0	555	425	684	0	0	525	595
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.14	0.63	0.60	xxxx	xxxx	0.12	0.54
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	18.9	0.0	9.9	19.5	17.6	0.0	0.0	10.2	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	0.0	9.9	19.5	17.6	0.0	0.0	10.2	15.1
LOS by Move:	*	*	*	C	*	A	C	C	*	*	B	C
ApproachDel:	xxxxxx			16.8			18.4			14.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.8			18.4			14.3		
LOS by Appr:	*			C			C			B		
AllWayAvgQ:	0.0	0.0	0.0	1.2	0.0	0.2	1.5	1.3	0.0	0.0	0.1	1.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Western Heritage Wy/North Zoo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Western Heritage Wy						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	9	262	126	498	482	26	25	34	5	43	12	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	262	126	498	482	26	25	34	5	43	12	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	262	126	498	482	26	25	34	5	43	12	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	262	126	498	482	26	25	34	5	43	12	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	262	126	498	482	26	25	34	5	43	12	127
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.90	0.10	0.39	0.53	0.08	0.78	0.22	1.00
Final Sat.:	434	638	320	512	1038	56	175	239	35	332	93	489
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.39	0.97	0.46	0.46	0.14	0.14	0.14	0.13	0.13	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	10.9	15.0	14.1	58.8	14.5	14.4	11.9	11.9	11.9	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	15.0	14.1	58.8	14.5	14.4	11.9	11.9	11.9	12.0	12.0	12.0
LOS by Move:	B	C	B	F	B	B	B	B	B	B	B	B
ApproachDel:		14.7			36.4			11.9			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.7			36.4			11.9			12.0	
LOS by Appr:		B			E			B			B	
AllWayAvgQ:	0.0	0.7	0.6	7.0	0.8	0.8	0.2	0.2	0.2	0.1	0.1	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 North Zoo Dr/I-5 SB Off/134 EB On

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[13.2]

Street Name:	North Zoo Dr						I-5 SB Off/134 EB On					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1!	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	394 36 0	0	0	161	21		14	0	44	0	0	0
Growth Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394 36 0	0	0	161	21		14	0	44	0	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394 36 0	0	0	161	21		14	0	44	0	0	0
Reduct Vol:	0 0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	394 36 0	0	0	161	21		14	0	44	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	182 xxxx xxxxx	xxxx	xxxx	xxxxx			996	996	172	xxxx	xxxx	xxxxx
Potent Cap.:	1405 xxxx xxxxx	xxxx	xxxx	xxxxx			274	247	877	xxxx	xxxx	xxxxx
Move Cap.:	1405 xxxx xxxxx	xxxx	xxxx	xxxxx			197	158	877	xxxx	xxxx	xxxxx
Volume/Cap:	0.28 xxxx xxxx	xxxx	xxxx	xxxx			0.07	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.2 xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx
LOS by Move:	A * *	*	*	*			*	*	A	*	*	*
Movement:	LT - LTR - RT	LT	- LTR	- RT			LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx			xxxx	375	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6 xxxx xxxxx	xxxxx	xxxx	xxxxx			xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A * *	*	*	*			*	C	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx					13.2		xxxxxx		
ApproachLOS:	*		*					B		*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 I-5 SB On Ramp/North Zoo Dr

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

Street Name:	I-5 SB On Ramp						North Zoo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 0		0 0 0	1 0		0 1 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	428	226	16	181	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	428	226	16	181	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	428	226	16	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	428	226	16	181	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	654	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	943	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	943	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Griffith Park Dr / Crystal Springs Dr & I-5 Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name: Griffith Park Dr / Crystal Spring I-5 Ramps

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		2 0 0			0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	6	324	11	163	603	0	0	0	0	12	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	324	11	163	603	0	0	0	0	12	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	324	11	163	603	0	0	0	0	12	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	324	11	163	603	0	0	0	0	12	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	324	11	163	603	0	0	0	0	12	0	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	1.90	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	22	1212	41	601	1314	0	0	0	0	467	0	553
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.27	0.46	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.08
Crit Moves:	****				****							****
Delay/Veh:	10.1	10.1	10.0	10.8	12.5	0.0	0.0	0.0	0.0	10.1	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.0	10.8	12.5	0.0	0.0	0.0	0.0	10.1	0.0	9.2
LOS by Move:	B	B	B	B	B	*	*	*	*	B	*	A
ApproachDel:		10.1			12.1			xxxxxx			9.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.1			12.1			xxxxxx			9.3	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

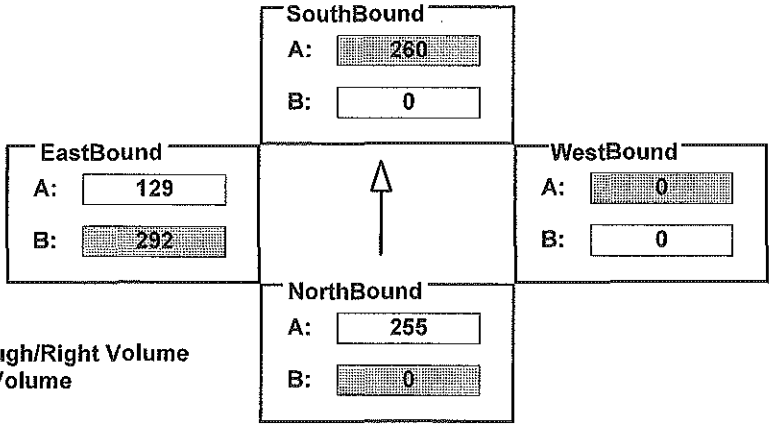
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	510	0	0	519	0	0	0	0	530	0	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	510	0	0	519	0	0	0	0	530	0	129
LANE		2			2					1		1 1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 260 + 0 + 292}{1500} = 0.368$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

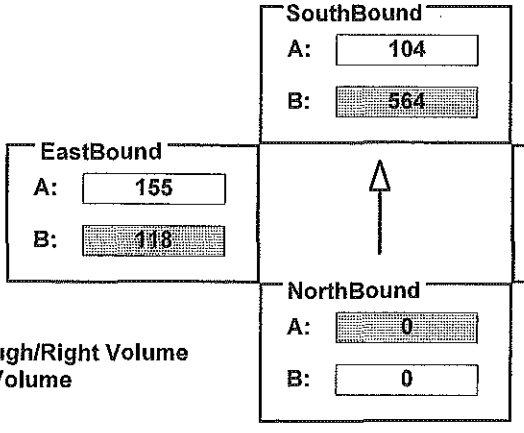
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	564	0	104	0	105	403	118	155	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	564	0	104	0	105	403	118	155	0
LANE				1				1	1		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 564 + 403 + 118}{1500} = 0.723$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy W/E: North Zoo Dr I/S No: 3

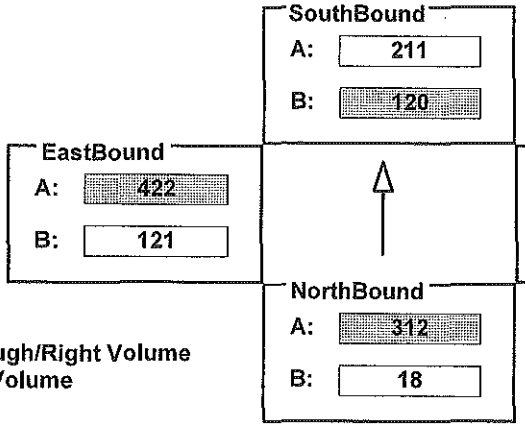
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	359	265	120	406	16	182	31	95	121	254	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	359	265	120	406	16	182	31	95	121	254	47
LANE	1	1	1	1	1	1	1	1	1	1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{312 + 120 + 182 + 422}{1500} = 0.691$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

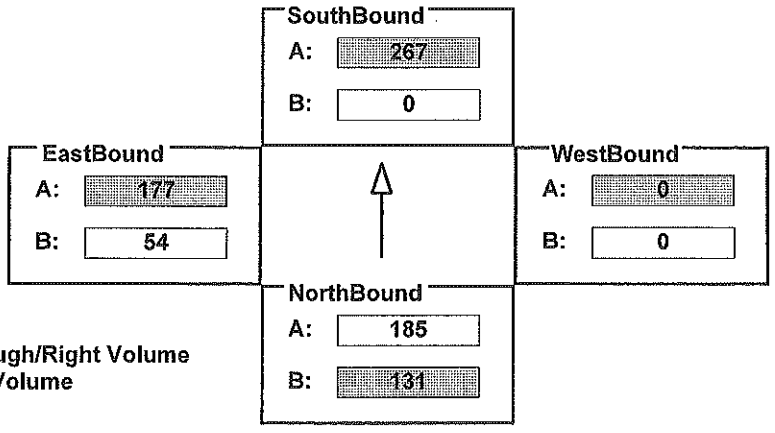
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	131	54	0	0	229	38	0	0	0	54	0	300
AMBIENT												
RELATED												
PROJECT												
TOTAL	131	54	0	0	229	38	0	0	0	54	0	300
LANE		1						1				1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{131 + 267 + 0 + 177}{1500} = 0.383$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

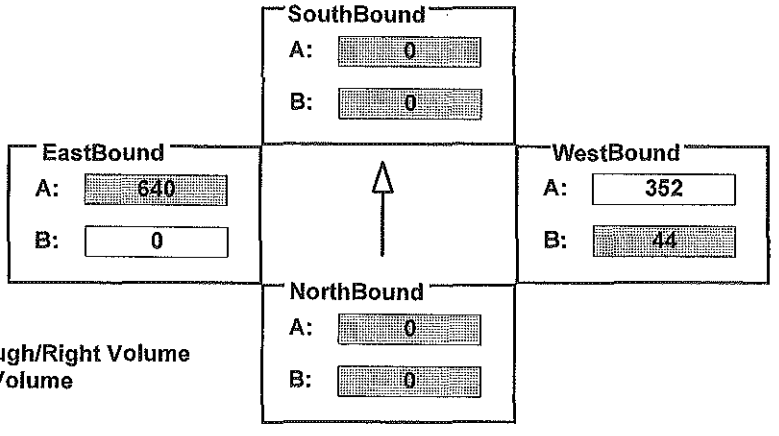
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	44	308	0	0	251	389
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	44	308	0	0	251	389
LANE							1					1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 44 \quad + \quad 640}{1500} = 0.456$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

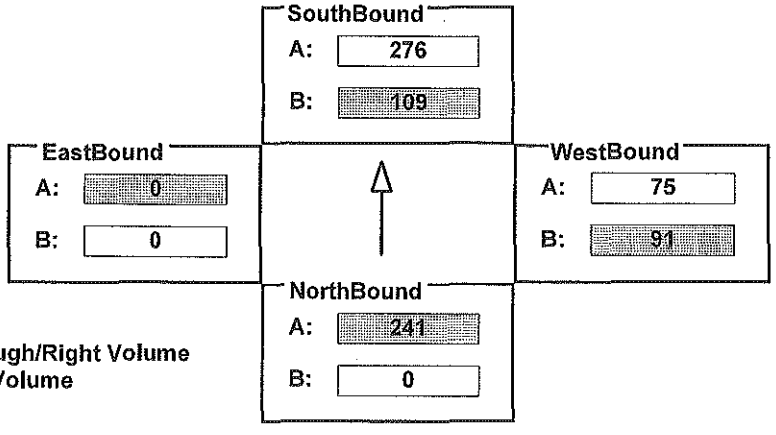
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	450	31	109	551	0	91	0	75	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	450	31	109	551	0	91	0	75	0	0	0
LANE		1			1		1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{241 + 109 + 91 + 0}{1500} = 0.294$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

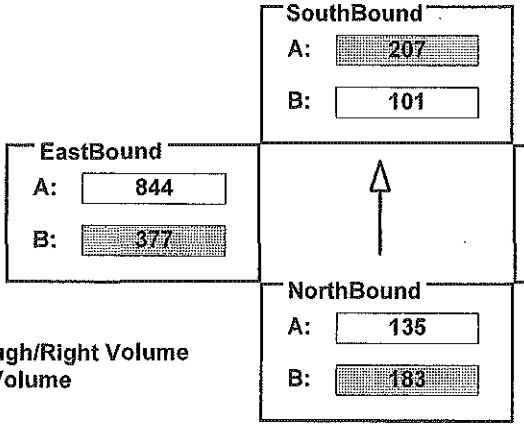
AM/PM: MD Comments: 2014 Cum+Project Weekend MD

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	183	201	244	101	414	373	217	3313	191	377	2533	320
AMBIENT												
RELATED												
PROJECT												
TOTAL	183	201	244	101	414	373	217	3313	191	377	2533	320
LANE	1	2	1	1	2	1	1	3	1	1	3	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{183 + 207 + 1104 + 377}{1375} = 1.361$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: SR-134 EB Offramp I/S No: 1

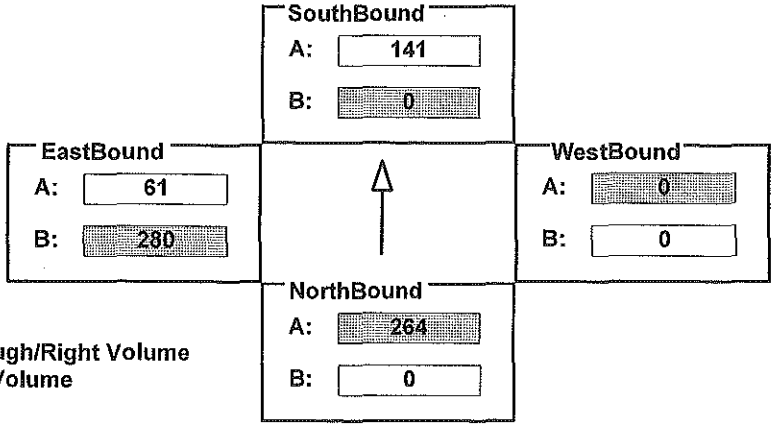
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	527	0	0	281	0	0	0	0	509	0	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	527	0	0	281	0	0	0	0	509	0	61
LANE		2			2					1		1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{264 + 0 + 0 + 280}{1500} = 0.363$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Riverside Dr W/E: Zoo Dr I/S No: 2

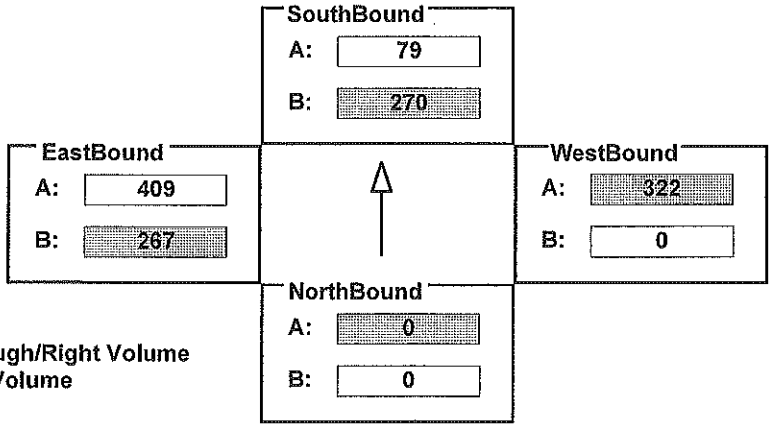
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	270	0	79	0	65	322	267	409	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	270	0	79	0	65	322	267	409	0
LANE				1				1			1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 270 + 322 + 267}{1500} = 0.573$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Western Heritage Wy | W/E: North Zoo Dr | I/S No: 3

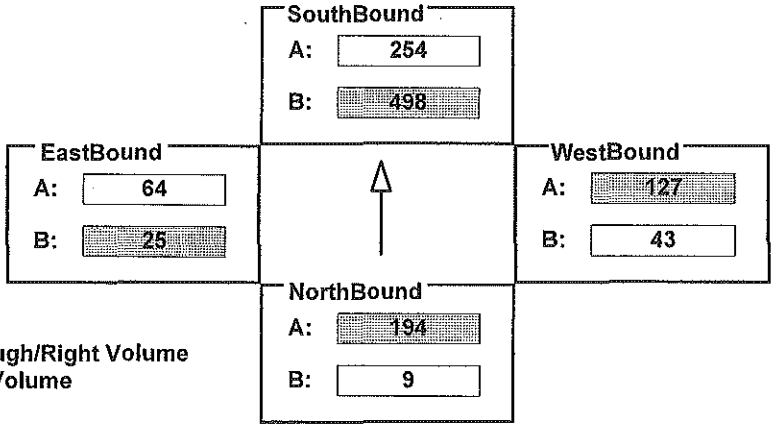
AM/PM: PM | Comments: 2014 Cum+Project Weekday PM

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	262	126	498	482	26	43	12	127	25	34	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	262	126	498	482	26	43	12	127	25	34	5
LANE	1	1	1	1	1	1	1	1	1	1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{194 + 498 + 127 + 25}{1500} = 0.563$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: North Zoo Dr W/E: I-5 NB Off / 134 EB On I/S No: 4

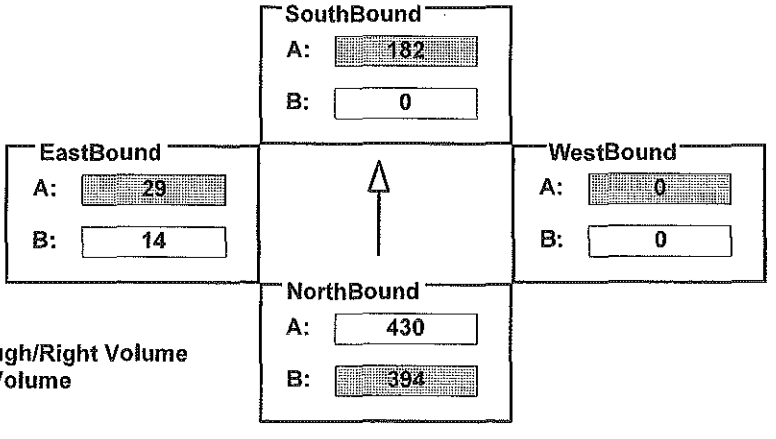
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	394	36	0	0	161	21	0	0	0	14	0	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	394	36	0	0	161	21	0	0	0	14	0	44
LANE		1						1				1 1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{394 + 182 + 0 + 29}{1500} = 0.403$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: I-5 SB Onramp W/E: North Zoo Dr I/S No: 5

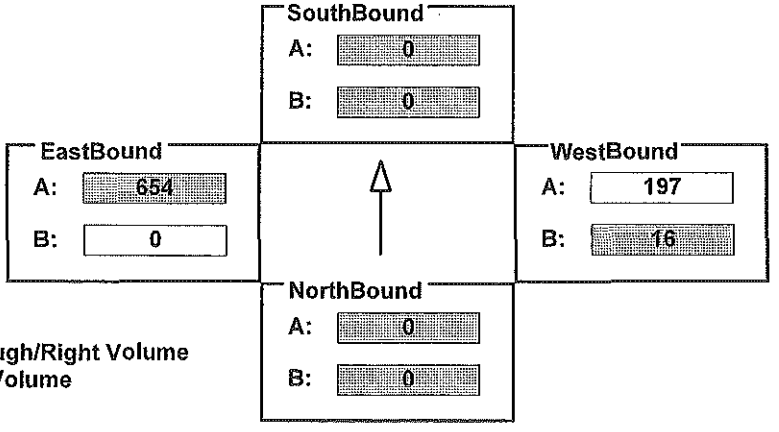
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	16	181	0	0	428	226
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	16	181	0	0	428	226
LANE							1				1	
SIGNAL	Phasing: <none>	RTOR: <none>		Phasing: <none>	RTOR: <none>		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 16 \quad + \quad 654}{1500} = 0.447$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Griffith Park/Crystal Springs W/E: I-5 Ramps I/S No: 6

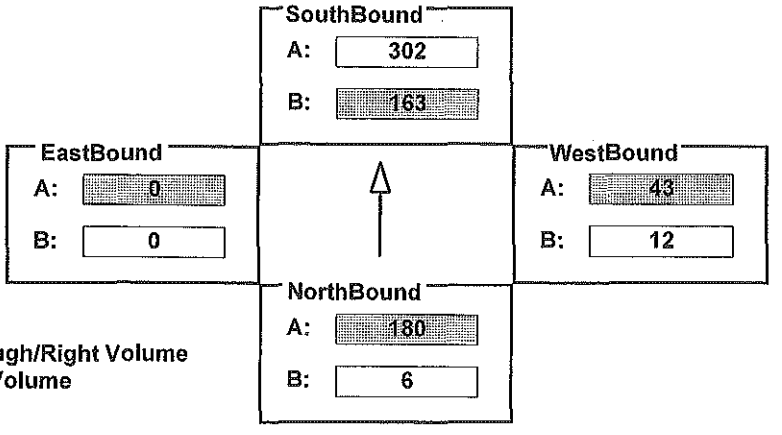
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	324	11	163	603	0	12	0	43	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	324	11	163	603	0	12	0	43	0	0	0
LANE		1			1		1		2			1					
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: <none>	RTOR: <none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{180 + 163 + 43 + 0}{1500} = 0.257$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Crystal Springs / Riverside Dr W/E: Los Feliz Bl I/S No: 7

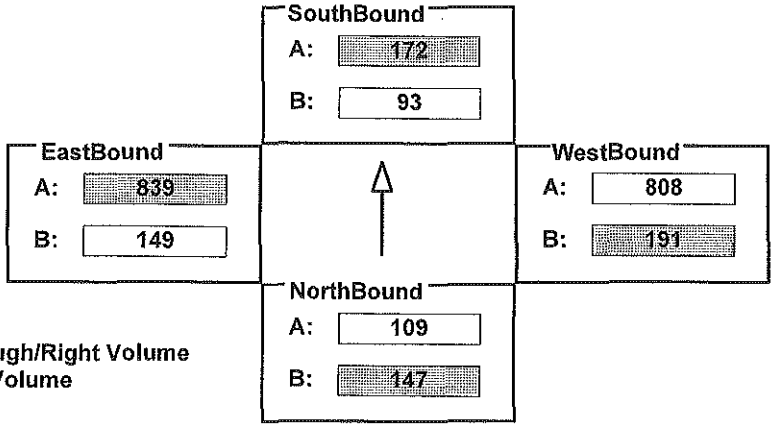
AM/PM: PM Comments: 2014 Cum+Project Weekday PM

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	147	155	205	93	335	321	191	2424	99	149	2518	742
AMBIENT												
RELATED												
PROJECT												
TOTAL	147	155	205	93	335	321	191	2424	99	149	2518	742
LANE	1	2	1	1	2	1	1	3	1	1	3	1
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: OLA		Phasing: Prot-Var	RTOR: Auto		Phasing: Prot-Var	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{147 + 172 + 191 + 839}{1375} = 0.981$$

LOS = E

APPENDIX D

DRIVEWAY COUNT DATA SHEETS

		Saturday, 8/5/06			Saturday, 10/7/06			Wednesday, 11/15/06		
		Total Autos each 15 Minutes			Total Autos each 15 Minutes			Total Autos each 15 Minutes		
		In	Out	In & Out	In	Out	In & Out	In	Out	In & Out
9:15 AM	9:30 AM	0	0	0	8	3	11	11	2	13
9:30 AM	9:45 AM	0	0	0	1	4	5	11	2	13
9:45 AM	10:00 AM	0	0	0	4	1	5	10	3	13
10:00 AM	10:15 AM	10	2	12	14	6	20	4	8	12
10:15 AM	10:30 AM	7	1	8	11	4	15	10	3	13
10:30 AM	10:45 AM	15	9	24	8	2	10	12	4	16
10:45 AM	11:00 AM	5	2	7	6	5	11	12	9	21
11:00 AM	11:15 AM	8	11	19	14	6	20	5	10	15
11:15 AM	11:30 AM	11	8	19	17	10	27	7	6	13
11:30 AM	11:45 AM	13	11	24	14	7	21	9	6	15
11:45 AM	12:00 PM	7	7	14	12	7	19	8	7	15
12:00 PM	12:15 PM	4	6	10	5	4	9	14	8	22
12:15 PM	12:30 PM	7	3	10	15	4	19	8	16	24
12:30 PM	12:45 PM	10	8	18	16	11	27	1	16	17
12:45 PM	1:00 PM	8	5	13	18	13	31	4	8	12
1:00 PM	1:15 PM	17	5	22	12	8	20	7	9	16
1:15 PM	1:30 PM	8	14	22	15	7	22	4	6	10
1:30 PM	1:45 PM	13	9	22	32	16	48	5	9	14
1:45 PM	2:00 PM	11	7	18	31	19	50	6	6	12
2:00 PM	2:15 PM	7	3	10	18	11	29	7	11	18
2:15 PM	2:30 PM	12	6	18	8	9	17	2	6	8
2:30 PM	2:45 PM	14	11	25	6	14	20	7	6	13
2:45 PM	3:00 PM	12	14	26	10	18	28	4	4	8
3:00 PM	3:15 PM	17	12	29	7	19	26	4	9	13
3:15 PM	3:30 PM	11	17	28	7	8	15	3	3	6
3:30 PM	3:45 PM	9	21	30	5	9	14	3	6	9
3:45 PM	4:00 PM	7	18	25	5	15	20	10	7	17
4:00 PM	4:15 PM	4	9	13	5	36	41	4	8	12
4:15 PM	4:30 PM	4	14	18	2	37	39	6	4	10
4:30 PM	4:45 PM	5	14	19	5	30	35	4	11	15
4:45 PM	5:00 PM	7	8	15	6	17	23	4	8	12
5:00 PM	5:15 PM	9	28	37	4	26	30	2	29	31
5:15 PM	5:30 PM	0	1	1	4	10	14	6	14	20
5:30 PM	5:45 PM	0	0	0	3	7	10	4	9	13
9:15 AM	**5:45 PM**	**272**	**284**	**556**	**348**	**403**	**751**	**218**	**273**	**491**

		Saturday, 8/5/06			Saturday, 10/7/06			Wednesday, 11/15/06		
		Total Autos by Hour			Total Autos by Hour			Total Autos by Hour		
		In	Out	In & Out	In	Out	In & Out	In	Out	In & Out
AM/PM Peak Hour										
9:15 AM	10:15 AM	10	2	12	31	14	45	41	15	56
9:30 AM	10:30 AM	17	3	20	30	15	45	39	16	55
9:45 AM	10:45 AM	32	12	44	37	13	50	38	19	57
10:00 AM	11:00 AM	37	14	51	40	17	57	39	25	64
10:15 AM	11:15 AM	35	23	58	40	18	58	40	27	67
10:30 AM	11:30 AM	39	30	69	47	24	71	38	30	**68**
10:45 AM	11:45 AM	37	32	69	53	29	82	36	31	67
11:00 AM	12:00 PM	39	37	**76**	58	33	**91**	33	29	62
11:15 AM	12:15 PM	35	32	67	49	30	79	42	27	69
11:30 AM	12:30 PM	31	27	58	46	24	70	42	37	79
11:45 AM	12:45 PM	28	24	52	48	28	76	32	49	**81**
12:00 PM	1:00 PM	29	22	51	54	32	86	27	53	80
12:15 PM	1:15 PM	42	21	63	61	36	97	20	55	75
12:30 PM	1:30 PM	43	32	75	61	39	100	16	46	62
12:45 PM	1:45 PM	46	33	79	77	44	121	20	37	57
1:00 PM	2:00 PM	49	35	84	90	51	141	22	32	54
1:15 PM	2:15 PM	39	33	72	96	57	**153**	22	33	55
1:30 PM	2:30 PM	43	25	68	89	59	148	20	32	52
1:45 PM	2:45 PM	44	27	71	63	58	121	22	31	53
2:00 PM	3:00 PM	45	34	79	42	56	98	20	29	49
2:15 PM	3:15 PM	55	43	98	31	61	92	17	27	44
2:30 PM	3:30 PM	54	54	108	30	60	90	18	24	42
2:45 PM	3:45 PM	49	64	**113**	29	56	85	14	22	36
3:00 PM	4:00 PM	44	68	112	24	53	77	20	25	45
3:15 PM	4:15 PM	31	65	96	22	70	92	20	24	44
3:30 PM	4:30 PM	24	62	86	17	99	116	23	25	48
3:45 PM	4:45 PM	20	55	75	17	118	135	24	30	54
4:00 PM	5:00 PM	20	45	65	18	120	138	18	31	49
4:15 PM	5:15 PM	25	64	89	17	112	129	16	52	68
4:30 PM	5:30 PM	21	51	72	19	87	106	16	62	78
4:45 PM	5:45 PM	16	37	53	17	64	81	16	60	76
9:15 AM	5:45 PM	**272**	**284**	**556**	**354**	**417**	**771**	**228**	**283**	**511**

APPENDIX E

TWO-WAY STOP CONTROL SUMMARY

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*North Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2010*
Analysis Time Period	*Weekday P.M.*		
Project Description	*Autry National Center*		
East/West Street:		North/South Street:	
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*366*	*8*	*7*	*497*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*366*	*8*	*7*	*497*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*22*	*0*	*21*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*22*	*0*	*21*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*7*	*22*		*21*			
C (m) (vph)		*1196*	*415*		*830*			
v/c		*0.01*	*0.05*		*0.03*			
95% queue length		*0.02*	*0.17*		*0.08*			
Control Delay		*8.0*	*14.2*		*9.4*			
LOS		*A*	*B*		*A*			
Approach Delay	--	--	*11.9*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	South Driveway
Agency/Co.	Fehr & Peers	Jurisdiction	City of Los Angeles
Date Performed	8/7/2007	Analysis Year	2010
Analysis Time Period	Weekday P.M.		
Project Description	Autry National Center		
East/West Street:		North/South Street:	
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	348	8	8	511	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	348	8	8	511	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	25	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	25	0	25	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		8	25		25			
C (m) (vph)		1214	422		846			
v/c		0.01	0.06		0.03			
95% queue length		0.02	0.19		0.09			
Control Delay		8.0	14.1		9.4			
LOS		A	B		A			
Approach Delay	--	--	11.7					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*North Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2010*
Analysis Time Period	*Midday weekend*		

Project Description	*Autry National Center*
East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*599*	*34*	*34*	*585*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*599*	*34*	*34*	*585*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*20*	*0*	*20*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*20*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*34*	*20*		*20*			
C (m) (vph)		*960*	*243*		*686*			
v/c		*0.04*	*0.08*		*0.03*			
95% queue length		*0.11*	*0.27*		*0.09*			
Control Delay		*8.9*	*21.1*		*10.4*			
LOS		*A*	*C*		*B*			
Approach Delay	--	--	*15.8*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*South Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2010*
Analysis Time Period	*Midday weekend*		
Project Description	*Autry National Center*		
East/West Street:		North/South Street:	
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*618*	*41*	*41*	*557*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*618*	*41*	*41*	*557*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*25*	*0*	*24*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*25*	*0*	*24*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*41*	*25*		*24*			
C (m) (vph)		*939*	*240*		*693*			
v/c		*0.04*	*0.10*		*0.03*			
95% queue length		*0.14*	*0.35*		*0.11*			
Control Delay		*9.0*	*21.7*		*10.4*			
LOS		*A*	*C*		*B*			
Approach Delay	--	--	*16.2*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*North Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2014*
Analysis Time Period	*Weekday P.M.*		

Project Description	*Autry National Center*
East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*411*	*10*	*11*	*533*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*411*	*10*	*11*	*533*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*27*	*0*	*26*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*27*	*0*	*26*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*11*	*27*		*26*			
C (m) (vph)		*1149*	*372*		*802*			
v/c		*0.01*	*0.07*		*0.03*			
95% queue length		*0.03*	*0.23*		*0.10*			
Control Delay		*8.2*	*15.4*		*9.6*			
LOS		*A*	*C*		*A*			
Approach Delay	--	--	*12.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*South Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2014*
Analysis Time Period	*Weekday P.M.*		

Project Description *Autry National Center*

East/West Street:	North/South Street:
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*391*	*11*	*11*	*549*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*391*	*11*	*11*	*549*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*30*	*0*	*30*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*30*	*0*	*30*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*11*	*30*		*30*			
C (m) (vph)		*1168*	*381*		*819*			
v/c		*0.01*	*0.08*		*0.04*			
95% queue length		*0.03*	*0.26*		*0.11*			
Control Delay		*8.1*	*15.3*		*9.6*			
LOS		*A*	*C*		*A*			
Approach Delay	--	--	*12.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	North Driveway
Agency/Co.	Fehr & Peers	Jurisdiction	City of Los Angeles
Date Performed	8/7/2007	Analysis Year	2014
Analysis Time Period	Midday weekend		
Project Description	Autry National Center		
East/West Street:		North/South Street:	
Intersection Orientation:	North-South	Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	655	42	42	656	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	655	42	42	656	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	25	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	25	0	25	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		42	25		25			
C (m) (vph)		909	203		654			
v/c		0.05	0.12		0.04			
95% queue length		0.15	0.42		0.12			
Control Delay		9.2	25.2		10.7			
LOS		A	D		B			
Approach Delay	--	--	18.0					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*South Driveway*
Agency/Co.	*Fehr & Peers*	Jurisdiction	*City of Los Angeles*
Date Performed	*8/7/2007*	Analysis Year	*2014*
Analysis Time Period	*Midday weekend*		
Project Description	*Autry National Center*		
East/West Street:		North/South Street:	
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*667*	*50*	*50*	*631*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*667*	*50*	*50*	*631*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*30*	*0*	*30*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*30*	*0*	*30*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (vph)		*50*	*30*		*30*			
C (m) (vph)		*893*	*203*		*668*			
v/c		*0.06*	*0.15*		*0.04*			
95% queue length		*0.18*	*0.52*		*0.14*			
Control Delay		*9.3*	*25.8*		*10.6*			
LOS		*A*	*D*		*B*			
Approach Delay	--	--	*18.2*					
Approach LOS	--	--	*C*					

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Appendix G

Cultural Resources Record Searches

Natural History Museum of Los Angeles County

900 Exposition Boulevard • Los Angeles, CA 90007

Vertebrate Paleontology Section
Telephone: (213) 763-3325
FAX: (213) 746-7431
email: smcleod@nhm.org

29 November 2006

Planning Consultants Research
One Venture, Suite 150
Irvine, CA 92618

Attn: Marcy Rockman, Principal Archaeologist

re: Paleontological Records Search for the proposed Autry National Center Improvements Project, in the City of Los Angeles, Los Angeles County, project area

Dear Marcy.:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Autry National Center Improvements Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the section of the Burbank USGS topographic quadrangle map that you faxed to me on 28 November 2006. We have no vertebrate fossil localities that lie directly within the proposed project area, nor do we have any localities nearby from the same or similar sedimentary deposits.

Surficial deposits in approximately the eastern one-half of the proposed project area consist of younger Quaternary gravels from the Los Angeles River that is currently limited to the eastern side of the Golden State Freeway (I-5) that borders the eastern side of the proposed project area. Surficial deposits in approximately the western one-half of the proposed project area consist of younger Quaternary Alluvium, derived as overbank deposits from the Los Angeles River drainage. Both of these types of deposits usually do not contain significant vertebrate fossils, at least in the uppermost layers, and we have no vertebrate fossil localities anywhere nearby from these or similar deposits. Older Quaternary deposits however, derived as fan deposits from eastern end of the Santa Monica Mountains immediately to the west or as fluvial deposits from the Los Angeles River, probably occur at depth in the proposed project area. Although we have no vertebrate fossil localities nearby from these older Quaternary deposits, we do have localities from similar deposits south and west of Griffith Park and they have the potential to produce significant vertebrate fossils. The proposed project area probably occurs on the north side of the Hollister Fault and the bedrock on that side of the fault in the adjoining Santa Monica Mountains consists of plutonic granitic rocks that, of course, will be devoid of fossils. It is unknown whether those plutonic rocks occur in the proposed project area or at what depth if they do occur.

Shallow excavations in the proposed project area probably will not uncover significant vertebrate fossil remains. Deeper excavations that extend into older Quaternary deposits, however, may well encounter significant fossil vertebrate specimens. Therefore, any substantial excavations in

the proposed project area should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

November 28, 2006

Ms. Marcy Rockman, Ph. D., Principal Archaeologist
PCR SERVICES CORPORATION
One Venture, Suite 150
Irvine, CA 92618-3328

Sent by FAX to: 949-753-7002
Number of pages: 3

Re: Cultural Resource Identification Study/Sacred Lands File Search for Proposed Improvements to the Autry National Center; Los Angeles County, California

Dear Ms. Rockman:

The Native American Heritage Commission was able to perform a record search of its Sacred Lands File (SLF) for the affected project area. The SLF failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any 'area of potential effect (APE).'

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the nearest tribes that may have knowledge of cultural resources in the project area. A List of Native American contacts are attached to assist you. The Commission makes no recommendation of a single individual or group over another. It is advisable to contact the person listed; if they cannot supply you with specific information about the impact on cultural resources, they may be able to refer you to another tribe or person knowledgeable of the cultural resources in or near the affected project area (APE).

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 15064.5(f) and Section 15097.98 and Health & Safety Code Section 7050.6 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton, Program Analyst

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
November 28, 2006

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
46825 Sapaque Road — Chumash
Bradley , CA 93426

(805) 472-9536

Fernandeno Tataviam Band of Mission Indians
Randy Guzman-Folkes, Dir. Cultural and Environmental Department
601 South Brand Boulevard, Suite 102 — Fernandeno
San Fernando , CA 91340 — Tataviam
ced@tataviam.org
(818) 837-0794 Office
(818) 581-9294 Cell
(818) 837-0796 Fax

Julie Lynn Tumamait
365 North Pole Ave — Chumash
Ojai , CA 93023
jtumamait@hotmail.
(805) 646-6214

Patrick Tumamait
992 El Camino Corto — Chumash
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020

(213) 351-5324

(213) 386-3995 FAX

TI'At Society
Cindi Alvitre
6602 Zelzah Avenue — Gabrielino
Reseda , CA 91335
pimugirl@aol.com
(714) 504-2468 Cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibilitiey as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Publi Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Project: Improvements to the Autry National Center for which a Sacred Lands File search was requested; Los Angeles County, California.

Native American Contacts
Los Angeles County
November 28, 2006

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@msn.com
(661) 753-9833 Office
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778

(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd Floor
Los Angeles , CA 90021
(909) 262-9351-Cell
(213) 489-5001-Office

(213) 489-5002 Fax

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
6450 Slauson, Ave. Suite 151 PMB
Culver City , CA 90230
gtongva@earthlink.
562-761-6417 - voice

562-920-9449 - fax

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
20990 Las Flores Mesa Drive
Malibu , CA 90265

Gabrielino Tongva

This list is current only as of the date of this document.

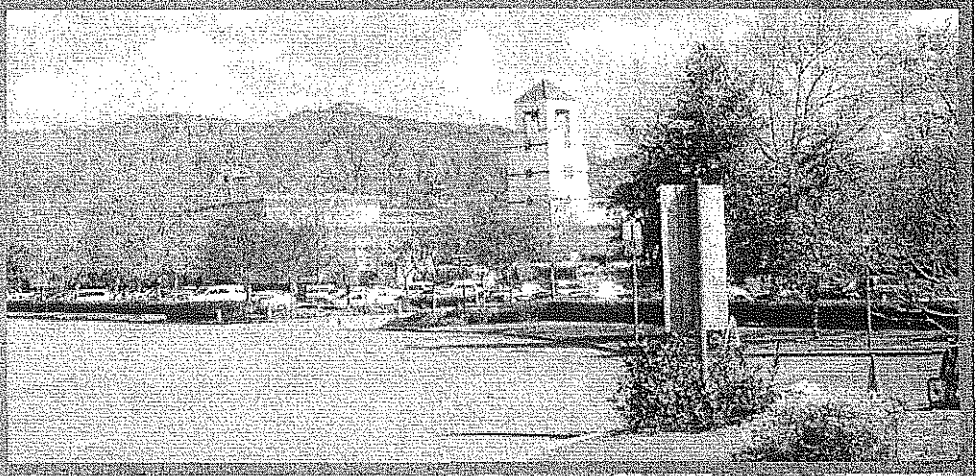
Distribution of this list does not relieve any person of statutory responsibilitiey as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Publi Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Project: Improvements to the Autry National Center for which a Sacred Lands File search was requested; Los Angeles County, California.

Volume I

Autry National Center's Griffith Park Campus Improvements Project Final Environmental Impact Report

SCH No. 2007051084



Lead Agency:
City of Los Angeles
Department of Recreations and Parks

August 2008

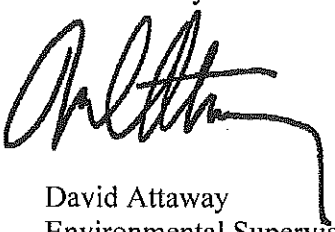
EIR NO.: RP-013-07 **SCH NO.:** 2007051084

PROJECT NAME: Autry National Center's Griffith Park Campus Improvements Project

RECOMMENDATION FOR EIR CERTIFICATION

Pursuant to California Code of Regulations, Title 14, Section 15090, this Environmental Impact Report (EIR) has been completed in compliance with the California Environmental Quality Act (CEQA) and current State and City CEQA Guidelines and based on information available may be accepted and considered prior to making a final decision on the project. The decision-maker or -making body must certify that it has reviewed and considered the information contained in this EIR prior to making such decision.

Submitted by:



David Attaway
Environmental Supervisor, Environmental Management Section
City of Los Angeles Department of Recreation and Parks

Volume I

Autry National Center's Griffith Park Campus Improvements Project
Final Environmental Impact Report

SCH No. 2007051084

Lead Agency:
City of Los Angeles
Department of Recreations and Parks

August 2008

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I. Executive Summary

I. EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this Environmental Impact Report (EIR) contains a brief summary of the proposed actions and consequences of the Autry National Center's Griffith Park Campus Improvements Project. More detailed information regarding the project and its potential environmental effects are provided in the following sections of this EIR.

As described in Sections 15089 and 15132 of the Guidelines for the California Environmental Quality Act (CEQA Guidelines), the lead agency must prepare a Final EIR before approving the project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes a revised summary, corrections and additions to the Draft EIR, a list of persons, organizations, and agencies commenting on the Draft EIR, responses to comments, and a Mitigation Monitoring and Reporting Program.

This Final EIR is intended to be a companion to the August 2007 Draft EIR, which is incorporated by reference and bound separately. (Refer to Volumes I and II of the Draft EIR). This Final EIR is organized into four main sections and appendices, as follows:

Section I, Summary—This section provides an overview and background of the proposed project and its potential impacts.

Section II, Corrections and Additions to the Draft EIR—This section provides a list of revisions that have been made to the Draft EIR, based on comments received from the public and agencies, and other items requiring updating and/or corrections.

Section III, Responses to Written Comments—This section presents topical responses and a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is followed by each comment within the comment letter with a corresponding response.

Section IV, Responses to Late Written Comments and Traffic Study Review—Although not required under CEQA, this section provides responses to letters and a traffic study review received after the close of the comment period.

Section V, Responses to Public Meeting Comments—This section provides responses to verbal comments received during the September 18, 2007 public meeting, which was held to further solicit comments on the Draft EIR.

Section VI, Mitigation Monitoring and Reporting Program (MMRP)—This section provides the full MMRP for the project. The MMRP lists all of the proposed mitigation measures by environmental topic, and identifies for each of the measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

Appendix 1, Comment Letters, Late Written Comments, and Public Meeting Transcript—This appendix includes comment letters, late written comments, and the public meeting transcript in the form that they were submitted.

Appendices 2-13—These appendices are technical appendices to the environmental analyses provided in Section II, Corrections and Additions, of this Final EIR.

A. PROPOSED PROJECT

To assist in implementing its mission to "explore the experiences and perceptions of the diverse peoples of the American West," the Autry National Center proposes the Griffith Park Campus Improvements Project (also referred to as the project or proposed project or Campus) at its Griffith Park Campus in the City of Los Angeles. The Griffith Park Campus includes the Autry National Center's Museum of the American West and the Institute for the Study of the American West. The project would renovate and modernize certain portions of the existing Griffith Park Campus in two development phases. The key project features include increasing the building space within the Campus by 129,000 gross square feet (approximately 79,000 square feet in Phase 1 and 50,000 square feet in Phase 2), renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation and parking amenities. In addition, to accommodate the demand for parking generated by the proposed uses while reserving as much open space as possible, the project would provide 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2. The improvements within the project site would allow the Autry National Center to establish its Griffith Park Campus as the premier interpretive site for the exhibitions of the American West; to implement its previously approved plan to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions in a facility such as the project site; to showcase the internal workings of the Campus (e.g., visible storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the Campus as a cultural resource.

A series of approvals and permits would be required for the project. Such approvals and permits would include, but are not limited to, the following:

- Amendment to the ground lease with the City of Los Angeles.
- Conditional Use Permit (CUP) with height allowance.
- Site Plan Review.
- Grading, excavation, and building permits.
- Haul Route Approval, as necessary.
- Parking Reduction Variance
- Sign Variance
- Any additional actions as may be deemed necessary.

B. OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles Department of Recreation and Parks is the Lead Agency for the proposed project, pursuant to CEQA. This EIR has been prepared at the direction and under the supervision of the City of Los Angeles Department of Recreation and Parks in accordance with CEQA and the Guidelines for California Environmental Quality Act (State CEQA Guidelines), as amended.[1,2] An Initial Study was prepared for the project and the Lead Agency subsequently made the determination that an EIR would be required. Thus, in accordance with CEQA requirements, a Notice of Preparation (NOP) soliciting comments regarding the preparation of a Draft EIR was circulated on May 14, 2007. Included in the NOP was a Notice of a Public Scoping Meeting that, while not required under CEQA, was held on May 29, 2007. This NOP/Notice of Public Scoping meeting was circulated to an extensive mailing list that included responsible agencies, adjacent cities, numerous community organizations and individuals, and property owners within a 500-foot radius of Griffith Park. In addition, in response to a request made by a community organization, a second scoping meeting was held on June 11, 2007.

Concerning public review of the Draft EIR, a public review period of 47 days, beginning on August 16 and ending on October 1, was initially provided in accordance with CEQA Guidelines Section 15105(a). In addition, in response to several requests for an extension made to the Department of Recreation and Parks, this review period was extended through October 18

[1] *Public Resources Code Sections 21000-21178.*

[2] *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

to provide more time for responsible and trustee agencies as well as the public to comment on the Draft EIR. Thus, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). Additionally, as was indicated within the Notice of Completion and Availability, a public meeting was held during the Draft EIR comment period on September 18 in order to further solicit comments on the Draft EIR.

In accordance with Section 15121 of the State CEQA Guidelines, the purpose of this EIR is to identify all potentially significant effects of the project on the physical environment, to determine the extent to which those effects can be reduced or avoided and to identify and evaluate feasible alternatives to the project as proposed. Agency decision-makers will then use this information to take appropriate action on the project. The EIR, in itself, will not determine whether the proposed project will be approved.

C. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers include those environmental issue areas where the potential for a significant impact has been identified through preparation of an Initial Study. These environmental issue areas include aesthetics, air quality, hydrology/surface water quality, land use, noise, fire protection, and traffic (and cumulative traffic impacts in particular), parking, and access. An analysis of the potential construction and operational impacts of the project has been provided for each of these issues. In addition, as indicated by the Initial Study provided in Appendix A of the Draft EIR, the project would not result in significant impacts regarding cultural resources. Nonetheless, in response to Notice of Preparation comments, an analysis of cultural resources was provided in the Draft EIR. Appendix A of the Draft EIR includes comments raised by the agencies and the public in response to the Notice of Preparation for the Draft EIR circulated on May 14, 2007. NOP and scoping meeting comments regarding the environmental implications of the project have also been addressed within this EIR. Copies of the original written comments received during the 64-day public review period are provided in Appendix 1 of this Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles Department of Recreation and Parks, as lead agency, has reviewed all comments received during the review period for the Draft EIR. Each of these written comments has been responded to within Section III, Responses to Written Comments, Section IV, Responses to Late Written Comments and Traffic Study Review, and Section V, Response to Public Meeting Comments, of this Final EIR. This Final EIR also reflects further refinements to the project proposal made in response to public comments and community concerns, as discussed within Section II, Corrections and Additions.

D. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The City of Los Angeles and State CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives, including a no project alternative that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project. Therefore, the selection of alternatives was based on project variations that have the potential to reduce the project's significant impact associated with air quality emissions during construction of the project. This significant impact is largely attributable to the amount of excavation and associated construction equipment that would be required to provide the new parking area and, in particular, the semi-subterranean parking structure on the project site. Therefore, alternatives have been selected that would reduce the amount of excavation required by placing the parking in an above ground structure, by placing parking at an off-site location, or by reducing the size of the project. In addition, an evaluation of an alternative site has been provided that includes an analysis of a reduced expansion program at the Arroyo Campus in lieu of expansion at the project site. A No Project Alternative has also been analyzed pursuant to the requirements of Section 15126.6(e) of the CEQA Guidelines. The specific alternatives analyzed in detail in Section V of the Draft EIR include the following:

Alternative A - No Project: The No Project Alternative assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the Griffith Park Campus, including the existing surface parking areas adjacent to the Campus, would remain as they are today. None of the existing facilities would be expanded, the existing buildings would continue to function as they currently do, and the existing on-site associated surface parking would remain unchanged.

Implementation of the No Project Alternative would not result in new environmental impacts, and overall would result in a reduced level of impact when compared to the project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be avoided under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the No Project Alternative, none of the project's objectives would be attained.

Alternative B - Reduced Program: The Reduced Program Alternative would reduce the project's density of development within the site by reducing the programmatic functions within the project site. Specifically, under this Alternative, the project would not include construction of the Phase 2 Institute Building with semi-subterranean parking below. Thus, without the Phase 2 Institute Building, the project's increase in the educational/research functions of the Autry National Center would not occur at the Griffith Park Campus. Further, the additional space sought for storage and collections management would be severely restricted as such space would be reduced by approximately 29,019 square feet from the amount included in the

proposed project. Overall, the Reduced Program would include a total of 237,928 gross square feet of space upon completion, 50,000 square feet less than the proposed project.

Implementation of the Reduced Program Alternative would result in similar or reduced environmental impacts for most issue areas as compared to the proposed project. Additionally, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Reduced Program Alternative, many of the project's basic objectives would not be met. The majority of the Mission Objectives established for the project would not be attained. Further, the achievement of Program Objectives would be limited. However, the Reduced Program Alternative would meet several of the project's Design Objectives.

Alternative C - Above Ground Parking: The Above Ground Parking Alternative is based on a project design intended to reduce the excavation required for the semi-subterranean parking and thus reduce the air quality emissions associated with grading. Under this Alternative, an above ground parking structure would be developed in lieu of the Phase 2 two-level semi-subterranean parking structure that would be located below the Phase 2 Institute Building. Thus, the excavation activities needed for the project would be reduced. The above ground structure would include two parking levels containing approximately 113 parking spaces that would be located above the surface parking area developed within the southern portion of the site as part of Phase 1. The new above ground parking structure would be approximately 20 feet in height and would be comprised of an approximately 20,000 square foot footprint. Other than the varied parking arrangement, this Alternative would provide a project that would be identical to the proposed project with regard to the facilities provided, adding 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2, for a total project area of approximately 287,928 gross square feet. The expanded building areas would be developed in the same locations proposed by the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of parking described above. In addition, access under this Alternative would also be similar to that under the proposed project.

Implementation of the Above Ground Parking Alternative would result in similar environmental impacts for most issue areas as compared to the proposed project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. While some issue areas would have greater impacts under the Above Ground Parking Alternative, none of the greater impacts would involve new significant impacts. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Above Ground Parking Alternative, the underlying purpose of the project is to engage all people in the inclusive stories of the American West; to expand and modernize the Griffith

Park Campus; and to create an accessible, enlightening, inspiring, innovative, and scholarly Campus that provides a deeper understanding of the art, history, and cultures of the American West would be met. The Mission Objectives and Program Objectives established for the project would also be met under this Alternative. Several of the project's Design Objectives would also be met under this Alternative, albeit in a less optimal manner.

Alternative D - Off-Site Parking: The Off-Site Parking Alternative is based on a project design that would eliminate some of the project's on-site parking by moving a portion of the on-site parking to an off-site location. This would reduce the excavation required for the semi-subterranean parking structure proposed under Phase 2 of the project, thereby reducing the project's significant air quality impact on short-term NO_x emissions to a less than significant level. Other than the varied parking arrangement, this Alternative would provide improvements that would be identical to the proposed project with regard to the types of facilities provided and the addition of 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2. The Phase 2 Institute Building would continue to be constructed in the same general location as proposed under the project.

Under this Alternative, the configuration of surface parking areas would be the same as that proposed for Phase 1 of the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of semi-subterranean parking proposed by the project. In addition, the approximately 113 spaces that were otherwise proposed by the project to be located within the second level under the Phase 2 Institute Building would be provided off-site.

While many issue areas would have greater impacts under the Off-Site Parking Alternative, none of the greater impacts would involve new significant impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Off-Site Parking Alternative, many of the project's basic objectives would not be met. For example, should the off-site location not be within walking distance to the project site and thus require the use of a shuttle system, this Alternative would not fully meet the Mission Objective to establish the Griffith Park Campus as a visitor destination. In addition, this Alternative may not attain the Mission Objective to maintain the economic sustainability of the Autry National Center. Specifically, if the Autry National Center was required to purchase, develop and maintain an off-site parcel for off-site parking, the requirement to use and maintain such a facility may compromise the Autry National Center's economic sustainability. Furthermore, while several Program Objectives for the project would be met under this Alternative, many of the project's Design Objectives would not be met under this Alternative.

Alternative E - Expansion at the Arroyo Campus: The Arroyo Campus is not a part of the project. Nonetheless, the Expansion at the Arroyo Campus Alternative is an alternative in which additional facilities would be provided at the site of the Autry National Center's Arroyo Campus. The approximate 12-acre Arroyo Campus is located within the Mount Washington area of the City of Los Angeles. The Arroyo Campus includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site includes a steeply sloped hillside that extends upward in a northerly direction from the site entry on Museum Drive at the foot of the hill. In addition, the Arroyo Campus includes roughly 33,000 square feet of building area.

New development within the Arroyo Campus has been a focus of discussion in recent years, including the preparation of site plans presented by certain members of the community to provide their thoughts regarding the potential future use of the site. For purposes of analyzing an Arroyo Campus Expansion Alternative, it has been assumed that the development program would incorporate most of the recommendations in the community's proposals. Accordingly, the Alternative includes an increase in the size of the facilities from roughly 33,000 square feet to approximately 64,500 square feet. The expansion under this Alternative would roughly double the amount of space for exhibit/galleries (to 22,500 square feet) and retail uses (to 2,000 square feet) and triple the amount of space for research/education/community uses (to 21,000 square feet). This Alternative would also add approximately 5,000 square feet of new space for food services, and include an amount of space for collections management that would be roughly similar to that existing today (7,000 square feet). Approximately 7,500 square feet of building area would be used for other miscellaneous uses, including a new theater, an amphitheater, and a hill-top restaurant.

By providing expansion at the Arroyo Campus in-lieu of the proposed project site, the project would avoid any impacts at the project site in Griffith Park, including the short-term significant air quality impact associated with construction. However, impacts would instead be generated at the Arroyo Campus.

Implementation of the Expansion at the Arroyo Campus Alternative would result in greater environmental impacts for many issue areas as compared to the proposed project and potentially new significant and unavoidable impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be greater under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Expansion at the Arroyo Campus Alternative, the basic objectives of the project would not be met. This Alternative would lend small support to meeting the project's Mission Objectives and would not meet the project's Program Objectives or Design Objectives.

Section V, Alternatives, of the Draft EIR also includes a discussion of alternatives that were considered and rejected.

Environmentally Superior Alternative: Of the Alternatives analyzed in the EIR, the No Project Alternative is considered the overall environmentally superior alternative as it would reduce the overall impact profile across the environmental topics evaluated. However, the No Project Alternative would not meet any of the project's basic objectives. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative B, Reduced Program Alternative, would be environmentally superior. The Reduced Program Alternative would produce an overall impact profile that would be less than that of the proposed project. However, this reduction would be at the expense of meeting many of the project's basic objectives. Nonetheless, of the remaining alternatives, the Reduced Program Alternative would be the environmentally superior alternative to any of the other alternatives evaluated in the Draft EIR.

E. SUMMARY OF PROJECT IMPACTS

1. AESTHETICS

a. Environmental Impacts

(1) Visual Character/Aesthetics

The proposed project would not alter the visual character of the community by converting a large area of natural open space. The proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Specifically, the conversion of the existing parking lot in the western portion of the site to landscaped areas would visually improve off-site views from Western Heritage Way, while maintaining the openness of this area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the south lawn and therefore would not break up the continuity of the open area fronting Western Heritage Way. In addition, the project site would include a similar amount of trees when compared with existing conditions.

The project would not contrast with the area's valued aesthetic image. The proposed development would be similar in terms of land use and site layout to the existing site, and the new building architecture would represent updated designs. The expanded Campus Building would have generally similar perceived heights (i.e., relative to finished grade) and similar roofline heights as existing development. The design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography, vegetation, and structures. Proposed building design would build upon the architectural elements of the original building, and landscaping and other green and natural features would be introduced. The end result would be a visually unified project that harmonizes structures and

landscaping. In addition, project elements such as mechanical equipment and trash receptacles would be screened from view. Furthermore, none of the proposed improvements would substantially alter or introduce contrasting features within views from the Interstate-5 (I-5) Freeway or Western Heritage Way.

Similar to existing conditions, the project would include a number of wall, monument, informational, and pole signs. The proposed signage would complement the architecture of the new buildings and would respect the location of the project site within Griffith Park. In addition, the setbacks and location of the signs would be appropriate for the park setting, and would be complemented by landscaping and mature trees.

The project is located in an active area of Griffith Park with nearby freeway infrastructure. Nearby uses include the Los Angeles Zoo; a surface parking area that contains the Griffith Park Observatory shuttle reservations center building, the temporary shuttle station for the Griffith Park Observatory, the Zoo Magnet Center, and the Department of Water and Power (DWP) Fuel Cell Demonstration Project; and the Woodrow Wilson and Harding Municipal Golf Courses. As such, there is no potential to have a conflicting contrast with buildings of differing massing or architectural characteristics.

With regard to construction activities, the short-term changes in existing on-site structures and exterior areas would result in a noticeable change in the site's appearance. However, these construction activities would be of short duration and would generally be screened from view by mesh covered fencing.

Based on the above, the project would not alter, degrade or eliminate the existing visual character of the area, including visually prominent existing features, or valued resources through the conversion of large areas of natural open space; it would not substantially contrast with the visual character of the surrounding areas and its aesthetic image; and it would not preclude the attainment of the general aesthetic intent of regulations or applicable plans. Therefore, project impacts with regard to aesthetic character would be less than significant.

(2) Views

As one approaches the project site from the north along Zoo Drive, the street ultimately becomes Western Heritage Way. Views to the south and southwest along Western Heritage Way offer expansive views of the Santa Monica Mountains, as shown in Figure 15 of the Draft EIR. The Campus Building sits to the side of Western Heritage Way and has no effect on the long range view of the hillside. Upon completion of the proposed project, the Campus Building would be set back approximately 101 feet from Western Heritage Way.

As one approaches the project site from the south along Crystal Springs Drive, the street turns into Western Heritage Way. Views from the south along Crystal Springs Drive are of the Verdugo Mountains to the north. In addition, broad views of the Verdugo Mountain are prominent from several other locations in the project vicinity. When viewed from the south, the Campus Building nestles into the foot of the mountain visually, and the expanded Campus Building's effect on the view would be essentially the same. The new Institute Building to be constructed in Phase 2 would be located south and outside of the existing view corridor. As travelers head further north on Western Heritage Way, the Campus Building is set back off the road and has no substantial effects on long range views.

Generally, travelers along Western Heritage Way have a view that includes expanses of the park's open space, with intermittent views of facilities such as the Campus Building, the Zoo and Zoo parking lot, and landscape with the mountains acting as backdrops. These general view conditions would not be altered by the project's implementation. Further, the project would not change view conditions from those of the Campus Building, nor substantially obstruct or interfere with existing views of a view resource. Therefore, project impacts on views along Western Heritage Way would be less than significant.

The Campus Building is visible to travelers on the northbound I-5 and the westbound SR-134 Freeways. For travelers on the I-5, the project site is situated off of Western Heritage Way amidst mature landscaping, and does not obstruct the long range views of travelers along the freeway. Therefore, the additional building volume would not substantially alter view conditions from this location. Travelers on the SR-134 Freeway have clear views of the Campus Building as they head west. The Campus Building is a built structure that sits within landscape along with other infrastructure urban uses amidst the natural backdrop of Griffith Park. The expansion of the Campus Building in Phase 1 would slightly increase the building volume and bring its eastern edge to lie slightly closer to the freeway. This would not cause a notable change in the site appearance. The Institute Building that is proposed to be constructed in Phase 2 would cause the most notable change in building volume within the site. However, this building would be screened from the freeways by the intervening Zoo wastewater treatment facility and mature trees and vegetation. Thus, the project would not substantially block or obstruct views of valued existing view resources from SR-134. Travelers on SR-134 would see a slightly larger building set into the landscape, and an overall panoramic view that would be largely unchanged; therefore, impacts from this location would be less than significant.

As discussed above, views of the project site are also available from nearby uses in the project vicinity such as the Zoo parking lot and the Woodrow Wilson and Harding Municipal Golf Courses. However, due to its location, the project site does not adversely affect views of the Verdugo or Santa Monica Mountains to the north or south of the Zoo parking area. In addition, the SR-134 Freeway, the existing Campus Building within the project site, and the mature trees within the golf courses and project site obstruct views of the Verdugo Mountains to the north

from certain vantage points on the golf courses. As proposed building areas would be integrated with existing on-site buildings, the project would not substantially alter the intermittent views of the Verdugo Mountains from the golf courses. Views of the site are generally less obstructed from higher elevations such as the Verdugo and Santa Monica Mountains. However, given their distance from the site, any such views would be of a large viewshed and, consequently, the project site would be a small element of the view that would blend in with its surroundings. In addition, the project would not substantially obstruct or alter existing views of Griffith Park itself since the project site is already developed and new building additions and structures would be consistent with the architectural style and scale of the Campus Building. Overall, the project would not substantially obstruct or alter existing views of visual resources.

(3) Light and Glare

Implementation of the proposed project would not substantially increase ambient light levels on the project site and in the immediately surrounding vicinity. Similar to existing conditions, project-related lighting would consist of point light sources. Nighttime exterior lighting would consist primarily of public safety and security lighting fixtures along pedestrian walkways and in the parking areas as well as accent lighting of the building exterior. Such fixtures would continue to be directed inwards and downward with shielding as appropriate, in order to minimize light spillover. Existing and proposed landscaping on-site would also serve to limit the visibility of Campus lighting from off-site. In addition, lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, the project would not introduce significant new sources of light that would substantially affect nighttime views or substantially illuminate or alter the character of adjacent, off-site, light-sensitive uses; therefore, lighting impacts would be less than significant.

Glare effects also would not be expected to increase under the project. With removal of parking lots from along Western Heritage Way and introduction of enclosed parking in Phase 2, glare reflected from parked vehicles on-site would be reduced. As metal roofing and highly reflective glass materials would not be introduced on-site, sunlight reflected from project building windows would not be expected to generate substantial glare during most of the year, similar to existing conditions. Since the proposed project would not include highly reflective surfaces, lighting would not substantially interfere with off-site activities, and glare impacts would be less than significant.

(4) Shade and Shadow

The Campus Building is comprised of a main floor level, a lower level, and an upper floor level and appears as two-stories from most vantage points. Other than the golf courses to the south and the Zoo Magnet Center to the southwest, there are no shadow-sensitive uses in the

immediate project vicinity. The golf courses are separated from the Campus Building by the South Lawn and a service road. The LAUSD Zoo Magnet Center is located approximately 950 feet southwest of the project site. During the hours of concern specified by the City's significance threshold criteria (three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October), site shadows would generally be cast within the project site itself. In addition, new shadows would generally extend from the northwest and then move towards the northeast throughout the day. Thus, the shadow-sensitive uses to the south of the project site would not be significantly impacted by the proposed project. Impacts would be less than significant and no mitigation measures would be required.

(5) Regulatory Consistency

As discussed in Section IV.A, Aesthetics, of the Draft EIR, the project would be consistent with and supportive of the aesthetic guidelines of plans and regulations that are applicable to the project site. This includes the Hollywood Community Plan and the Griffith Park Master Plan. In addition, as part of the project, any street trees that would be removed would be replaced in accordance with City requirements (refer to Section IV.A, Aesthetics, of the Draft EIR). In addition, the Autry has volunteered to implement mitigation measures for City-protected tree species even though such trees are not themselves protected specimens since they were planted as part of project planting or landscape program.

The project would include a height allowance provision as part of a new Conditional Use Permit (CUP) to allow building heights to exceed the 30 foot height limit. The proposed variation in project heights would not substantially alter the aesthetic characteristics of the project site, nor adversely affect the aesthetic conditions. Most of the Campus Building has the general appearance of a two-story building, particularly when viewed from the west along Western Heritage Way. Thus, the proposed building heights, which would be similar to existing building heights, would be visually consistent with existing building heights and would not create a substantial contrast when compared with existing conditions. The proposed tower would also create aesthetic articulation and visual interest to the site. As discussed below under Section 5, Land Use, the project would also include a sign variance.

b. Cumulative Impacts

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, the Los Angeles Department of Water and Power's (DWP's) Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be

expected to detract from the visual character of the area or result in significant impacts to views. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not substantially detract from the visual character of the environment or impact views. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, no cumulative aesthetic impacts from these projects would occur. In addition, each related project would be analyzed on a case-by-case basis to determine its impact on aesthetics, views, light and glare, and shading. Should impacts occur for those projects, they would likely be required to mitigate their impacts.

c. Mitigation Measures

As described above, the project includes numerous design features that would reduce potential adverse impacts that would enhance the aesthetic quality of the project site. With implementation of the Project Design Features and compliance with regulations, impacts of the project would be less than significant with regard to aesthetic character, views, light and glare, and shading. Mitigation measures would not be required.

d. Level of Significance After Mitigation

With implementation of the project features described above, the proposed project would not result in significant impacts relative to aesthetics, views, light and glare, or shading.

2. AIR QUALITY

a. Environmental Impacts

(1) Construction

As detailed in Section IV.B, Air Quality, of the Draft EIR, construction-related daily maximum regional construction emissions would not exceed the South Coast Air Quality Management District (SCAQMD) daily significance thresholds for VOC, Particulate Matter (PM_{10}), Carbon Monoxide (CO), Volatile Organic Compounds (VOC) or Sulfur Oxides (SO_X). However, while construction Nitrogen Oxides (NOx) emissions would not exceed the SCAQMD daily significance threshold for Phase 1 construction, NOx emissions would exceed the SCAQMD daily significance threshold for Phase 2 construction to the extent that individual construction stages (e.g., demolition and site grading) may overlap. Thus, regional construction emissions would result in a significant short-term air quality impact.

With regard to local construction impacts, maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for NOx, PM_{10}, $PM_{2.5}$ and CO. Therefore, with respect to localized emissions from construction activities, the impacts would be less than significant.

In addition, the proposed project would not result in a long-term (i.e., 70 years) substantial source of Toxic Air Contaminant (TAC) emissions. There would be no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would be less than significant.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD rules, no construction activities or materials are proposed which would create objectionable odors. Therefore, no impact would occur and no mitigation measures would be required.

(2) Operational Impacts

Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9).

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model. Based on the URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions, the increase in regional emissions resulting from operation of the project are expected to be below the SCAQMD thresholds for all criteria pollutants.

With regard to local CO impacts, project-generated traffic volumes are forecast to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections studied. Since a significant impact would not occur at the intersections operating at the highest V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of project-generated traffic volumes.

The primary source of potential air toxics associated with proposed project operations include diesel PM_{10} from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and emergency backup generators. The proposed project operations would not substantially change the locations or intensity in use of loading docks on the project site. As

such, the proposed project would not be considered a substantial source of diesel PM_{10} and a significant regional air quality impact would not occur.

The proposed project would not include any sources of acutely and chronically hazardous toxic air contaminant sources, although minimal emissions may result from the use of consumer products. As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant.

The proposed project would likely include the installation and operation of diesel-fired generators for emergency power generation. Unless a blackout occurs, these generators would be operated for only a few hours per month for routine testing and maintenance purposes. Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure that contributions to localized PM_{10} concentrations remain below the 2.5 $\mu g/m^3$ significance threshold. As such, any potential impacts would be less than significant.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Thus, potential odor impacts would be less than significant.

(3) SCAQMD and City of Los Angeles Policies

While development of the project would result in short-term regional impacts due to construction, project development would not have a long-term impact on the region's ability to meet State and Federal air quality standards. The project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM_{10} and $PM_{2.5}$. Also, the project would be consistent with the goals and policies of the Air Quality Management Plan (AQMP) for control of fugitive dust. As discussed above, the project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

Further, as discussed in Section IV.B, Air Quality, of the Draft EIR, it is concluded that the proposed project would be consistent with the City of Los Angeles air quality policies as it implements the air quality goals and policies set forth in the City's General Plan.

Overall, no significant impacts would occur as a result of project development with respect to compatibility with applicable air quality policies as set forth in the City's General Plan Air Quality Element.

(4) Greenhouse Gas Emissions

Emissions of greenhouse gases (GHGs) were calculated for the existing and projected future uses with implementation of the proposed project. Results are presented in Section IV.B, Air Quality, of the Draft EIR. Also included therein is the California Energy Commission's estimated 2004 State-wide inventory, the latest year for which data are available. As shown, the net increase in GHG emissions from vehicle, electrical, and natural gas usage associated with the proposed project is approximately 0.0009 percent of the 2004 emission inventory of 391 million metric tons CO_2. CARB has not yet released an official inventory for 1990.

There are many uncertainties involved in the quantification of GHGs from any individual project. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago, but the net effect is difficult to quantify. Thus, the estimated net increase in emissions resulting from implementation of the proposed project presented above may be an over- or under-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for performing criteria air pollutant assessments. This GHG analysis was performed in accordance with existing non-GHG specific SCAQMD and CARB guidance.

As discussed above, the calculation of GHG emissions does not take into account implementation of planned lower GHG emission standards from passenger vehicles and power plants within the State of California, as these rules are yet to be finalized and promulgated. The following planned City actions, as presented in the LA Green Plan, when implemented, may further decrease emissions of GHGs from the proposed project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
- Expanding the regional rail network to reduce VMT.

In addition, the calculations do not take into account the effect of the specified project features. The effectiveness in reducing GHG emissions of each of the project features varies. For example, Energy Star CFLs can reduce lighting energy demands by 75 percent, and Energy Star appliances use up to 50 percent less energy than their non Energy Star counterparts. Trees are able to sequester more carbon dioxide as they age and the average tree can sequester 330 pounds of carbon dioxide from the atmosphere every year. Reducing water consumption results in a reduction of GHG emissions from energy generation to operate water pumps and

wastewater treatment facilities, which have been identified as major sources of GHGs statewide. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions from those presented in Section IV.B, Air Quality, of the Draft EIR.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. While it is not possible at this time to quantify the exact reductions in greenhouse gas emissions anticipated from the project features, the proposed project would be consistent with the goals of California's AB 32. The project would be designed and built to incorporate LEED aspects such as maximizing operational efficiency through the reduction of energy consumption and reducing vehicle miles traveled. For example, the project would promote ridesharing programs and implement other improvements to promote alternative transportation methods. Energy performance would be optimized through the use of CFL bulbs, Energy Star appliances, use of Low-E windows and heating and cooling systems. In addition, the project would also include features such as low-flow toilets and fixtures and drought tolerant landscaping. The proposed project would also promote the City's goal of collaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction as part of the "Green LA" plan.

Overall, the project would result in lower GHG emission rates compared to current standards and practices. In the absence of numeric thresholds and given the consistency of the proposed project features with the State and City's goals, the contribution from the project to global climate change is considered less than significant. As such, no mitigation is required.

b. Cumulative Impacts

The SCAQMD's approach for assessing cumulative impacts is based on its Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts, taking into account the Southern California Association of Governments' (SCAG) forecasted future regional growth and determining whether the project is consistent with the forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur. Cumulative air quality impacts for the project were evaluated in the context of Los Angeles County as a whole for the projected operational buildout year of 2014, consistent with the SCAQMD's methodology.

Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), a project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population vehicle miles traveled (VMT) to daily countywide VMT exceeds the ratio of daily project-related employee or population growth to daily countywide employees. This project does not contain any residential elements, and therefore a population related VMT increment was not calculated. However, the project does result in an increase in employees. As discussed in Section IV.B, Air Quality, of the Draft EIR, the project's VMT ratio does not exceed the employee ratio. Based on these criteria, development of the proposed project would have a less than significant air quality impact. In addition, as previously shown in localized CO impact analyses conducted for cumulative traffic (i.e., related projects and ambient growth for both 2010 and 2014) no local CO violations would occur at any of the studied intersections. Therefore, the project would not have a significant cumulative impact on air quality.

Three of the 30 related projects located within close proximity of the project site have the potential to result in a cumulative localized impact to sensitive receptors. The Los Angeles Zoo Parking Lot Demonstration on Environmental Sustainability project is scheduled to be constructed in 2009, which could be concurrent with the project's Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, which would overlap with the proposed project's Phase 2 construction (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would extend to 2020.

Currently, there are no thresholds or methodology available for determining cumulative impacts on a localized level. However, given the close proximity of the related projects and that the related projects would disturb a large area or involve substantial earth moving activities, it can be ascertained that the combined impacts may exceed the localized significance threshold for PM_{10}. In addition, construction-period NO_X regional emissions associated with the proposed project are already projected to result in a significant impact to air quality. As such, cumulative impacts to air quality during the proposed project construction would also be significant and unavoidable for regional and localized air quality impacts.

Similar to the proposed project, the greatest potential for TAC emissions at each related project would involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Given that the proposed project's contribution to cancer risk from construction activities would be less than significant and is a localized impact, related projects that have not already been built would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. Thus, TAC emissions from the related projects are anticipated to be less than significant individually and cumulatively.

Also similar to the proposed project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. However, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively.

With regard to cumulative GHG emissions, as stated above, an increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. However, currently there are no significance thresholds, no specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

The baseline for AB 32 is considered to be "business as usual." For the purposes of the proposed project and the related projects, "business as usual" would be development according to the energy efficiency standards established in Title 24, California's energy efficiency standards for residential and non-residential buildings. However, the proposed project would be constructed to exceed the reduction goals of Title 24 by implementing enhanced building insulation and cooling systems, drought-tolerant landscaping, and water conservation measures. In addition, the proposed project intends to achieve certification within the LEED Green Building Rating System. The LEED program integrates the principals of smart growth and green building design. As described above, specific to reducing carbon emissions, the proposed project would: promote alternative transportation, provide shower facilities for employees biking to work; install water-conserving plumbing and fixtures; and install energy efficient lighting, appliances, and onsite equipment. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions.

In June 2005, Governor Schwarzenegger signed Executive Order S-3-05, which established GHG emissions targets for the state, as well as a process to ensure the targets are met. As a result of this executive order, the California Climate Action Team (CAT), led by the Secretary of the California EPA, was formed. The CAT published its report in March 2006, in which it laid out several recommendations and strategies for reducing GHG emissions and reaching the targets established in the executive order.[3] Table 13 in Section II, Corrections and Additions, of the Final

[3] *California Climate Action Team. Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.*

EIR illustrates the project's consistency with those recommendations and strategies presented in the CAT report. The project features listed in Table 13 apply directly to CAT strategies for reducing GHG emissions.

The proposed project, by implementing the project features and GHG reducing measures described in Table 13 of Section II, Corrections and Additions, results in a GHG emission profile which is better (lower) than business as usual. In addition, the City has taken steps to reduce GHG emissions from new development by requiring all developers to implement smart growth techniques in new sizeable construction projects. The City of Los Angeles is also taking direct action to reduce emissions from all utility users and improve transportation citywide. The project's features and GHG reduction measures, coupled with the City's initiatives, make the project consistent with the goals of AB32. Thus, the project does not result in a cumulatively significant impact. Therefore, no mitigation is required.

c. Mitigation Measures

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts during construction:

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[4]

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

[4] *SCAQMD Rule 403 requirements are detailed in Appendix C in the Draft EIR.*

Mitigation Measure B-8: General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

d. Level of Significance After Mitigation

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. With implementation of mitigation measures, maximum daily NOx emissions during Phase 2 site grading would be reduced. However, construction NOx emissions would continue to exceed the SCAQMD regional significance thresholds for NOx during the most intense construction period to the extent that individual construction stages (e.g., demolition and site grading) may overlap. As such, project construction would continue to result in a significant regional impact even with incorporation of all feasible mitigation measures. In addition, as discussed above, cumulative impacts to air quality during the proposed project construction would also be significant for regional and localized air quality impact.

No notable impacts related to TAC emissions during construction are anticipated to occur for the proposed project. As such, potential impacts regarding TAC emissions would be less than significant.

The proposed project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed that would create objectionable odors. As such, potential impacts would be less than significant.

3. CULTURAL RESOURCES

a. Analysis of Project Impacts

(1) Historical Resources

(a) Griffith Park Campus

The results of the cultural resources record search through the CHRIS-SCCIC indicated that there are no recorded historic resources within the project site. The Campus Building was constructed in the mid 1980s and is approximately 20 years old. Thus, due to the lack of sufficient age as well as any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they

considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly. Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

(b) Arroyo Campus

The Arroyo Campus is located on a 12-acre site in the Mount Washington community. Since 1914, the Arroyo Campus has been located in its current location midway between downtown Los Angeles and Pasadena, near the intersection of Highway 110 and Avenue 43. The site includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site is listed as a landmark of significant historic value on the National Registry of Historic Places. It has been designated City of Los Angeles Historic-Cultural Monument #283 and is listed in the California Register of Historic Resources.

The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus.

As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resource Code and the CEQA Guidelines, these resources would not be impacted by the project.

In accordance with Section 21084.1 of the California Public Resources Code, Section 15064.5 of the State CEQA Guidelines, and the *City of L.A. CEQA Thresholds Guide (2006)*, a project has a significant impact on a historical resource if it would result in a substantial adverse change in the significance of a historical resource. "Substantial adverse change in the significance of an historical resource means physical demolition" or other adverse effects, such that the significance of the historic resource "would be materially impaired." Material impairment occurs when a project alters or destroys "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a State or local historic registry. Since there is nothing to demonstrate that the proposed project would in any way "materially impair" the known historic resources at the Arroyo Campus, no potential impacts would occur.

On the contrary, the Autry National Center has taken steps towards restoring the Southwest Museum Building, which was in disrepair due to deferred maintenance, age, and general building deterioration. Among its first actions, the Autry National Center completed the National Register application process in 2004, which resulted in the formal listing of the Southwest Museum Building as a landmark of significant historic value on the National Registry of Historic Places. In December 2005, the Autry National Center secured nearly $1 million in state funding from the California Culture and Historical Endowment to undertake building rehabilitation projects including waterproofing, electrical upgrades, and mechanical upgrades. The Autry National Center also secured a FEMA grant to enable long-overdue repair and stabilization of the Caracol Tower due to damage sustained in the Northridge Earthquake. As a nationally registered historic structure, the Southwest Museum Building is being rehabilitated in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. In accordance with CEQA, compliance with these standards ensures that no significant impacts will occur.

With regard to the Southwest Collection within the Arroyo Campus site, the movement of the Collection is not a "project" under CEQA. Furthermore, even if the Southwest Collection could be considered part of a project's environment, the proposed project would not significantly impact the Southwest Collection. Specifically, the proposed project would not in any way "materially impair" the Southwest Collection.

If anything, the proposed project demonstrates the Autry's commitment to preservation of the Southwest Collection by providing a state-of-the-art facility in which the Collection can be properly cared for while providing greater public access to the Collection – most of which has been hidden from public view for decades due to a lack of space in which to properly display and care for these artifacts. Currently, the inadequate exhibit space in the Southwest Museum Building requires 98 percent of the 250,000 items in the Collection to remain in storage at any given time. The Collection is largely stored in the seven-story Caracol Tower, which is inappropriate in size and condition for the conservation, documentation, and scholarly requirements of the Collection. These deficiencies put the stored collections at risk. By placing the Southwest Collection in a state-of-the-art facility, these historic resources will receive the best care available while achieving a higher public display value than if they were to remain at the Arroyo Campus.

(2) Archaeological Resources

The project site and much of the area surrounding the project site has been previously disturbed through grading and development, and no archaeological resources have been identified by 12 reported previous investigations within a one-mile radius of the project site. In addition, ethnographic information compiled by A. L. Kroeber in 1925 for the project vicinity does not show any Native American settlements at or in the immediate vicinity of the project

site. A Sacred Lands File search conducted through the Native American Heritage Commission (NAHC) did not identify any known Native American cultural resources in the vicinity of the project site. Overall, the potential for the proposed project to encounter previously undiscovered archaeological resources within the project boundaries appears to be low. However, following information provided by the Gabrielino Tongva Tribal Council regarding location of a Native American village in the vicinity of the project, mitigation has been recommended to reduce the impacts of the proposed project on archaeological resources to a less than significant level.

(3) Paleontological Resources

A paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant vertebrate fossil remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, implementation of the proposed mitigation measure below would ensure that potential impacts associated with undiscovered paleontological resources would be less than significant.

b. Cumulative Impacts

From a cumulative impact perspective, grading, excavation, and other construction activities associated with the project in combination with other related projects in the project vicinity could have a cumulatively adverse impact on archaeological and paleontological resources. However, compliance with regulatory requirements would ensure that potential cumulative impacts associated with archaeological resources would be less than significant. In addition, as described below, implementation of the proposed mitigation measure would ensure that potential cumulative impacts associated with paleontological resources would be less than significant. It would also be expected that other related projects would implement mitigation measures on a case-by-case basis if deemed appropriate as part of their environmental review. The project would not result in any impacts to historic resources, and thus no cumulatively considerable impacts would occur. Thus, cumulative impacts associated with cultural resources would be less than significant.

c. Mitigation Measures

The following mitigation measures are recommended to assure that should any archaeological, Native American, and paleontological resources be discovered during

construction, they would not be significantly affected by the implementation of the proposed project:

Mitigation Measure C-1: A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

Mitigation Measure C-2: If human remains are unearthed unexpectedly during ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Mitigation Measure C-3: In the event that deeper excavations into older Quaternary deposits may be required for the project, a qualified paleontologist shall be

retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

d. Level of Significance After Mitigation

Significant impacts associated with historic resources would not occur as a result of the project. In addition, implementation of the above mitigation measure would ensure that potential impacts associated with archaeological or paleontological resources would be less than significant.

4. HYDROLOGY

a. Environmental Impacts

(1) Construction

During construction, portions of existing buildings and landscaping would be removed and expanded. As a result, underlying soils would be exposed, making the site temporarily more permeable and susceptible for conveyance into nearby storm drains. However, this increase in permeability would not have a substantial impact on existing drainage patterns and flows, particularly since grading and erosion control plans would be implemented along with appropriate Best Management Practices (BMPs). Furthermore, on-site water activities to reduce airborne dust which could contribute to pollutant loading in storm water runoff would be subject to the National Pollutant Discharge Elimination System (NPDES) general permit requirements. In accordance with the NPDES, the project would implement a Storm Water Pollution Prevention Plan (SWPPP), which would specify BMPs and erosion control measures to be used during construction activities. These and other BMPs would eliminate or reduce pollutant levels in stormwater runoff during construction. Thus, with compliance of SWPPP guidelines including the implementation of BMPs, the project would not violate water quality standards.

Construction-related impacts to hydrology and surface water quality would be less than significant.

(2) Operation

The proposed project would result in a minor increase in impervious surfaces. With the proposed improvements, drainage would follow patterns that would be similar to existing drainage patterns, with the exception of increased impervious areas resulting from new building and surface parking areas. The proposed project's approximate five percent increase in impervious area would result in a post-development storm water runoff flow of 23.30 cfs, which represents a one percent decrease in flow when compared to existing conditions of 23.62 cfs. In addition, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand, which would further decrease the amount of impervious area on-site, thereby reducing the amount of storm water runoff even further. With project usage of bioswales and permeable pavement, storm water discharge rates from the development would be maintained at or below existing conditions. Therefore, no increase in flows during a 50-year storm condition would occur and SUSMP requirements regarding peak flows would be met. Thus, impacts associated with drainage would be less than significant.

As the proposed uses would be the same, the project would not generate any new sources of polluted runoff. In accordance with the SUSMP requirements, the project would be required to implement BMPs during the operational phase of the project to reduce the discharge of polluted runoff from the site. The final selection of BMPs would be completed through coordination with the City of Los Angeles. With compliance with NPDES requirements, impacts associated with water quality would be less than significant.

b. Cumulative Impacts

Other related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, all of the related projects would also be subject to State NPDES permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Furthermore, the Los Angeles Zoo Parking Lot Sustainability project would improve drainage and water quality. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

c. Mitigation Measures

The proposed project would be subject to the NPDES requirements described above, including preparation of a SWPPP and compliance with SUSMP requirements. Compliance with these requirements would ensure that impacts to hydrology and surface water quality are reduced to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts to hydrology and surface water quality would be less than significant; therefore, no mitigation measures would be required.

5. LAND USE

a. Environmental Impacts

(1) Consistency with Applicable Plans and Policies

The proposed project development would be subject to numerous local and regional land use plans including the Los Angeles General Plan Framework Element, the Hollywood Community Plan the LAMC, and the Ground Lease.

The project would be consistent with the Open Space and Conservation goals of the Los Angeles General Plan Framework. The project would serve the needs of existing and future residents for cultural uses as well as provide a destination for visitors and tourists. The site is well located, with access to two freeways and public transportation, to serve a regional population.

Site improvements to be accomplished as part of the proposed project would also be consistent with the Hollywood Community Plan policy wherein "existing recreational sites and facilities [would] be upgraded through site improvements rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available." In addition, the Community Plan designation for the project site is Open Space; a designation which allows museums. Therefore, the proposed project would remain consistent with this designation.

The proposed project would be consistent with the published 1978 Griffith Park Master Plan that includes six primary goals that include: focusing future park development in developed areas of the park, improving the cultural and entertainment aspects of the park, improving the natural beauty and visual environment qualities of the park, improving the park-wide

transportation system, and improving park operations. The proposed project would redevelop an existing facility for cultural purposes, thus supporting these goals. In addition, the project would continue to support this activity within the Plan designated Zoo Gateway area, an area designated for focused visitor activities. The project's relocation of surface parking away from Western Heritage Way, with new landscaping in its place, would enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and contribute to the natural beauty and environmental qualities of the park. Attainment of these goals would not be adversely affected by the proposed project. In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in the initial planning stages. At this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan.

The project site is zoned OS-1XL (Open Space, Height District 1, Extra Limited height restriction) by the City of Los Angeles and the Planning and Zoning Code (Chapter 1 of the LAMC). With a 1-XL designation, the highest point of the roof of any building or structure shall not exceed 30 feet in height. The tallest building height proposed would be a maximum of approximately 57 feet (including raised roof elements other than the tower). Thus, the height of the building would decrease slightly when compared with the existing height of 59 feet (exclusive of the existing tower element). However, when viewed from around the project site, particularly from Western Heritage Way on the west, the new building area would be approximately 43 feet in height, slightly greater than pre-project conditions but similar to existing conditions when viewed from a distance. Thus, the requested height allowance would provide for building heights that would be consistent with the existing conditions and would account for the steep slope conditions on the project site. Therefore, the impact of building heights greater than 30 feet as conservatively measured by the LAMC would not result in significant environmental impacts. The project is proposing, as project actions, the attainment of a CUP with a height allowance provision, and a site plan review. These actions would meet the City requirements for implementation of the project, and allow the City to consider project features, including the requested height allowance for buildings greater than 30 feet.

The Autry will seek a variance to provide that the Autry is not required to construct more than 311 parking spaces upon completion of Phase 1 or more than 380 spaces upon completion of Phase 2. The variance will allow the Autry to provide a number of on-site parking spaces that meets parking demand while minimizing parking on-site as suggested in public comments on the Draft EIR. Relatedly, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking. Based on the detailed project parking demand analysis provided in Appendix 13 of the Final EIR, the

proposed parking supply of 311 and 380 parking spaces upon completion of Phase 1 and Phase 2 of the project, respectively, would adequately meet peak parking demand. In addition, goals associated with the preservation of open space would be better achieved by the parking reduction variance. By providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking and preserving several prominent trees at the southwest corner of the site, the parking reduction variance would further enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and further contribute to the natural beauty and environmental qualities of the park. Thus, the impact of the parking variance on land use would be less than significant.

The project also includes a sign variance. As proposed, the project would include a number of wall, monument, informational, and pole signs. Section 14.4.8.A.2 of the Municipal Code provides that the combined sign area of monument signs, projecting signs, wall signs, illuminated architectural canopy signs, pole signs, roof signs and window signs shall not exceed four square feet for each foot of street frontage. The project site has a street frontage along Western Heritage Way of approximately 1,173 feet. The frontage of the east-facing side of the property along the I-5 freeway is approximately 1,105 feet. Together, the frontages equal 2,278 square feet and therefore would allow a maximum of 9,112 square feet of allowable signage. LAMC Section 14.4.8.A.1 provides that "[t]he sign area of monument signs shall not exceed 1.5 feet per foot of street frontage nor a maximum of 75 square feet for the sign face visible to the same direction of traffic." This formula would permit over 3,400 square feet of monument sign area for the project site. Total monument signage proposed is only 200 square feet. The variance would allow the development of a single monument sign with two sign faces of 100 square feet each (each face measures 5 feet by 20 feet), exceeding the maximum allowed sign area of 75 square feet for each sign face.

LAMC Section 14.4.12.A provides that "[l]ots having a street frontage of at least 50 feet may have a pole sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing pole sign or projecting sign." With a total of 2,278 square feet of street frontage, 11 pole signs would be allowed. Nevertheless, and in an abundance of caution, the Autry is requesting relief from the LAMC signage requirements so that if only Western Heritage Way is treated as street frontage under the Municipal Code, 6 additional pole signs may be allowed.

The signage variance would not result in any new or greater impacts than those of the proposed project. The proposed signage is appropriate in relation to existing signage and the expanded Campus Building. The signs which are the subject of the variance serve valuable informational and wayfinding purposes for visitors approaching the Campus from the north and south along Western Heritage Way. The setbacks and location of the signs are appropriate for the natural Park setting, and are complemented by landscaping and mature trees. None of signs would introduce off-site advertising, and the total aggregate area of signage proposed is

substantially less than the amount that would be permitted by the sign regulations. Lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, impacts would be less than significant.

(2) Consistency with Regional Plans and Applicable Policies

The project would support the concepts and policies contained within SCAG's Regional Comprehensive Plan and Guide, as the project is located in an area easily accessible by regionally connected freeways and public transportation, supporting the goal of providing a cultural and educational facility that is accessible to all members of society of varying economic and cultural backgrounds. Additionally, since the SCAQMD's AQMP incorporates projections from local planning documents and the proposed project would be consistent with the existing land use designations of the relevant Community Plan, the project would not conflict with the AQMP for the South Coast Air Basin. Furthermore, implementation of the project would not conflict with the Metropolitan Transport Authority Congestion Management Plan (CMP), as it would not exceed CMP thresholds at any CMP intersection or freeway monitoring location.

(3) Land Use Compatibility

Hollywood, the community in which the proposed project is located, contains a mix of office, retail, hotel, restaurant, entertainment, and residential uses more than two to three miles from the project site. The project site is isolated from other surrounding urban development and development in the City of Glendale by the SR-134 Freeway to the north, the I-5 Freeway and Los Angeles River to the east, and the Griffith Park Facilities on the west and south. The project's land use relationships are shaped by its location within a section of Griffith Park developed with the Zoo, the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, the Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, and golf courses. The project is a visitor destination which is located at the edge of the park, away from the less intensive recreation facilities, and at an easily accessible gateway adjacent to two major freeways and public transportation.

The project as proposed is an expansion of an existing visitor-serving facility. The expansion of the Campus would allow the Autry National Center to expand its range of services with educational and research functions, etc., all of which are consistent with, and which would be integrated with, the site's existing uses. The project would be contained within the existing site without encroaching into adjacent sites such as the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, golf courses, Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, or Zoo. In addition, the Campus would continue to be consistent with the visitor-serving nature of the Zoo to the west. As such, there would be no short or long-term substantial or adverse changes to the existing land use relationships in the project vicinity.

Construction activities would be limited to the site, without interfering with the activities at surrounding off-site locations. Construction would be staged on-site to minimize disruption to nearby streets and activities. In addition, sufficient parking and access would be provided on-site to meet actual demand. Based on the above, the proposed project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Impacts on land use compatibility would be less than significant.

b. Cumulative Impacts

The 30 related projects in the project vicinity generally consist of infill development and redevelopment of existing uses and parking and utility improvement projects. As with the proposed project, related projects would be required to comply with relevant land use policies and regulations. Therefore, as the project would generally be consistent with applicable land use plans, the project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts on the regulatory framework would be less than significant.

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to alter existing land use relationships. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not alter existing land use relationships. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, the proposed project in combination with related projects would not alter the existing land use relationships in the community. As such, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

c. Mitigation Measures

With implementation of the proposed approvals, the project would generally be consistent with existing regulatory requirements and relevant land use polices. In addition, the project would not disrupt or divide an established community. Thus, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts related to land use would be less than significant, and no mitigation measures are required.

6. NOISE

a. Environmental Impacts

(1) Construction Noise

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. The City's CEQA Thresholds Guide considers residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks as noise sensitive uses. Currently, there are no existing residential uses in the project vicinity; however, Griffith Park (including the golf courses) and the LAUSD Zoo Magnet Center located south and southwest of the site, respectively, as well as the Los Angeles Zoo located west of the project site, are considered sensitive noise receptors.

Construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds during Phase 1 and at the golf courses during Phase 2. Construction related noise levels at the animal exhibits within the Zoo would be reduced from the estimated noise levels at the Zoo entrance due to further distance and intervening structures. As such, construction noise at the animal exhibits would be consistent with the noise level from typical Zoo operation (i.e., visitors, keepers, and maintenance). Therefore, potential noise impacts in the Zoo's animal areas would not be expected.

During Phase 1, it is estimated that the demolition of the south parking lot would generate noise levels up to 85 dBA at the most southern portion of the project site near the golf courses and 63 dBA at the Zoo Magnet Center for approximately two weeks. This would be the most construction noise generated by the project. However, noise levels would diminish at a rate of approximately 6 dBA per doubling of distance. The teeing area at the northern portion of the golf courses, where most golfers would congregate, is approximately 200 feet south of the project site. The construction noise at the northern teeing area would be attenuated to 73 dBA, which is approximately 12 dBA above the lowest measured daytime ambient noise levels. In addition, at approximately 700 feet south of the boundary of the golf courses, the construction-related noise level is expected to be below the significance threshold level and consistent with the existing ambient noise levels. Golfers normally move around to the different areas of the golf courses throughout the game, and it is expected that they would not be exposed to high noise

levels for an extended duration. Therefore, the mitigation measures provided below would ensure that a significant noise impact is not anticipated at the golf courses.

Components of the Campus may be open during construction and expose visitors to construction noise. However, impacts would be limited, as visitors would only be expected to be outside for a short period during arrival and departure; and it is expected that noise barriers would separate construction equipment/activities from the Campus experience.

Overall, construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds. Thus, project construction activities would result in significant noise impacts prior to mitigation. Mitigation measures are included below to reduce significant impacts to less than significant levels. In any case, noise impacts would be short-term and temporary.

(2) Long-Term Operations Noise

Potential noise impacts due to the increased project-related off-site traffic volumes were analyzed by estimating the net increase in noise levels compared to the existing conditions. Current (year 2006) and future year (Phase 1 – 2010 and Phase 2 - 2014) traffic volumes at the roadway segments in the vicinity of the project site were provided by the project traffic consultant, Fehr & Peers/Kaku Associates, Inc. With respect to project-related traffic increase, the change in noise levels are based on the change in traffic volume, on a logarithmic basis. That is, a doubling in traffic volumes would result in an increase of 3 dBA. Based on the projected traffic volumes, there would be a slight increase in noise levels along Western Heritage Way, +0.3 dBA, during weekdays as a result of the project-related traffic. In addition, the largest cumulative traffic-related noise impact is anticipated to occur along the segments of Los Feliz Boulevard and Riverside Drive, where the roadway noise level increase would be 0.5 dBA CNEL. However, as these levels fall below the 3 dBA CNEL significance threshold, both project-level and cumulative roadway noise level increases would be less than significant.

The proposed project would retain the existing mechanical and electrical equipment, which is located both inside and outside the Campus Building on the east side. Some limited additional equipment would likely be required to condition and ventilate the indoor air environment. This includes most of the existing and future mechanical and electrical equipment, including chillers, boilers, air handlers, transformers and electrical switchgear, would be located inside the buildings. Outdoor equipment currently includes cooling towers, kitchen exhaust fans, and general exhaust fans. The proposed project would relocate the kitchen exhaust fans and scrubbers, and would result in ice storage tanks installed on the east side of the site together with the relocation of and other limited exhaust fans. However, the estimated maximum noise from mechanical equipment at the nearest sensitive noise receptor R1 would be 44 dBA, which is well

below the existing ambient noise levels. Therefore, significant noise impacts would not be expected due to the project's stationary noise sources.

b. Cumulative Impacts

There are 30 related projects identified in Section III, Environmental Setting, of the Draft EIR which have been considered for the purposes of assessing cumulative noise impacts. Of the 30 identified related projects, the majority are located east of the I-5 Freeway. There are three related projects, Related Project 3a, Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability Project, Related Project 3b, IRP Facilities Plan, and Related Project 3c, LADWP's Lower Reach River Supply Conduit (RSC) Project, that are located within 500 feet of the project site, which could have the potential to contribute to cumulative noise impacts.

(1) Construction Noise

Noise from construction activities would only have the potential of impacting areas immediately adjacent to the proposed project. As described above, the three nearest related projects are located within 500 feet from the project site. All of the other projects are located at a sufficient distance (over 2,200 feet from the project site), which would preclude a cumulative impact associated with the project and related projects. The Los Angeles Zoo Parking Lot Project is scheduled to be constructed in 2009, and thus may be constructed within the project Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, and thus may overlap with the project's Phase 2 construction activities (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would be by phased and would extend to 2020. Construction-related noise for the IRP Facilities Plan would primarily be localized in the areas of the shaft sites (the Los Angeles Zoo Shaft Site and the Griffith Park Observatory shuttle reservations center building Shaft Site), as the pipeline would be constructed using an underground tunneling method.

The potential for cumulative construction noise impacts occurs when there are concurrent construction activities associated with the use of heavy construction equipment from the project and one or more of the related projects. Due to the potential for the project to overlap with the construction of the related projects in the vicinity, and the relative distance between these projects, cumulative noise impacts on sensitive receptors such as the Los Angeles Zoo and the Zoo Magnet Center could occur. However, the noise impacts would be temporary and implementation of mitigation measures would minimize the overall noise impacts.

(2) Long-Term Operations

Each of the identified related projects would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Most of the related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact. Related Projects 3a, 3b and 3c, as identified in Table 1 of the Draft EIR, would have negligible contribution to the off-site traffic volumes (a few vehicle trips per month for maintenance purposes). As discussed previously, traffic volumes from the proposed project and related projects, combined with ambient growth traffic, were evaluated and presented in Tables 20 and 21 on pages 201 of the Draft EIR. Cumulative traffic volumes would result in a maximum increase of 0.5 dBA CNEL along the segments of Los Feliz Boulevard (west of Riverside Drive) and Riverside Drive (south of Los Feliz Boulevard), which include residential uses. Along Western Heritage Way, where the Magnet Center is located, a maximum increase of 0.6 dBA CNEL is estimated (during weekday). As this noise level increase would be below the more conservative 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant.

The Lower Reach RSC Project is not anticipated to have stationary noise sources in the vicinity of the project site, as the new pipelines are underground. The proposed Phase 2 of the Los Angeles Zoo Parking Lot Project includes a storm water collection (cistern) system for the Zoo's irrigation, which would include pump to convey the water for irrigation. Operational noise associated with the related IRP Facilities Plan includes air treatment facilities and would be limited to the close vicinity of the facilities. However, due to LAMC provisions that limit stationary-source noise from items such as mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, the other 27 related projects are over 2,200 feet from the proposed project. Thus, when accounting for distance losses and intervening building structures between the related projects and noise sensitive receptors, on-site noise produced by these 27 related projects would not be additive to project-related noise levels. As the project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

c. Mitigation Measures

Since project construction is expected to result in short-term temporary significant noise impacts at the nearby Zoo and Zoo Magnet Center during project Phase 1, the following mitigation measures are recommended to minimize the impacts:

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors as follows:

- During project Phase 1 site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site to reduce the construction noise to the Zoo and the Zoo Magnet Center.

- During project Phase 1 site demolition and site grading activities and Phase 2 construction periods, provide a temporary sound barrier along the southern boundary of the project site, to reduce the construction noise to the Golf Courses.

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

d. Level of Significance After Mitigation

The project's construction-related noise levels would temporarily increase the ambient noise in the vicinity of the project above the significance threshold levels. Implementation of Mitigation Measures E-1 and E-2 would reduce the construction noise impacts by a minimum of 10 dBA, which would reduce the construction noise impacts at the Zoo, the Zoo Magnet Center, and at the golf courses to a less than significant level. As discussed above, even with the mitigation measures proposed by the project, cumulative construction-related noise levels resulting from the project and other nearby projects could be significant if such projects were to be constructed at the same time as the proposed project and if they were to use heavy construction equipment at the same time as the proposed project. Such impacts would be temporary.

Noise impacts associated with the project's long-term operation, including on-site (mechanical equipment) and off-site (auto traffic) noise sources, would be less than significant. Cumulative noise impacts associated with operation of the project and related projects would also be less than significant.

7. PUBLIC SERVICES - FIRE

a. Environmental Impacts

(1) Construction

Construction activities are unlikely to increase the existing demand on fire protection and emergency medical services. However, construction activities may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, chemical reactions in combustible materials and coatings, and lighted cigarettes. As such, fire suppression equipment specific to construction would be maintained on-site. The project would comply with applicable existing codes and ordinances. Construction impacts on emergency vehicles traveling in the vicinity of the project site would be limited. The project site lends itself to performing most staging activities on site, with minimum effects on Western Heritage Way. If Western Heritage is affected for short durations, a construction management program would be implemented. Since emergency access to the site would remain clear and unobstructed during construction of the project, impacts related to emergency access would be less than significant.

(2) Operational Impacts

To the extent that the project attracts additional visitors to the project site, as well as a small increase in site employees, the demand for emergency medical services (EMS) at the local fire stations serving the project site may increase negligibly, particularly for Fire Station No. 56. While the new facilities would increase the size of the Campus building area, the new buildings would have similar functions to the Campus Building and would meet current design standards, thus limiting any increase in the demand for fire services.

Pursuant to Division 9 of the Fire Code, the project would comply with specific fire safety, access, and fire flow requirements. In addition, prior to the recordation of the final map or the approval of a building permit, the project would submit a plot plan subject to approval by the Los Angeles Fire Department (LAFD). This includes compliance with Fire Code Section 57.09.08 by including the provision of sprinkler systems as well as Fire Code Section 57.09.06 regarding the installation of fire hydrants, including the number of sizes, and locations. Based on communication with the LAFD, the fire flow required for the project is

estimated at 6,000 gallons per minute (gpm) from four hydrants flowing simultaneously.[5] This standard for fire flow would be met.

Fire Station No. 56 can locally access the project site from Rowena Avenue where the station is located, and regionally through SR-134 and the I-5 freeway. Potential impacts with regard to site accessibility would be further addressed through a mutual aid agreement between the LAFD and the Glendale Fire Department.

The project's increase in demand for fire protection services would be negligible, and would not exceed the staff and equipment capabilities of the LAFD to serve the project site. Nor would the project require the addition of a new fire station or the expansion, consolidation, or relocation of an existing station. As a result, the project would result in less than significant impact relative to the additional demand for fire services. In addition, the project would comply with applicable LAFD code and ordinance requirements for construction, fire safety facilities, fire flow, fire hydrants, and access. Accordingly, the project would have a less than significant impact relative to fire safety, access, flow, and services.

b. Cumulative Impacts

The "first in" fire district for Fire Station No. 56 is generally bounded by the SR-134 Freeway on the north, the I-5 Freeway to the east and, as seen in Table 22 of the Draft EIR, the south and west boundaries are irregular in shape. Related projects within this "first in" district include Related Projects 2, 3a, 3b, and 3c. Related Project 2 is a church, which like the project would not introduce new population to the area, but would serve existing population. In addition, Related Projects 3a, 3b, and 3c are all infrastructure improvements that would not generate additional permanent population within the vicinity. The remaining related projects that are located within the City of Los Angeles, Related Projects 3, 16, 17, 18, 19, and 29, are located in close proximity to Fire Stations No. 35 and 50. These projects would add new population and employees to the area, which would incrementally increase the cumulative demand for fire services in the area in a manner that is consistent with general growth occurring in the region. In addition, all related projects would comply with LAMC Fire Code and Building Code regulations pertinent to fire safety, access, and fire flow. Such regulations would include requirements to ensure adequate emergency access is provided during construction of each project. Therefore, the project combined with related projects would result in a less than significant impact relative to fire and EMS services.

[5] *Email communication with Inspector Michael Theule, March 26, 2007.*

c. Mitigation Measures

As indicated above, impacts to fire services would be less than significant. Therefore, no mitigation measures would be required.

8. TRANSPORTATION AND CIRCULATION

a. Environmental Impacts

(1) Construction

Construction of Phase 1 of the project is expected to commence in 2008, with the opening of the Campus in 2011. Site grading would last approximately one month and an estimated 38 haul truck round trips per day would result during this phase. This would result in approximately four to six entering and exiting trucks over the course of an excavation period hour. The demolition phase is expected to take approximately six months and approximately nine haul truck trips per day are expected during this phase. The main construction phase is expected to last approximately 14 months. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout Phase 1 construction, with up to approximately 60 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 120 work-related trips on a daily basis, including 60 arrivals and 60 departures. Implementation of the mitigation measure requiring a construction traffic and parking management plan would ensure that potential project-related construction traffic impacts associated with the combination of haul truck traffic and employee would be less than significant.

Phase 2 construction is expected to begin in 2013 and last approximately 22 months, with the re-opening of the Campus in approximately 2014. The demolition phase is expected to take approximately two weeks, and less than one haul truck round trip per day is expected during this phase. Site grading would last approximately six weeks and an estimated 81 haul truck round trips per day would take place during this phase. This would result in approximately eight to nine entering and exiting trucks over the course of an excavation period hour. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout the construction periods up to approximately 50 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 100 work-related trips on a

daily basis, including 50 arrivals and 50 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections. However, the implementation of the mitigation measure below requiring a construction traffic and parking management plan would ensure that such impacts would be less than significant.

The Campus contains 368 on-site visitor-serving spaces comprised of the North Lot (178 spaces, including the 30-space overflow lot) and the South Lot (190 spaces). In addition, the Autry has a key-card controlled employee lot with 41 spaces behind the museum (East Lot). During Phase 1, the East Lot (41 spaces) and a portion of the North and South Lots (59 spaces) would be used for construction activities. This would leave approximately 309 spaces open during construction. Assigning one space per member of the estimated 50-person staff, there would be at least 259 spaces available for construction employees and visitors. A new 128-space parking lot would be constructed on the southeastern portion of the site during Phase 1, and the east and overflow lots would expand to 129 and 54 spaces, respectively. Upon the completion of Phase 1, at least 311 spaces would be available. Thus, temporary parking impacts associated with construction activities during Phase 1 would be less than significant..

In order to construct the Phase 2 semi-subterranean parking facility, approximately 128 spaces in the southeastern lot would be lost. To compensate for this loss, as part of the construction traffic and parking management plan, a temporary off-site parking location would be secured. Including the off-site supply, approximately 380 total spaces would be available during construction. Once the parking structure is complete, there would be 380 permanent parking spaces upon completion of Phase 2. Thus, parking impacts associated with construction activities during Phase 2 would be less than significant.

Two Class II dedicated bike lanes run adjacent to the property, northbound and southbound, along Western Heritage Way. During construction, the northbound bike lane along Western Heritage Way may be closed during various construction phases, causing a temporary significant impact. Specific information regarding closures would be noted in the construction traffic and parking management. While the lane may be closed during construction, bicyclists would be required to ride with traffic for less than approximately 1,000 feet. Because the project is in a park setting with road speeds of 25 mph adjacent to the project site, the conditions would still be safe for bicyclists.

(2) Operation

Intersections

The future 2010 "Without Project" conditions add the traffic to be generated as a result of ambient growth and related projects up to the year 2010 into the existing traffic volume. With

the added traffic, it is expected that in 2010, six of the seven study intersections would operate at acceptable levels of service (LOS) (LOS D or better) during both Saturday and weekday peak periods. The intersection of Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard is projected to operate at unacceptable LOS (LOS F) during the Saturday peak period.

Phase 1 would result in a net increase of 426 net new weekend trips and 282 net new weekday trips. These Phase 1 trips were added to the future 2010 "Without Project" conditions to determine the impacts of Phase 1 on traffic. With the additional Phase 1 traffic, five of the seven study intersections are projected to operate at acceptable LOS during both peak periods. The two intersections of Riverside Drive and Zoo Drive and Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at unacceptable LOS during the Saturday peak period. However, based on the significance criteria, the project would not significantly impact any of the study intersections for the future year 2010 during either of the peak periods.

The future 2014 "Without Project" traffic conditions would incorporate the traffic to be generated as a result of ambient growth and related projects up to the year 2014. The future 2014 "Without Project" conditions indicate that four of the seven intersections would operate at an acceptable LOS. However, the intersections of Riverside Drive and Zoo Drive and Western Heritage Way and North Zoo Drive would operate at LOS E during the Saturday peak period, while the intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at LOS F during the Saturday peak period and at LOS E during the weekday peak period.

Phase 2 of the project would add a total of 270 daily vehicle trips during a typical weekend and 179 net new weekday trips. Under the future 2014 "With Project" conditions, based on the significance criteria, the project would not significantly impact any of the study intersections at full buildout in 2014 during either of the peak periods.

CMP

Based on the traffic study, the project would add no more than 39 trips to the study intersections and freeways.[6] The project would not exceed the County's Congestion Management Program (CMP) threshold criteria pertaining to impacts on the regional transportation system. Therefore, the project would have no impact on the CMP system and no further CMP analysis is required.

[6] *The study intersections include freeway on-ramp intersections for the SR-134 and I-5. Since the Project would not add more than 39 trips to these freeway on-ramp intersections, is concluded that the Project would not add more than 39 trips to the freeways.*

Transit

Public transit trips would be increased. During Phase 1, the increase would be four new transit trips in the weekend midday peak hour and two new trips in the weekday P.M. peak hour. During Phase 2, the increase would be for three new trips in the weekend midday peak period and one new trip during the weekday P.M. peak hour. The project would not result in any physical or scheduling changes to existing transit services nor interfere with existing infrastructure supporting alternative transportation (e.g., bus stops, bus lanes, etc). As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Project impacts to transit would be less than significant.

Access

The two driveways for the proposed project would be unsignalized and stop-controlled, as shown in Figures 33 and 34 on pages 256 and 257 of the Draft EIR, respectively. The north driveway would continue to operate as it currently does. This includes one inbound lane and two outbound lanes, one for left turns and one for right turns, both stop-controlled. To access the driveway from the north, a dedicated left-turn lane would be available so as not to impede the flow of traffic.

The north driveway would be used mostly by employees directly accessing the employee parking lots to the north and east of the Campus Building. Like current conditions, at completion of Phase 2, the employee lots would be used heavily on weekdays between 8:00 A.M. and 5:00 P.M. when most Campus employees would be working on-site. These lots would seldom be used on weekends, so weekend access is expected to be minimal. On "peak event" days, the 129-space lot to the east of the Campus Building will be open, with access through the Phase 1 surface lot or the Phase 2 parking structure.

A majority of the vehicular traffic would access the site at the south driveway approximately 1,000 feet from the intersection. The south driveway would feed traffic into the Griffith Park Observatory shuttle reservations center building and temporary shuttle station site, which has an existing driveway. The configuration of this driveway at buildout would be one inbound lane and two outbound lanes, one for left turns and one for right turns. A dedicated left-turn lane would be provided to access the driveway from the north.

The configurations for both driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, using the established criteria, the project would not create a significant impact on access.

Parking

One of the primary goals of the project design has been to remove parking from the front of the existing Campus Building and replace it with landscaping in order to enhance the park setting of the site and to minimize the visual impact of any additional parking. A number of comments on the Draft EIR suggested that the on-site parking at the Autry should be reduced. In addition, numerous public comments also expressed concern about the setting of the Campus. In response to these comments, following the EIR comment period, the proposed project was refined to remove surface parking and thus increase the amount of landscaped open space provided by the project. To provide for this reduction in parking, the parking demand analysis was updated and demonstrates that the expected demand for parking can be accommodated by the proposed parking supply of 311 parking spaces following Phase 1 and 380 parking spaces following Phase 2. That analysis is provided in Appendix 13 of this Final EIR and is summarized below.

Section 12.03 of LAMC defines "floor area" rather than gross area to reflect the fact that certain necessary components of any building, such as mechanical equipment and basement storage, do not generate parking demand.[7] Thus, in assessing floor area of both the existing Campus Building and the expansion phases, the parking analysis within the Draft EIR assumed that storage on the lowest level of the Campus Building would not be considered floor area for purposes of the Code-required parking analysis. As compared to other facilities, museums often include storage space as a large component of the building. However, as with buildings in general, the storage area does not generate trips or the need for parking. Nonetheless, as part of the refinement to the project design, it was determined that due to the site slope and building orientation, the lowest level of the building does not technically fit within the definition of a basement.[8] Thus, the analysis in Section IV.H, Transportation, of the Draft EIR is corrected to provide the Code-required parking without treating the storage areas as basement storage. As a result, that area has also been included in the revised calculations of floor area. With these clarifications, the resulting floor area of the proposed project is 209,272 square feet after Phase 1, and 254,272 square feet after Phase 2. The amount of Code-required parking, based upon these revised amounts, would be 456 spaces at the end of Phase 1, and 546 spaces at the end of Phase 2. In addition, as indicated above, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking,

[7] *The definition of "Floor Area" as found in LAMC Section 12.03: "Is that area in square feet confined within the exterior walls of a building, but not include the area of the following uses: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[8] See *LAMC Section 12.03.*

which would reduce the amount of Code-required parking to 422 spaces at the end of Phase 1 and 512 spaces at the end of Phase 2, respectively.

As described in the Draft EIR, based on a study conducted in 2006, the existing uses on the project site generate a demand for 192 parking spaces on a Saturday peak and 182 parking spaces on a weekday peak. To further validate this demand information, additional study was conducted during the same period during 2008. The additional study showed a similar demand for parking with a demand of 199 parking spaces on a Saturday peak and 199 parking spaces on a weekday peak based on the updated net floor area of 141,340. This demand number is conservative since the methodology used in the 2008 study conservatively assumed that the employee lot will be full at midday on a weekday and will have 37 cars parked in the early afternoon on a weekend, similar to the methodology used for calculating existing demand in the 2006 study. The 2006 study calculated future demand for parking by applying the parking space per square foot ratio of the existing net floor area to the new floor area upon completion of Phase 1 and Phase 2 of the proposed project and then applying a contingency factor. Using this same methodology, but with a more realistic contingency factor, the more recent demand analysis results in a demand for 311 parking spaces upon completion of Phase 1 of the project and 377 parking spaces upon completion of Phase 2 of the project. Thus, the proposed supply of 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2 is sufficient to accommodate the demand associated with the project. Thus, as set forth in the Draft EIR, parking impacts associated with the project would be less than significant. Furthermore, to ensure that the parking areas are effectively utilized on peak day events, the Autry will provide parking attendants, monitoring of available parking spaces and a validation program.

Pedestrian/Bicycle Safety

Upon implementation of the project, pedestrian access to the Campus would be provided by the new on-site parking areas, while truck access would be provided within the eastern portion of the site. An improved bus drop-off area would also be provided that would include direct access to the arrival plaza without the need to walk across a surface parking area. In addition, the existing crosswalk across Western Heritage Way to the Los Angeles Zoo would remain. As discussed above, Western Heritage Way has a 25 mph speed limit with various speed bumps. Thus, the potential for conflicts with vehicles and pedestrians would be low. Additionally, the project would not introduce hazardous design features (e.g., sharp curves, blind turns). Thus, impacts related to pedestrian/bicycle safety would be less than significant.

b. Cumulative Impacts

Construction

Three neighboring related projects require further qualitative discussion because of their proximity to the project site and their construction schedules. The Los Angeles Zoo Parking Lot Project, or Related Project 3a as identified in Table 1 on page 62 of the Draft EIR, is scheduled for construction in 2009 and may occur during construction of Phase 1 of the proposed project. This related project is not expected to impact the street network because the construction area would be kept on-site. Additional trips associated with the construction of the parking lot project would be temporary. A second related project (Related Project 3c), Unit 2 of the Los Angeles Department of Water and Power's Lower Reach River Supply Conduit (RSC) Project, is tentatively scheduled between 2012 and 2014, during construction of Phase 2 of the proposed project. The third project (Related Project 3b), the Integrated Resources Program Facilities Plan, would extend construction until 2020. Construction for this project would be primarily at the shaft sites at the Los Angeles Zoo and Griffith Park observatory shuttle reservations center connected by an underground pipeline. These three projects could impact traffic and both vehicular and bicycle access during project construction activities. The RSC project is expected to include lane closures and reduced intersection capacity during construction, as the pipeline will be laid beneath the street. Thus, should nearby related projects occur at the same time as the proposed project, cumulative construction-related traffic and access impacts, although temporary, could be significant.

The 27 remaining related projects are not located within close proximity to the project site. As such, construction traffic from these remaining related projects would not be expected to significantly impact the same streets and access points as the proposed project.

Operation

Intersections and Freeways

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and related projects have been incorporated into the above analysis of the future cumulative base condition. Year 2014 with cumulative base conditions demonstrates that cumulative development would result in three intersections operating at LOS E or F. Cumulative growth in the project area would result in increases in traffic on street and freeway segments in the project vicinity. It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be

implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

Transit

The project site is served by Metro Bus Route 96. The only related projects that are located within the route are Related Projects 3a, 3b, and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. In addition, none of the remaining 27 identified related projects are located along or nearby this bus route. Furthermore, as discussed above, the project would produce four new transit trips in the weekend midday peak hour and two new transit trips in the weekday P.M. peak hour for Phase 1. For Phase 2, the project would generate approximately three new transit trips in the weekend midday peak hour and one new transit trip in the weekday P.M. peak hour. Thus, cumulative impacts on transit would be less than significant.

Access

Cumulative access impacts could occur if related projects impact the same access routes or access points (i.e., street segments and intersections) as the proposed project. The only related projects that are located within close proximity to the project site are Related Projects 3a, 3b and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. Thus, any trips associated with operation of these related projects would be related to maintenance activities and would be nominal. None of the remaining 27 identified related projects are located within close proximity to the project site. As such, related projects would not impact the same access routes or access points as the proposed project. Thus, cumulative impacts relative to access would be less than significant.

c. Mitigation Measures

The following mitigation measure is intended to reduce the proposed project's traffic impacts during construction.

Mitigation Measure H-1: A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

d. Level of Significance After Mitigation

With the implementation of the mitigation measure above, project-related transportation and circulation impacts during temporary construction activities would be less than significant. However, even with the proposed mitigation measure, cumulative construction traffic and access impacts could occur should the nearby infrastructure-related projects be constructed at the same time as the proposed project. Such impacts would be temporary.

No significant and unavoidable transportation and parking impacts would occur as a result of the operation of the project and no mitigation measures would be required. As discussed above, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

II. Corrections and Additions to the Draft EIR

II. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

This section of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the Autry National Center's Griffith Park Campus Improvements Project. Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. Deletions are shown with ~~strikethrough~~ and additions are shown with underline. Such changes to the Draft EIR are indicated below under the appropriate EIR section or appendix heading.

I. EXECUTIVE SUMMARY

Section I, Executive Summary, of this Final EIR incorporates revisions to Volume I, Section I, Executive Summary, of the Draft EIR based on comments received on the Draft EIR and the corresponding responses to comments (see Section III, Responses to Written Comments, of this document), as well as the corrections and additions provided below.

II. PROJECT DESCRIPTION

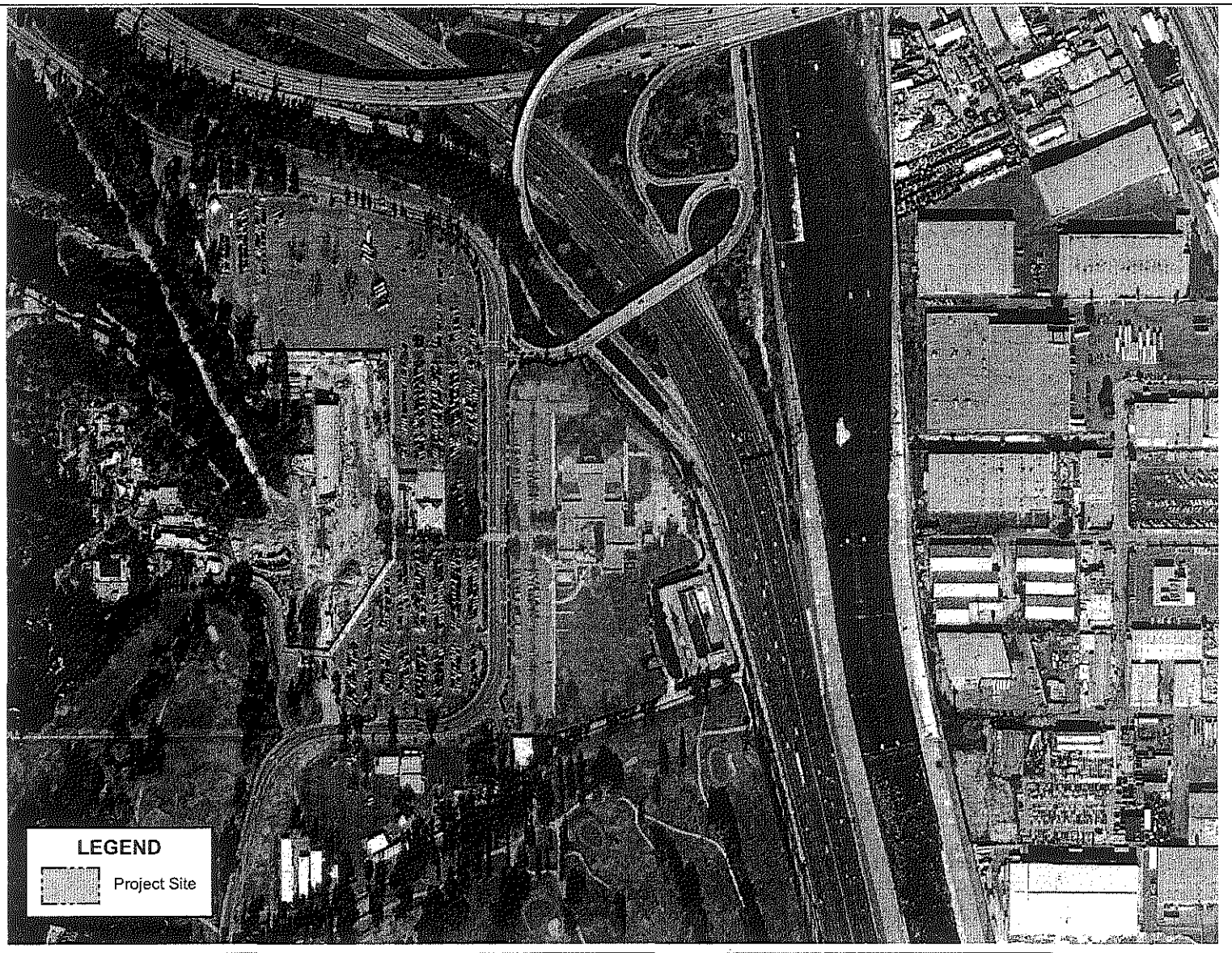
Volume I, Section II, Project Description, page 42, update the first sentence of the second full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles.

Volume I, Section II, Project Description, page 44, update Figure 2 as shown on page II-2 of this Final EIR.

Volume I, Section II, Project Description, page 46, update the first sentence of the second full paragraph as follows:

The ~~12.75-acre~~ 11.93-acre project site is located within Griffith Park, which is under the jurisdiction of the City of Los Angeles Department of Recreation and Parks.



PCR

Scale not provided

Source: PCR Services Corporation, 2007

Figure 2
Aerial Photograph of
Site and Project Vicinity

Volume I, Section II, Project Description, page 46, second full paragraph, replace "~~142,880 square feet~~" in the fifth sentence with "161,271 gross square feet" and delete the sixth and seventh sentences. This revised number accounts for the fact that the existing Campus Building as originally built is larger, in fact, than the City records indicated. However, the increase in gross area that would result from Phase 1 and Phase 2 of the proposed project remains the same as described elsewhere in the Draft EIR. Specifically, up to 79,000 square feet of gross area would be added at the end of Phase 1 (as currently designed, Phase 1 would add 76,656 gross square feet), and up to 50,000 square feet of gross area would be added at the end of Phase 2). This clarification does not change any of the conclusions within the Draft EIR. This same change in the existing gross square footage number is also applied to pages 60, 62, 81, 88 and 163 of the Draft EIR.

Volume I, Section II, Project Description, page 46, add the following sentence to the end of the second full paragraph:

Currently, the Griffith Park Campus has a total of approximately 129 employees. In addition, the Autry has over 300 volunteers. During peak hours, there are approximately 17 volunteers on-site at one time.

Volume I, Section II, Project Description, page 46, add the following after the second full paragraph:

Based on the definition of floor area set forth in Section 12.03 of the Los Angeles Municipal Code, the existing building comprises approximately 141,340 square feet of floor area (including the area within the building that was previously counted as a basement). Upon completion of Phase 1, the site would include an estimated 209,272 square feet of floor area and upon completion of Phase 2, the site would include an estimated 254,272 square feet of floor area as defined by the Los Angeles Municipal Code.

Volume I, Section II, Project Description, page 46, modify the third full paragraph as follows:

Based on the Los Angeles Municipal Code (LAMC) definition of building height, which measures height from the lowest point of the existing site grade five feet from the building, the Campus Building measures approximately ~~60 feet~~ 59 feet in height, with a tower element that measures approximately ~~114 feet~~ 112 feet in height. This definition of height takes into account the 24-foot topographical slope from east to west within the project site. When viewed from Griffith Park on the western side of the Campus, the front facade of the Campus Building measures approximately ~~36 feet~~ 39 feet in height.

Volume I, Section II, Project Description, page 47, update Figure 3 to include the specific project boundaries as shown on page II-5 of this Final EIR.

Volume I, Section II, Project Description, page 50, add the following footnote at the end of the first sentence of the last partial paragraph:

Autry National Center website, http://www.autrynationalcenter.org/about.php, accessed November 14, 2007.

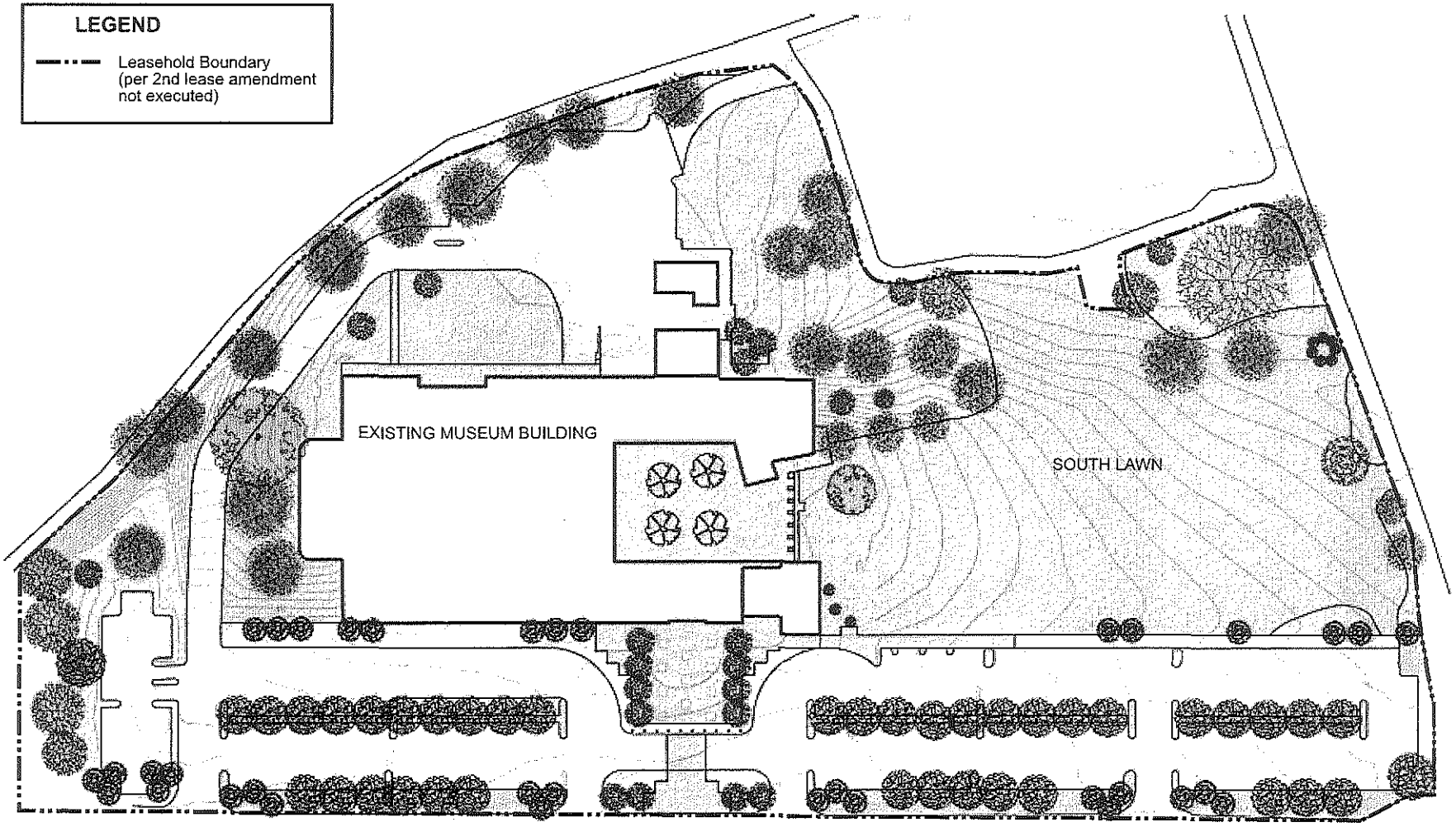
Volume I, Section II, Project Description, page 51, change the first sentence of the first full paragraph as follows:

As shown in the conceptual site plan provided in Figure 4 on page 52, Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east~~,~~ and west ~~and south~~.

Volume I, Section II, Project Description, page 52, update Figure 4 as shown on page II-6 of this Final EIR. This updated figure includes a refined site plan that provides for a decrease in surface parking, an increase in open space, and a slight modification to the access along the southern portion of the site. This updated figure also illustrates the more precise project boundary.

Volume I, Section II, Project Description, page 53, change the second full paragraph as follows:

The height of the expanded Campus Building would ~~increase~~ decrease slightly to a maximum of ~~70 feet~~ approximately 57 feet (including raised roof elements). This height measurement is based on the LAMC definition of height, which is based on the lowest point of existing grade within five feet of the building perimeter. However, when viewed from the west, the expanded Campus Building would ~~range from approximately 24 to 34 feet~~ be approximately 43 feet in height, ~~similar to the visual appearance of~~ slightly greater than pre-project conditions but similar to existing conditions when viewed from a distance. While the tower may be reclad, the height of the tower would not change. The new and renovated portions of the Campus Building are anticipated to be constructed with materials such as concrete, plaster, metal, and glass.



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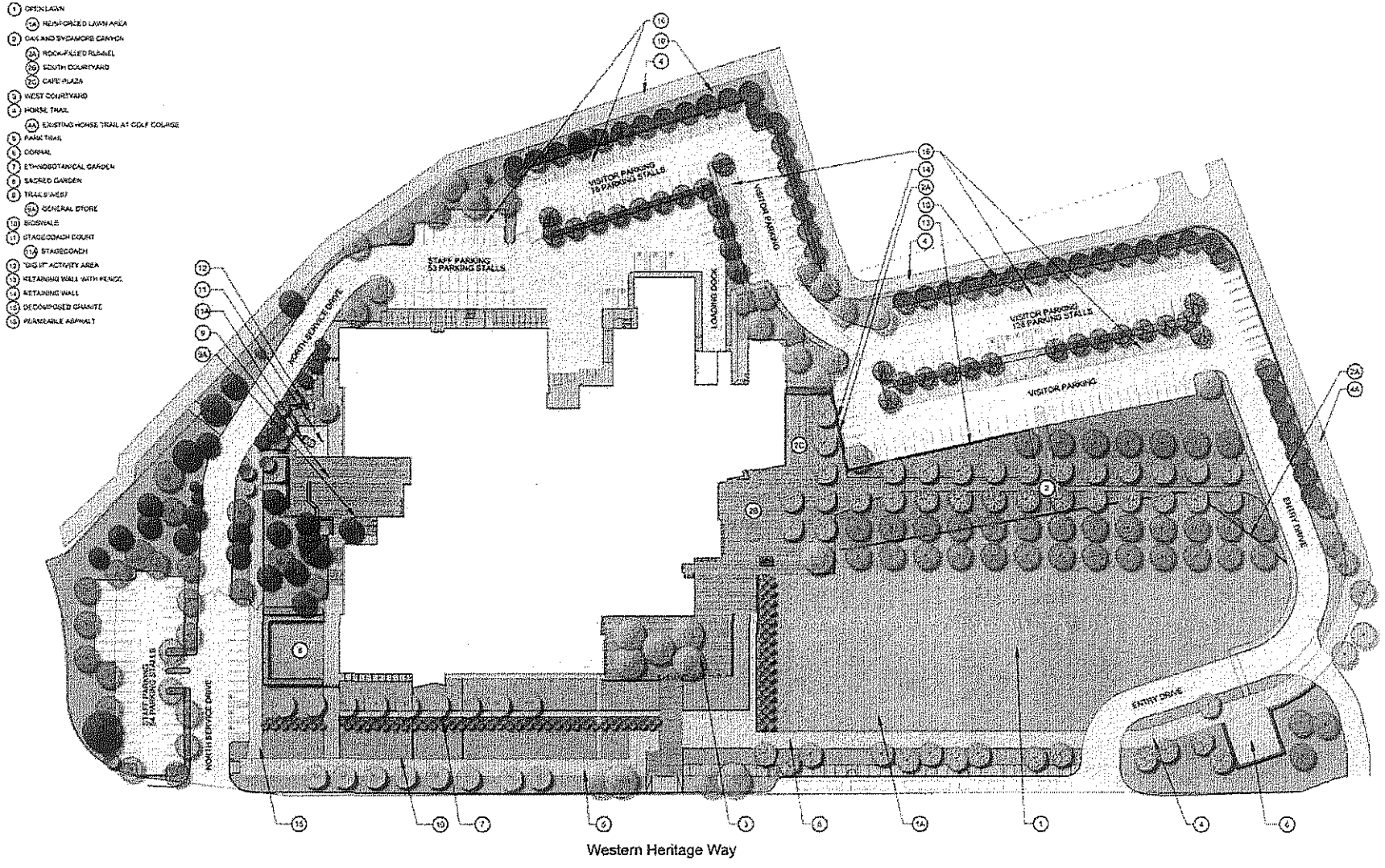
Source: EE&K Architects, 11/2006.

Figure 3
Existing Site Plan



PCR

N

0 80 160 Feet

Source: Korn Randolph, 2008; PCR Services Corporation, 2008.

Figure 4
Conceptual Site Plan
Phase 1

Volume I, Section II, Project Description, page 53, change the second through fourth sentences of third full paragraph as indicated below. These changes also apply to the text in the second full paragraph of page 92 of Section IV.A, Aesthetics, in the fourth full paragraph of page 189 of Section IV.E, Land Use, and in the last partial paragraph beginning on page 241 of Section IV.H, Transportation and Circulation.

In addition, the surface parking areas adjacent to Western Heritage Way would be removed and new surface parking areas would instead be developed on the ~~southern and~~ southeastern portions of the existing South Lawn. ~~The surface parking area to the southeast would be temporary.~~ With these improvements, there would be a total of ~~380~~ 311 parking spaces upon completion of Phase 1 of the project.

Volume I, Section II, Project Description, page 53, change the fourth and fifth sentence of the fourth full paragraph as follows:

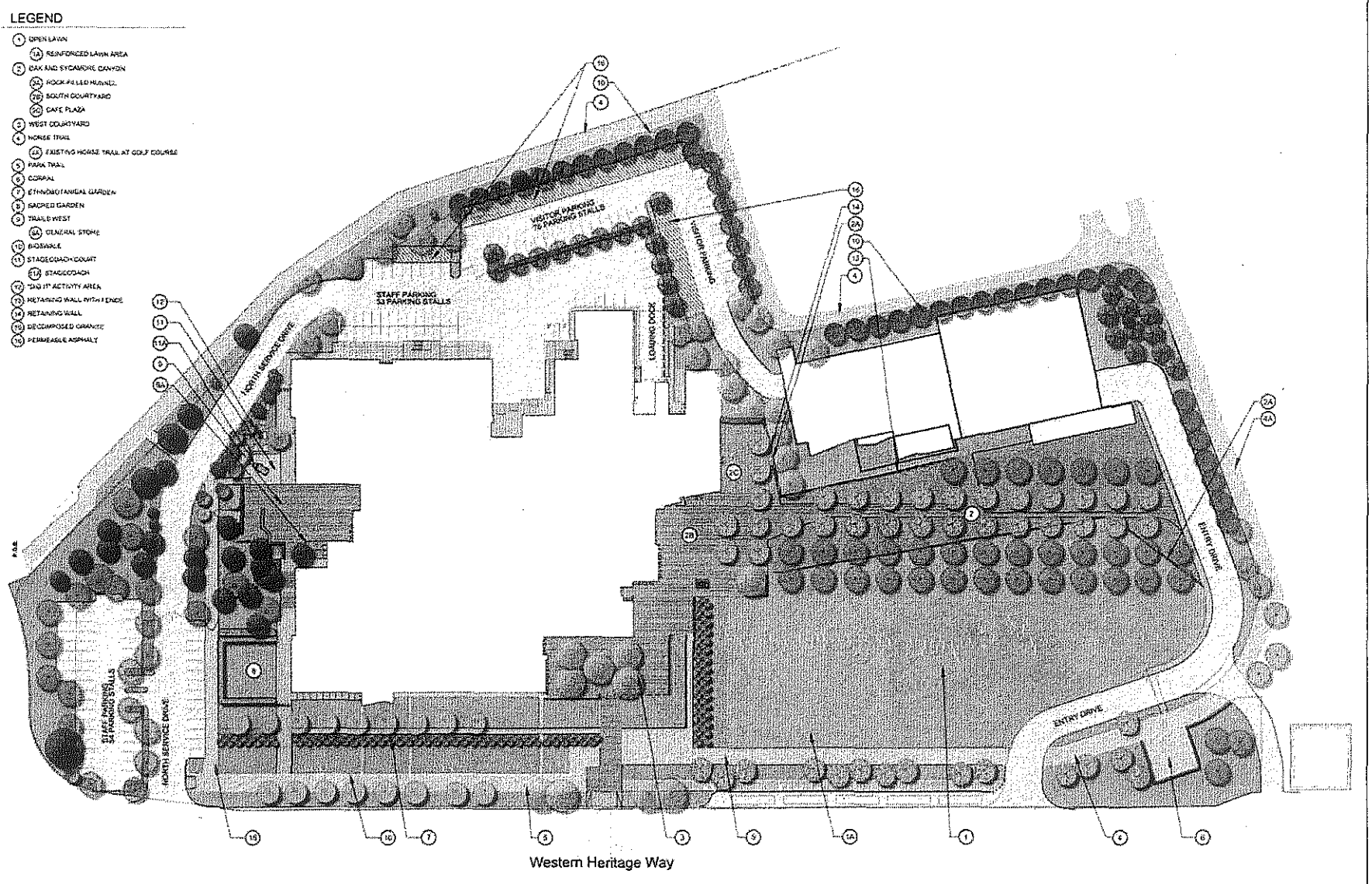
~~Two~~ One curb ~~cuts~~ cut for bus loading would be located along Western Heritage Way between the two driveways. In addition, the existing service road within the northern portion of the site would be retained to provide access to the staff and ~~overflow~~ visitor parking lots within the eastern and northern portions of the site, respectively.

Volume I, Section II, Project Description, page 55, add the following to the end of the third full paragraph:

The Phase 2 program would include several public areas, including the Institute Reading Room, seminar rooms, and an exhibition space. Upon completion of the proposed project, the Griffith Park Campus would have a total of approximately 159 employees. In addition, there would be approximately 35 volunteers on-site at one time during peak hours.

Volume I, Section II, Project Description, page 55, fourth full paragraph, delete the third sentence and revise the sentence to indicate "380 on-site parking spaces" in lieu of "~~476 on-site parking spaces~~." This change also applies to the last sentence of the fourth full paragraph on page 190 and the last sentence of the first full paragraph on page 242.

Volume I, Section II, Project Description, page 56, update Figure 5 as shown on page II-8 of this Final EIR.



0 80 160 Feet

Source: Korn Randolph, 2008; PCR Services Corporation, 2008.

Figure 5
Conceptual Site Plan
Build-Out

Volume I, Section II, Project Description, page 57, add the following information after the second sentence in the first full paragraph:

Specific aspects identified by the LEED Green Building Rating System to be included in the project are as follows:

- Provision of bicycle storage and shower/changing rooms to promote bicycle commuting;
- Incorporation of pervious pavement to reduce storm water runoff;
- Treatment of onsite storm water to improve water quality;
- Use of reclaimed water for landscape;
- Provision of thermal storage to achieve 14 percent energy savings beyond code requirements;
- Enhanced commissioning of mechanical systems;
- Site is accessible via public transportation;
- Building re-use: maintain 75 percent of existing walls, floors and roof;
- Diversion of at least 50 percent of construction waste to recycling;
- Implementation of an indoor air quality management plan during construction;
- Use of low emitting adhesives, sealants, paints and coatings to improve indoor air quality;
- Use of low emitting carpet systems to improve indoor air quality;
- Implementation of indoor chemical and pollutant source control;
- Adoption of ASHRAE standards for thermal controls to improve the indoor environment; and
- Engagement of LEED accredited professional to monitor sustainability program.

The balance of required points to achieve LEED Certification will be evaluated and selected from among the following during the building design process:

- Reduction of code required parking via parking reduction variance;
- Use of native species for at least 50 percent of landscape;
- Special landscaping of parking areas to reduce "heat island effect";
- Advanced water conservation measures including use of sensor/dual flush fixtures;
- Enhanced management of refrigerants to reduce CFC impacts;
- Advanced measurement and verification control systems;
- Diversion of at least 75 percent of construction waste to recycling;
- Use of products containing up to 20 percent recycled content;
- Monitoring of outdoor air delivery;
- Adoption of indoor air quality management plan before occupancy;
- Use of low emitting materials, composite wood and agrifiber products;
- Advanced lighting control systems; and
- Advanced thermal control systems.

Volume I, Section II, Project Description, page 57, modify the third sentence of the first full paragraph as follows:

The proposed project would promote ~~ride-sharing programs~~ alternative transportation and implement other improvements to promote alternative transportation methods aimed at reducing the amount of employee vehicle miles traveled when commuting to the Campus.

Volume I, Section II, Project Description, page 57, modify the fifth sentence of the first full paragraph as follows:

Energy performance at the Campus would be optimized to maximize energy efficiency through the use of compact fluorescent light bulbs (CFL), other low energy lighting fixtures and lighting control systems, the use of skylights and daylight to reduce lighting requirements, the use of low

water flow devices within restroom and kitchen areas, and the use of Low-E windows~~, and enhanced building insulation~~.

Volume I, Section II, Project Description, page 57, include the following information after the first full paragraph:

Proposed Signage

Existing signage within the Griffith Park Campus includes 15 pole signs, 4 wall signs, and a number of small information signs. With the exception of one pole sign, which is located on the fence facing Western Heritage Way, all of the existing signage will be removed as part of the proposed project and would be replaced with new signage that would complement the architecture of the new buildings and respect the location of the project site within Griffith Park. Specifically, the project is anticipated to include 3 walls signs, a monument sign, 11 pole signs and several small information signs. Thus, the project would decrease the number of wall and pole signs that would be located on-site. The proposed monument sign is a wing-shaped structure with one side oriented toward drivers approaching the Campus from Western Heritage Way heading north and the other side oriented toward drivers approaching from the south. Each side of the monument sign is anticipated to measure 5 feet by 20 feet, or 100 square feet.

The setbacks and location of the signs would respect the location of the project site within Griffith Park and would be complemented by landscaping and mature trees. Several of the signs would serve valuable informational and wayfinding purposes for visitors approaching the Campus from the north and south along Western Heritage Way. None of the signs would introduce off-site advertising, and the total aggregate area of signage proposed would be substantially less than the amount that would be permitted by the City's sign regulations. Lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Refer to Section IV.E, Land Use, below for a discussion of the proposed variance wherein relief from the LAMC signage requirements is requested in order to allow the construction of one monument sign with a sign face of more than 75 square feet and to allow 6 additional pole signs in the event that only Western Heritage Way is treated as street frontage under the LAMC.

Volume I, Section II, Project Description, page 57, include the following information after the first full paragraph:

Parking Reduction Variance

One of the primary goals of the project design has been to remove parking from the front of the existing Campus Building and replace it with landscaping in order to enhance the park setting of the site and to minimize the visual impact of any additional parking. A number of comments on the Draft EIR suggested that the on-site parking at the Autry should be reduced and expressed

concern about the setting of the Campus.[23] In response to these comments, following the EIR comment period, the proposed project was refined to remove surface parking and thus increase the amount of landscaped open space provided by the project. This reduction in parking is supported by data in Appendix 13 that demonstrates that the Code-required parking substantially exceeds the demand for on-site parking and that the number of parking spaces now proposed upon completion of Phase 1 and Phase 2 of the project can adequately accommodate peak parking demand during the weekday and weekend. Specifically, to accommodate the demand for parking generated by the proposed uses while reserving as much open space as possible, the project would provide 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2. In accordance with the LAMC, this reduction in on-site parking will require a parking variance.

The parking variance would not result in any new or greater impacts than those of the proposed project. Rather, if granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking. It would also allow the Autry visitor entry road to be configured with a direct connection to Western Heritage Way via an existing curb cut, rather than off the existing access road to the Zoo overflow lot to the south. It would allow the preservation of several prominent trees at the southwest corner of the site which would otherwise be removed to provide for the surface parking lot. The variance would also allow a significant portion of visitor parking at the Autry to be shifted from the new surface lot currently proposed to be constructed at the southern area of the lawn to the eastern part of the site in an area that is currently proposed for staff parking. Refer to Section IV.E., Land Use, below for a detailed description of the proposed parking variance.

Volume I, Section II, Project Description, page 57, include the following information after the third full paragraph:

As discussed in Section IV.A, Aesthetics, of the Draft EIR, during the Phase 1 construction period, the Autry intends to provide temporary facilities on-site so that the Autry can continue with museum activities on an interim basis. The Autry would present a series of programs designed to preserve the loyalty of the public while the existing building is closed. These facilities would include a modified museum store, grab-and-go café and visitor center. These programs would be accommodated by temporary on-site facilities similar to those the Autry has historically used on the site. Additionally, on-site trailers would provide office space for approximately 50 staff members. The balance of the staff would be temporarily accommodated

[23] See *Comment Nos. 11-20, 17-7, 28-10, 28-12, 31-190, 45-14 and 27-4, Section III, Responses to Written Comments, Final EIR.*

in existing facilities off-site. During the construction of Phase 2, the completed Phase 1 facility would remain operational and open to the public.

Volume I, Section II, Project Description, page 58, delete "~~amendment to the ground lease with the City of Los Angeles~~" and add the following before the last bullet:

- Parking Reduction Variance
- Sign Variance

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

Volume I, Section III, General Description of Environmental Setting, page 59, update the first sentence of the first full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles northwest of downtown Los Angeles.

Volume I, Section III, General Description of Environmental Setting, page 59, change the first sentence of the third full paragraph as follows:

The overall appearance of the project site is ~~that of an urban area when compared with the more natural areas of the park~~ shaped in part by some of the Park's more active elements, such as the Los Angeles Zoo, the adjacent freeways and roadways, as well as a large amount of surface parking.

Volume I, Section III, General Description of Environmental Setting, page 60, change the third sentence of the first full paragraph as follows:

The height of the building as seen by most park visitors (generally from the west) is approximately ~~36 feet~~ 39 feet.

Volume I, Section III, General Description of Environmental Setting, page 62, update the first sentence of the first full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park.

Volume I, Section III, General Description of Environmental Setting, page 62, update the second and third full paragraphs as follows:

The project site can be divided into four distinct drainage areas. Drainage Area A, which is comprised of approximately ~~6.7 acres~~ 6.8 acres, serves the roof runoff from the existing building along with surface runoff from the northern side of the project site. Runoff from Area A discharges into a reinforced concrete channel that runs along the I-5 Freeway. This reinforced concrete channel was constructed in 1956 and is in good condition. Drainage Areas B and ~~C~~ D, which are comprised of 0.71 and ~~3.17 acres~~ 2.17 acres, respectively, include the majority of the surface parking areas. ~~Area C also includes the South Lawn.~~ These two areas drain via surface and gutter flow into an existing 54-inch reinforced concrete pipe (RCP) storm drain along the southern boundary of the project area. Drainage Area ~~D~~ C, which is comprised of approximately ~~2.17 acres~~ 3.17 acres, consists primarily of ~~parking areas~~ a grass lawn and also drains via surface runoff into the 54-inch RCP on the southern boundary of the site.

Currently, the project site has a pre-project storm water runoff flow of ~~23.42~~ 23.62 cubic feet per second (cfs) during a 50-year storm event. The existing utility infrastructure adequately accommodates flows from the 50-year flood. Based on the City of Los Angles Flood Map, the project site is not located within the 100-year flood boundary of the Los Angeles River, which flows on the eastern side of I-5.

Volume I, Section III, General Description of Environmental Setting, page 65, update the first and second sentences of the fourth full paragraph as follows:

~~A total parking supply of 374 parking spaces is provided within four surface parking areas on the project site. Of this supply, 304 spaces (which include 19 designated handicapped spaces) are located in the north and south lots west of the Campus, 41 spaces are located in a gated employee lot east of the Campus Building, and 29 spaces are located in a small overflow lot northwest of the Campus Building.~~ The Campus contains 368 on-site visitor-serving spaces comprised of the North Lot (178 spaces, including the 30-space overflow lot) and the South Lot (190 spaces). In addition, the Autry has a key-card controlled employee lot with 41 spaces behind the museum (East Lot).

Volume I, Section III, General Description of Environmental Setting, page 65, insert the following after Subsection 7:

8. Cultural Resources

A historic records search was conducted through the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State

University, Fullerton indicates that there are no recorded historic resources within the project site. In addition, while there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site.

The results of the cultural resources records search through the CHRIS-SCCIC indicated that 12 cultural resources investigations have been conducted within a one-mile radius of the project site. None of the surveys conducted identified any archaeological resources. On the basis of recorded information, the archaeological sensitivity of the project site appears to be low. A Sacred Lands File search conducted through the Native American Heritage Commission (NAHC) did not identify any known Native American cultural resources in the vicinity of the project site. Follow-up contact with Native American groups identified by the NAHC as having affiliation with the project site, as recommended by the NAHC, did provide additional information about the sensitivity of the project site with respect to archaeological and Native American cultural resources. Anthony Morales, Chairperson of the Gabrielino/Tongva Council, indicated that a Native American village was located in the vicinity of the project site and requested that a qualified archaeologist and Native American monitor be present to monitor earth-moving activities at the project site. The majority of the site has been disturbed as a result of extensive grading that occurred prior to construction of the existing buildings and parking areas on-site.

The paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park.

Volume I, Section III, General Description of Environmental Setting, page 68, delete the last sentence of the first full paragraph as follows and move to the first partial paragraph on page 197:

~~Since the Los Angeles River is separated from the project site by both the I-5and SR-134 Freeways, the LA River Master Plan is not expected to result in impacts that would be cumulatively considerable.~~

Volume I, Section III, General Description of Environmental Setting, page 69, the phrase "(Refer to Table 1)" has been added to the legend of Figure 6. This updated figure is on page II-16 of this Final EIR.

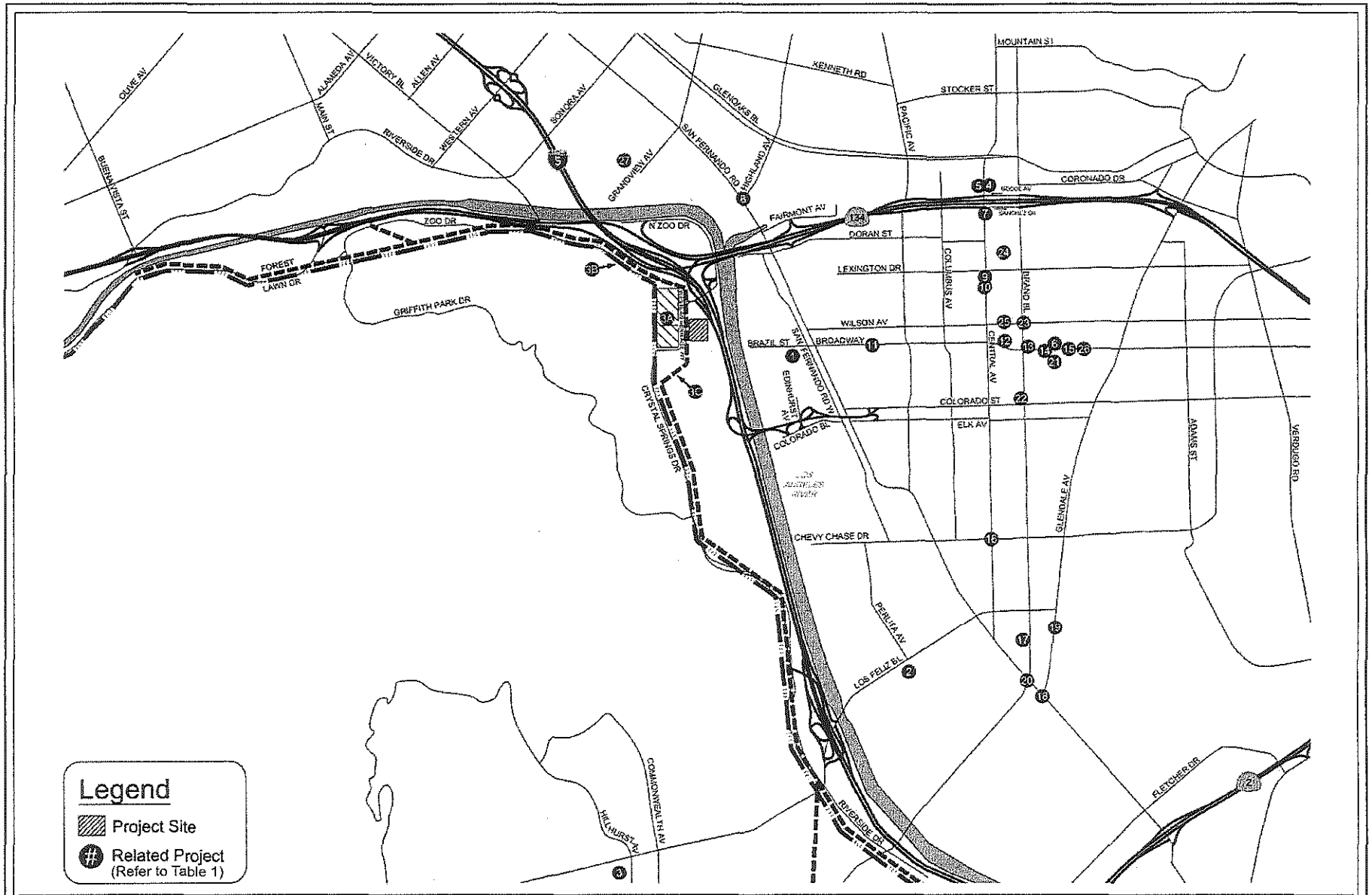


Figure 6
Location of Related Projects

Source: Fehr & Peers, Kaku Associates, 2007

IV. ENVIRONMENTAL IMPACT ANALYSIS

IV.A. Aesthetics

Volume I, Section IV.A, Aesthetics, page 71, update the first sentence of the second full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park, a 4,107 acre municipal park which surrounds the site on the east and south.

Volume I, Section IV.A, Aesthetics, page 80, change the title of the photograph at the bottom of the page to "Photograph 16".

Volume I, Section IV.A, Aesthetics, page 81, change the third sentence of the first full paragraph as follows:

The height of the Campus Building as seen by most park visitors (generally from the west) is approximately ~~36 feet~~ 39 feet.

Volume I, Section IV.A, Aesthetics, page 81, insert the following after the first full paragraph:

The Autry's existing signage consists of 15 pole signs, 4 wall signs, and a number of small information signs. With the exception of one pole sign, which is located on the fence facing Western Heritage Way, all of the existing signage will be removed as part of the proposed project and replaced with new signage that would compliment the architecture of the new buildings and respect the location of the project site within Griffith Park.

Volume I, Section IV.A, Aesthetics, page 83, change the last two sentences of the second full paragraph as follows:

Based on the Los Angeles Municipal Code (LAMC) definition of height, the Campus Building measures approximately ~~60 feet~~ 59 feet in height on the east, with a tower element that measures approximately ~~114 feet~~ 112 feet in height. However, when viewing the front of the Campus Building from the west along Western Heritage Way, the front of the Campus Building measures approximately ~~36 feet~~ 39 feet in height.

Volume I, Section IV.A, Aesthetics, page 88, change the first sentence of the third full paragraph as follows:

As shown in the conceptual Phase 1 site plan provided in Figure 17, Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east~~,~~ and west ~~and south~~.

Volume I, Section IV.A, Aesthetics, page 89, replace Figure 16 with Figures 16a through 16g on pages II-19 through II-25 of this Final EIR.

Volume I, Section IV.A, Aesthetics, page 92, change the last three sentences of the first partial paragraph as follows:

Based on the LAMC definition of height, the height of the expanded Campus Building would ~~increase~~ decrease slightly to a maximum of ~~70 feet~~ approximately 57 feet (including raised roof elements) to shield proposed mechanical equipment from view.[12] However, when viewed from the west, the expanded Campus Building would ~~range from approximately 24 to 34 feet~~ be approximately 43 feet in height, ~~similar to~~ slightly greater than pre-project conditions but similar to existing conditions when viewed from a distance. The maximum height of the tower would not change.

Volume I, Section IV.A, Aesthetics, page 92, add the following after the third sentence of the first full paragraph:

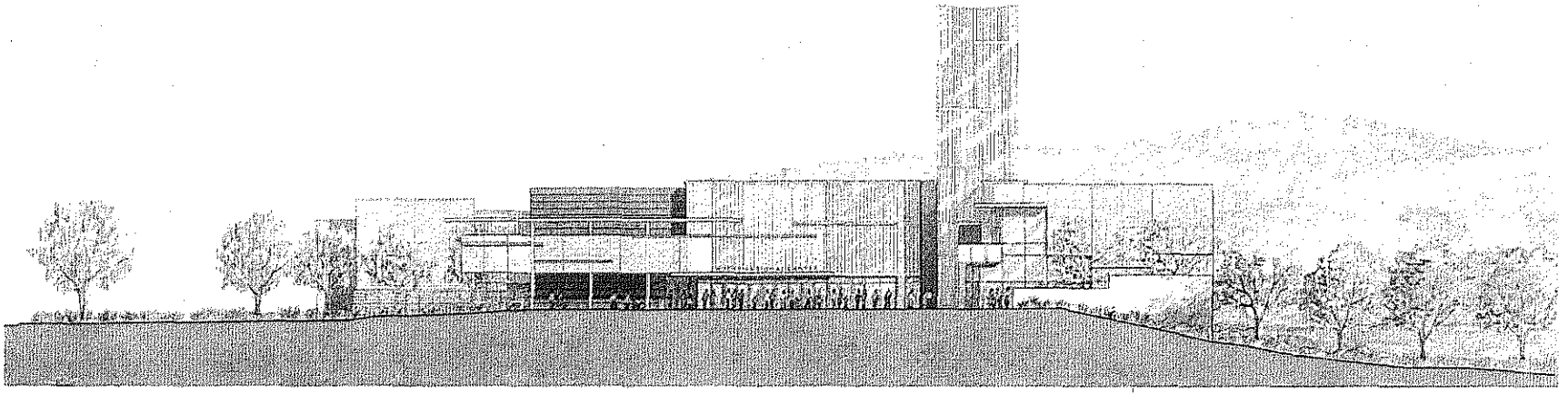
The Institute Building may also be connected to the lower or upper level of the Campus Building. The Phase 2 program would include several public areas, including the Institute Reading Room, seminar rooms, and an exhibition space.

Volume I, Section IV.A, Aesthetics, page 93, replace Figure 19 with Figures 19a through 19d on pages II-26 through II-29 of this Final EIR.

Volume I, Section IV.A, Aesthetics, page 94, change the second full paragraph as follows:

~~The project site currently contains approximately 204 trees.~~ As described in detail in the Tree Survey Report provided in Appendix B, landscaping within the site includes a variety of tree species including pine, California pepper, Western sycamore, coastal live oak, honey locus,

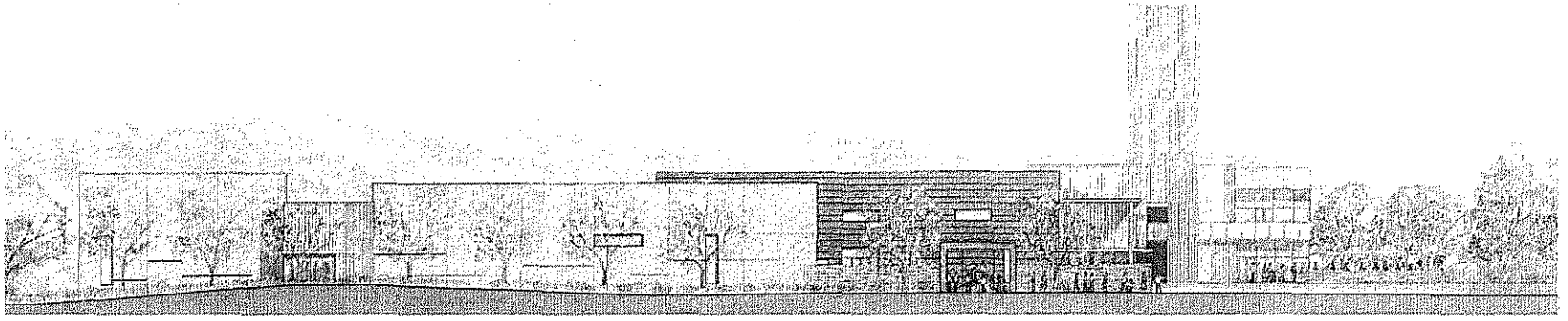
[12] *The LAMC definition of height is conservatively based on the lowest point of existing grade within 5 feet of the perimeter of the building.*



0 32 64 Feet

Source: Levin & Associates Architects, 2008.

Figure 16a
South Elevation

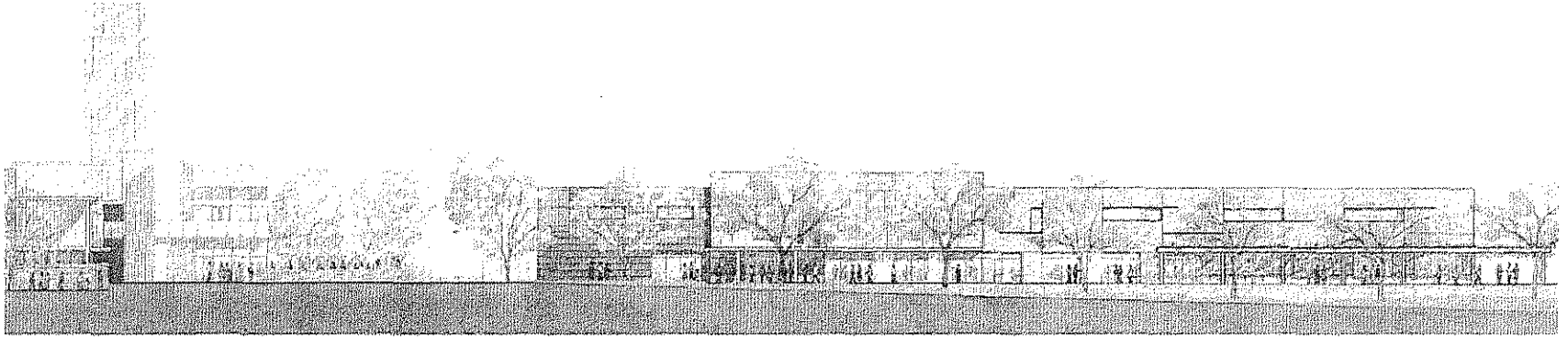


PCR

0 32 64 Feet

Source: Levin & Associates Architects, 2008.

Figure 16b
West Elevation

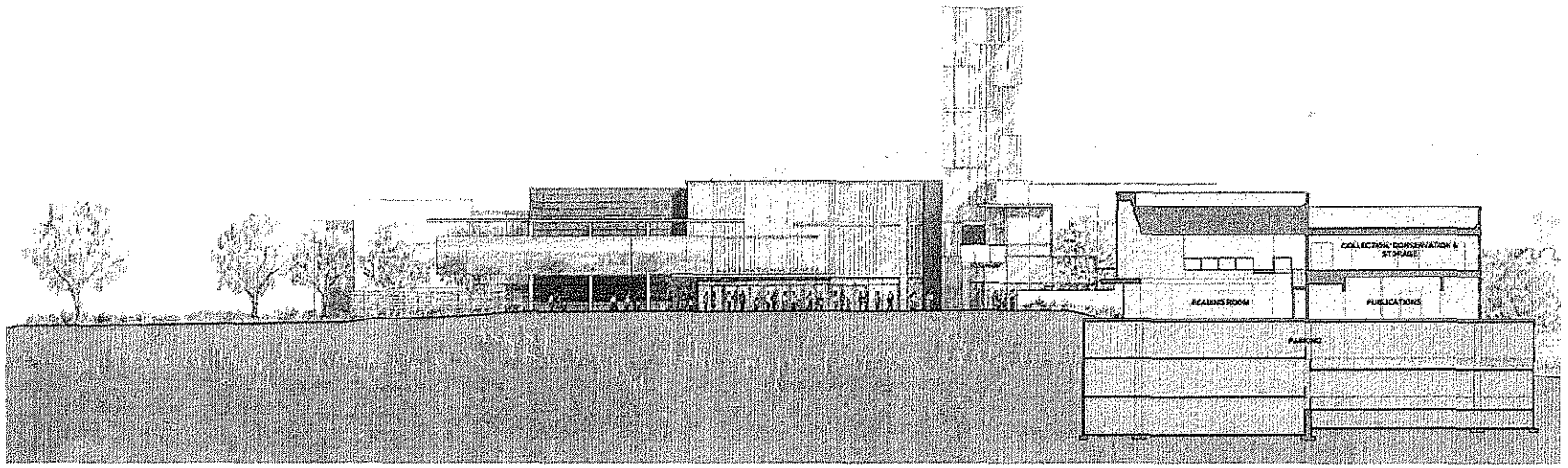


PGR

0 32 64 Feet

Figure 16c
Institute West Elevation

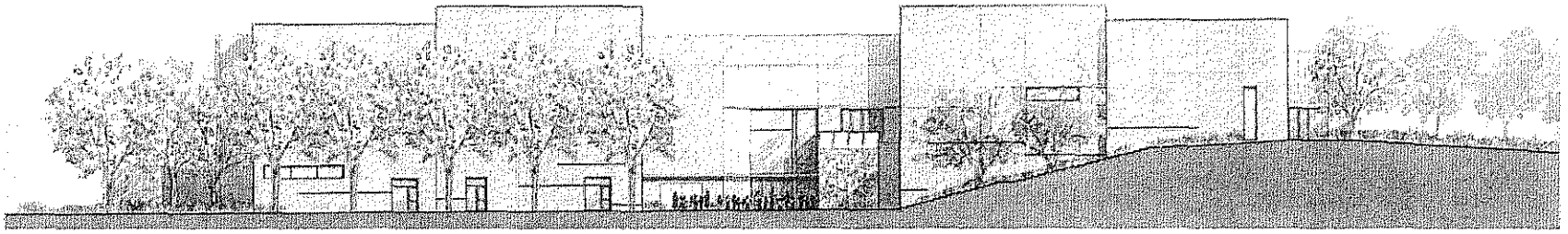
Source: Levin & Associates Architects, 2008.



0 32 64 Feet

Figure 16d
Institute Sectional South Elevation

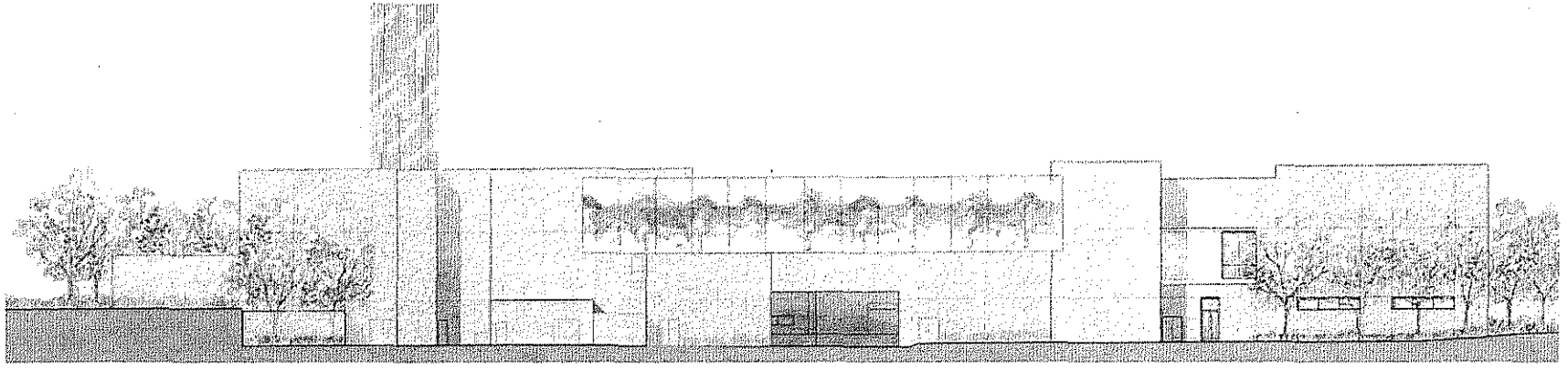
Source: Levin & Associates Architects, 2008.



0 32 64 Feet

Source: Levin & Associates Architects, 2008.

Figure 16e
North Elevation



0 32 64 Feet

Source: Levin & Associates Architects, 2008.

Figure 16f
East Elevation

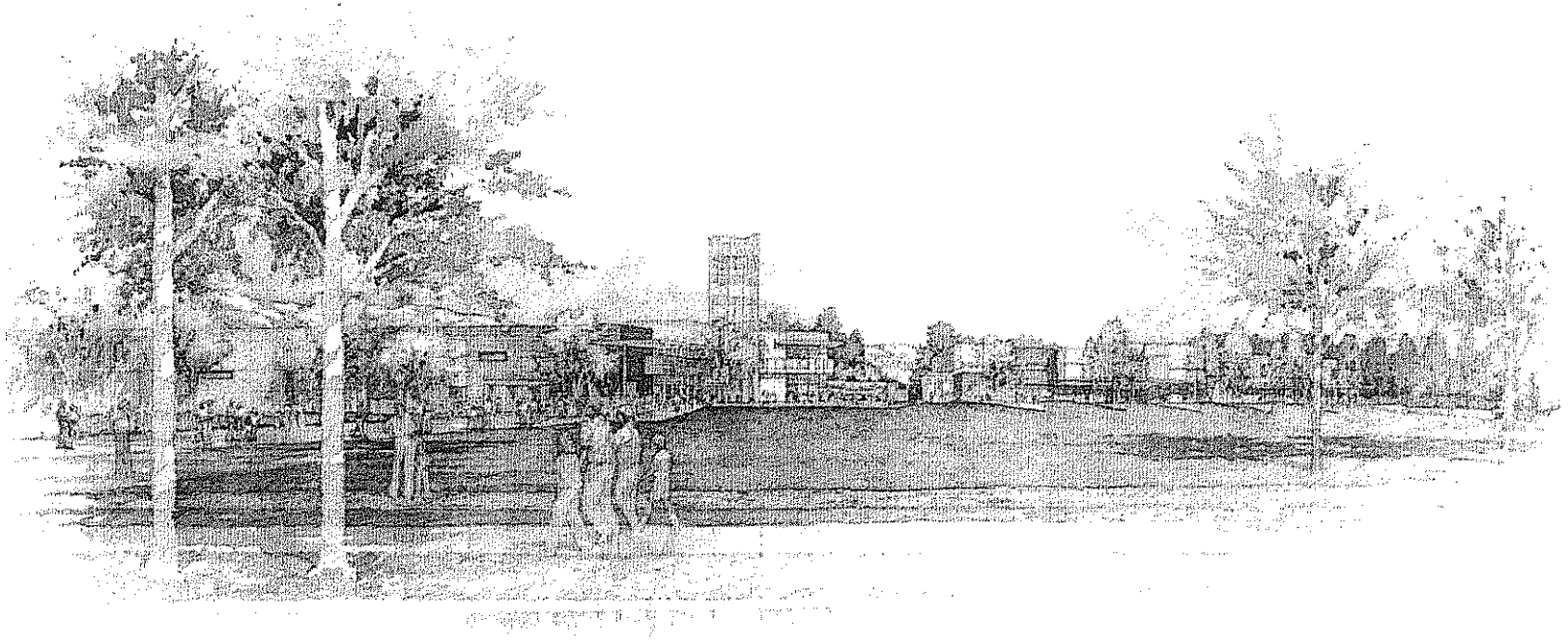


Figure 16g
Conceptual Rendering

Source: Levin & Associates Architects, 2008.

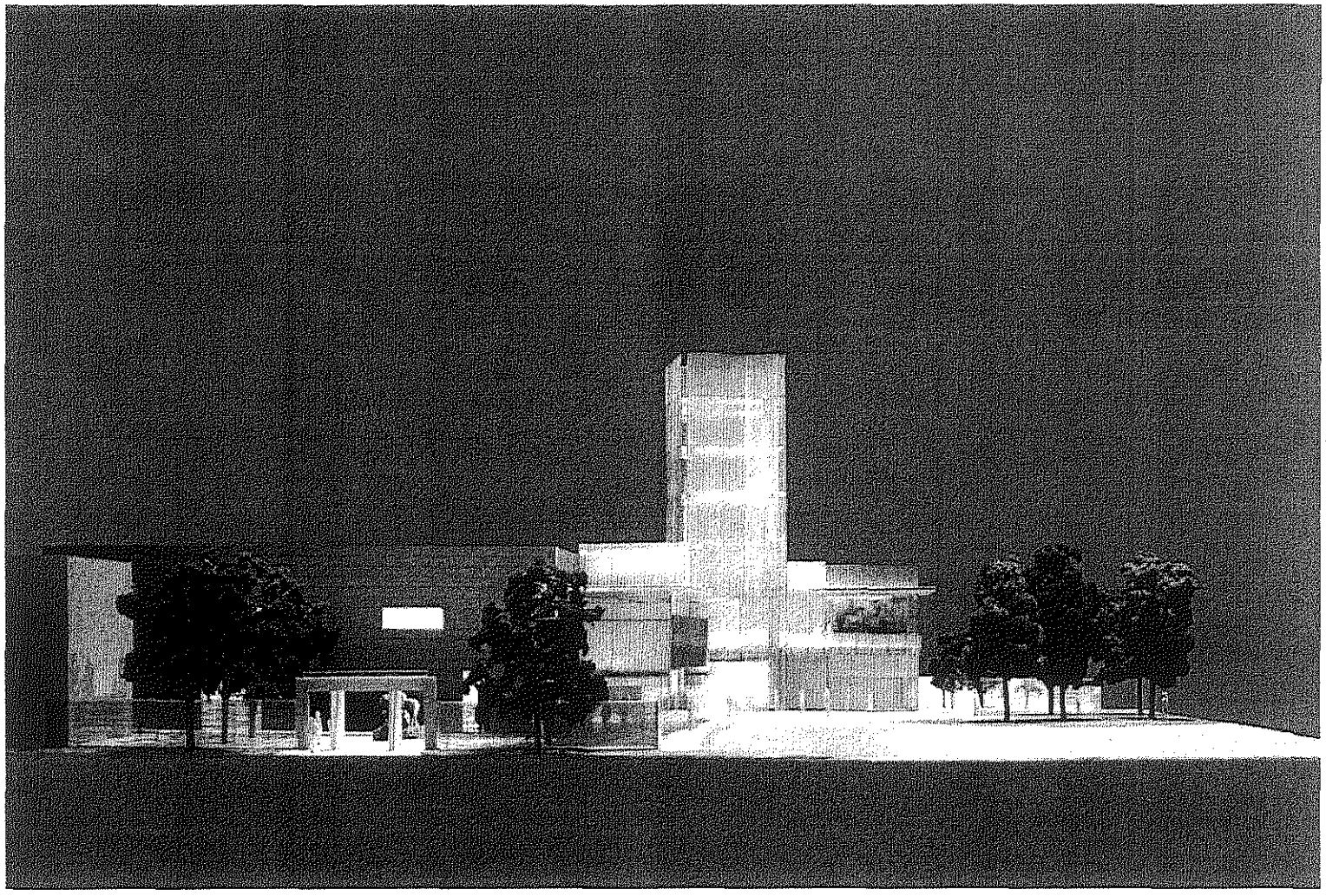
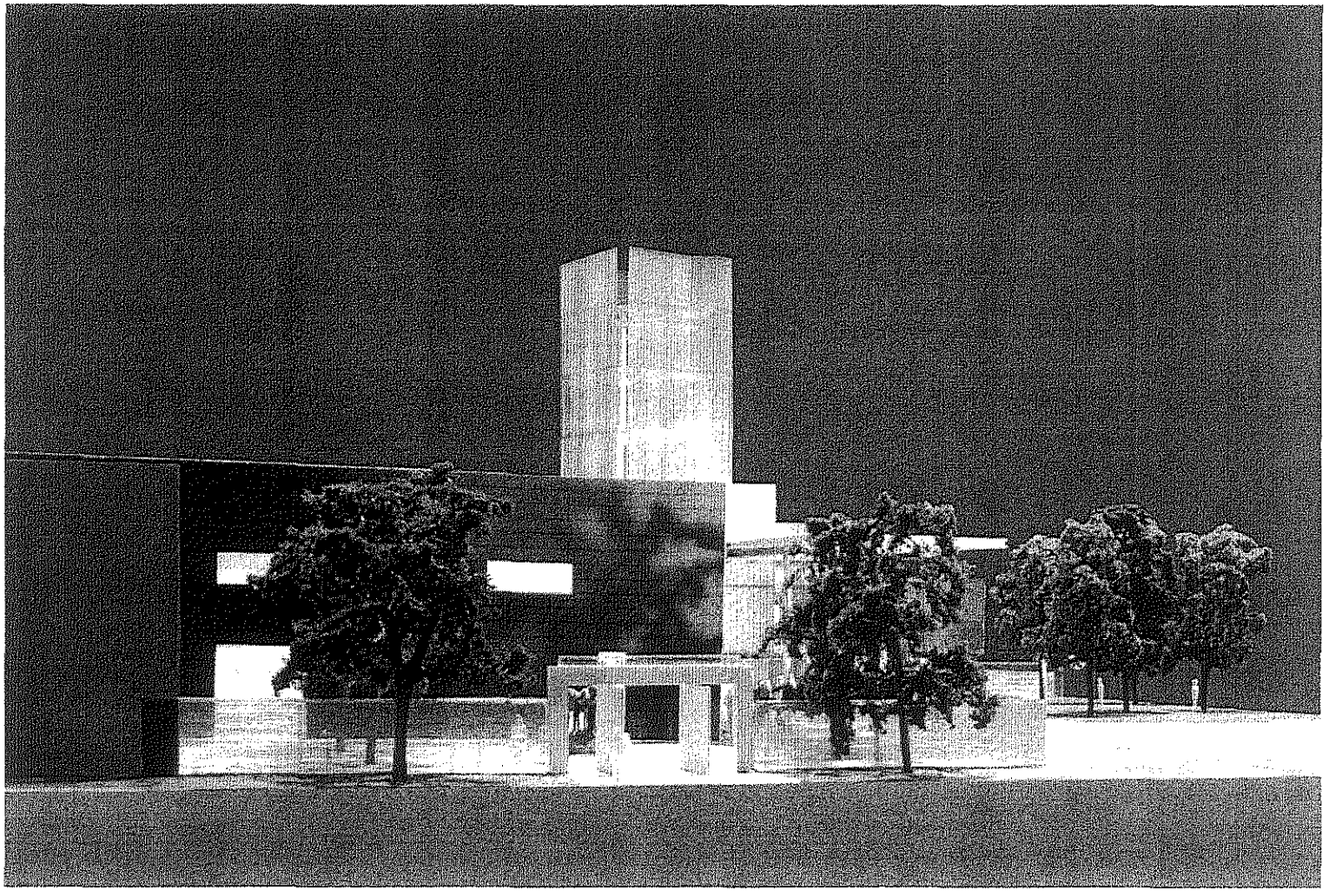


Figure 19a
View from Western Heritage Way

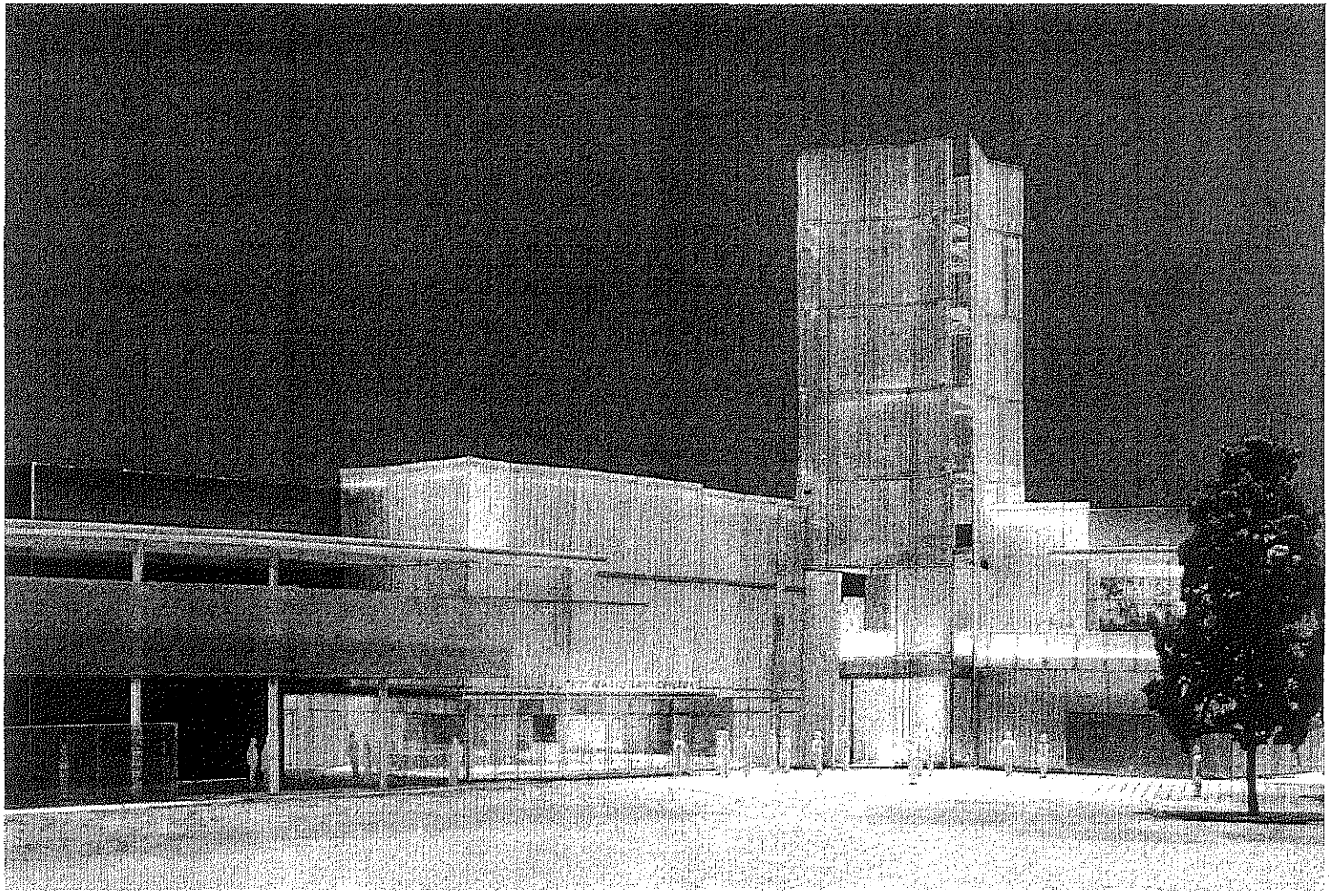
Source: Levin & Associates Architects, 2008.



PCR

Figure 19b
West Court Entry

Source: Levin & Associates Architects, 2008.



UCR

Figure 19c
South Entry

Source: Levin & Associates Architects, 2008.

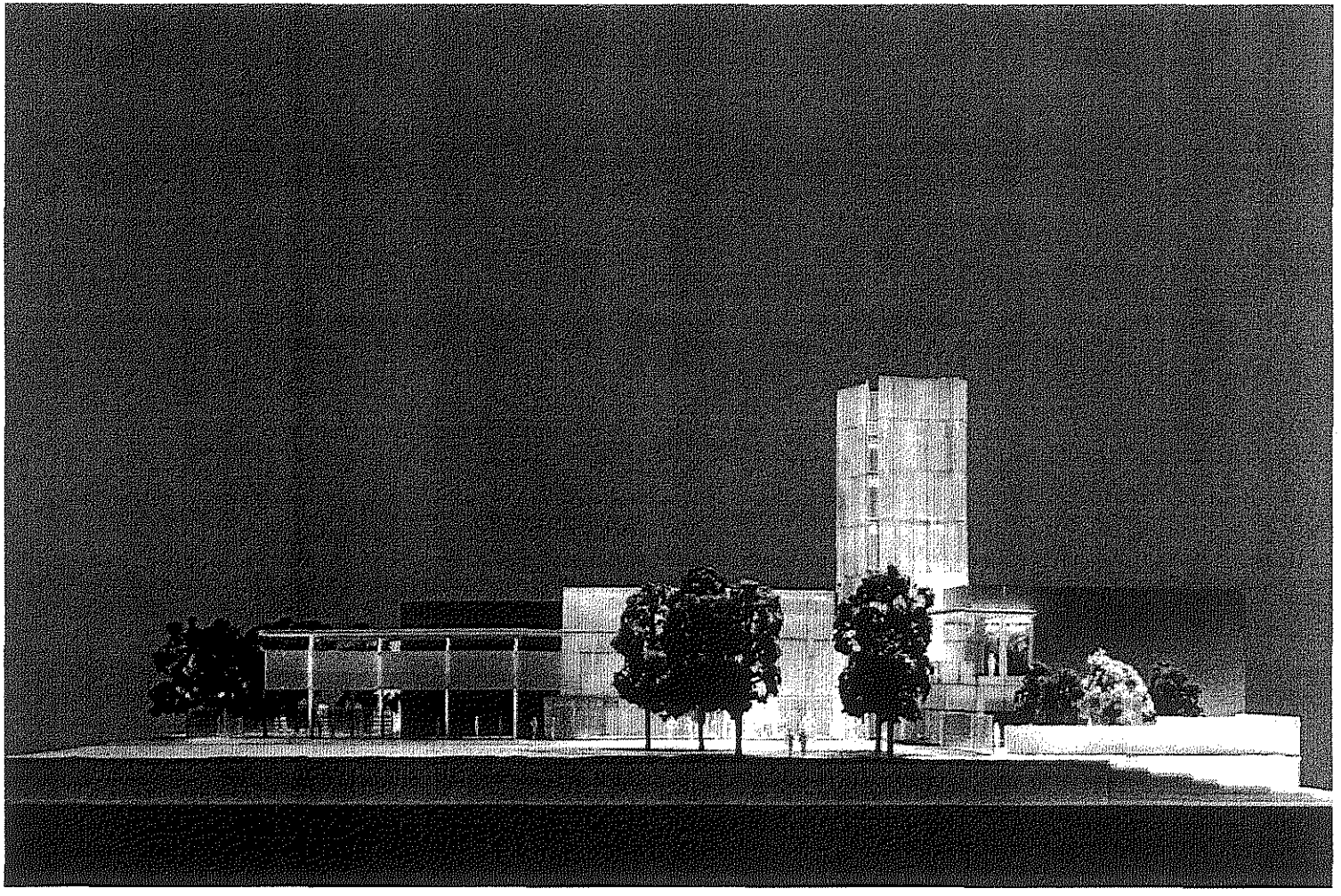


Figure 19d
View from South

Source: Levin & Associates Architects, 2008.

crape myrtle, cedar, Mexican fan palm, and other tree species. ~~As part of the project, any protected trees and street trees that would be removed would be replaced in accordance with City requirements described above.~~ An update to the Tree Survey, which is included as Appendix 5 of this Final EIR, has been prepared that includes any trees that have the potential to be affected by the project. As indicated therein, there are 274 trees on site and within the vicinity of the project site that were surveyed, 35 of which are oak trees and 42 of which are sycamore trees.[12a]

Of the 274 trees on-site, approximately 123 would be left in place, approximately 86 trees would be removed and approximately 65 trees would be removed or relocated. Of the 86 trees that would be removed, none are oak or sycamore trees. Of the 65 trees that would be removed or relocated, approximately 20 are oak trees and approximately 9 are sycamore trees.

While the project site includes City-protected tree species, based on the Tree Ordinance, such trees on the project site are not themselves protected specimens because they were planted as part of project planting or landscape program. Nonetheless, the Autry has volunteered to implement the mitigation measures specified in the Initial Study, which was included as Appendix A of the Draft EIR, which are based on the requirements for replacement of "protected" trees as set forth in the Tree Ordinance. These mitigation measures are provided in Section VI, Mitigation Monitoring and Reporting Program, of this Final EIR. As part of these mitigation measures, any tree of the quercus genus (excluding scrub oak), southern California black walnut trees, western sycamore trees, and California bay trees that will be removed will be replaced within the property by at least two trees of species that are protected by the Tree Ordinance. Each replacement tree will be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees will approximate the value of the tree to be replaced. Furthermore, additional trees would be planted as part of the landscape concept proposed by the project such that the number of trees on-site and in the vicinity would be similar to existing conditions.

Volume I, Section IV.A, Aesthetics, page 97, change the third sentence of the second full paragraph as follows:

The expanded Campus Building would have generally similar perceived heights (i.e., relative to finished grade) and similar heights as the Campus Building.

[12a] *Although the list of individual trees only goes up to 265, there are 12 additional trees that are labeled as -b, -c (i.e., 241b, 241c) and three numbers (73, 128, and 212) that were skipped for a total of 274 trees.*

Volume I, Section IV.A, Aesthetics, page 99, change the first partial sentence of the first partial paragraph as follows:

... story building~~, which is consistent with the expected development conforming to the 30 foot height limit~~.

Volume I, Section IV.A, Aesthetics, page 99, insert the following after the first full paragraph:

Similar to existing conditions, the project would include a number of wall, monument, informational, and pole signs. The proposed signage would complement the architecture of the new buildings and would respect the location of the project site within Griffith Park. Several of the signs would serve valuable informational and wayfinding purposes for visitors approaching the Campus from the north and south along Western Heritage Way. The setbacks and location of the signs would be appropriate for the park setting, and would be complemented by landscaping and mature trees. None of the signs would introduce off-site advertising, and the total aggregate area of signage proposed is substantially less than the amount that would be permitted by the sign regulations. Lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, proposed signage would not result in any significant aesthetics impacts. Refer to Section IV.E, Land Use, below for a discussion of the variance necessary for the proposed monument sign and the request for relief from the LAMC signage requirements in the event that if only Western Heritage Way is treated as street frontage under the Municipal Code, 6 additional pole signs may be allowed.

Volume I, Section IV.A, Aesthetics, page 99, change the last sentence of the third full paragraph as follows:

Upon completion of the proposed project, the Campus Building would be set back approximately ~~104~~ 101 feet from Western Heritage Way.

Volume I, Section IV.A, Aesthetics, page 102, add the following after Subsection 3.d.(4):

e. Analysis of Parking Reduction Variance

The parking reduction variance would provide additional landscaped open space (approximately one-half acre) in the place of paved surface parking, which would improve off-site views of the project site from Western Heritage Way and further enhance the natural setting and openness of the area. The parking reduction variance would also allow the preservation of several prominent trees at the southwest corner of the site which would otherwise be removed to provide for the surface parking lot. Furthermore, the amount of nighttime exterior lighting would be reduced as

there would be less surface parking area to illuminate. Thus the impact of the parking reduction variance on aesthetics would remain less than significant.

IV.B. Air Quality

Volume I, Section IV.B, Air Quality, page 119, change the first and third sentences in the sixth full paragraph as follows:

As shown above in Figure 21, the project site is located within a cancer risk zone of ~~750~~ 500 to ~~1,000~~ 750 in one million. However, the visual resolution available in the map is 1 kilometer by 1 kilometer and, thus, impacts from individual facilities for individual neighborhoods are not discernable on this map. In general, the risk of the project site is ~~comparable with~~ lower than other areas in ~~downtown~~ Los Angeles.

Volume I, Section IV.B, Air Quality, page 123, insert the following before the second full paragraph:

While the Governor's Office of Planning and Research (OPR) has not yet adopted formal significance thresholds, OPR issued a guidance document on June 19, 2008 which suggests three components for CEQA disclosure: quantification of GHG emissions from a project's construction and operation, determination of signifiance of the project's impact to climate change, and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

Volume I, Section IV.B, Air Quality, page 128, replace the first paragraph under the heading "Greenhouse Gas Emissions" as follows:

~~No air agency, including the SCAQMD, or municipality, including the City of Los Angeles, has yet established project-level significance thresholds for GHG emissions. Furthermore, the regulations required to meet the goals under AB32 are still under development, expected to be finalized by January 1, 2008, and implemented no later than January 1, 2010. At this time, there are no available standards by which the implementation of a project can be judged to support or hinder attainment of the State's goals relating to GHG abatement.~~

Neither the local air agency, the SCAQMD, nor the City of Los Angeles has yet formally established project-level significance thresholds for GHG emissions. The regulations required to meet the goals under AB32 are still under development. While it is difficult to predict the specific impact of one project's incremental contribution to the global effects of GHG emissions due to a variety of factors, including the complex and long term nature of such effects and the global scale of climate change, it is possible to determine whether a project is implementing design strategies consistent with the guidance that is available.

Volume I, Section IV.B, Air Quality, page 129, delete the first full sentence and insert the following:

~~The extent to which the proposed project supports these City's goals will be discussed qualitatively.~~Until such time as further state guidance is available on thresholds of significance, public agencies should consider various factors, such as AB32, the strategies established by the California Climate Action Team (CAT), led by the Secretary of the California EPA, and the *LA Green Plan*, when analyzing whether a proposed project has the potential to cause a significant climate change impact on the environment. Thus, if a project implements design strategies consistent with the goals of AB32, the CAT strategies (discussed later in this EIR), and the *LA Green Plan*, the project will not be considered to have a significant impact with respect to global climate change, either on a project-specific basis or with respect to its contribution to a cumulative impact on global climate change.

Volume I, Section IV.B, Air Quality, page 129, change the second bullet point under Subsection c as follows:

- The proposed project will promote ~~ride-sharing programs~~alternative transportation and implement other improvements to promote alternative transportation methods (such as shower facilities for those who choose to bicycle to work) aimed at reducing vehicle miles traveled associated with employees commuting to the Autry National Center.

Volume I, Section IV.B, Air Quality, page 129, change the fourth bullet point under Subsection c as follows:

- Energy performance shall be optimized to maximize energy efficiency through the use of compact fluorescent light bulbs (CFL), energy saving lighting schemes, energy efficient equipment as well as Energy Star appliances, use of Low-E windows, ~~and enhanced building insulation~~ and heating and cooling systems.

Volume I, Section IV.B, Air Quality, page 130, insert the following after the fourth sentence of the first full paragraph:

However, it should be noted that the Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking when compared with the project with the parking layout included in the Draft EIR. As such, air quality impacts associated with construction of the southern surface parking lot would be incrementally less if the parking reduction variance is granted.

Volume I, Section IV.B, Air Quality, page 130, change the second sentence of the third full paragraph as follows:

Phase 1 would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east~~,~~ and west ~~and south~~.

Volume I, Section IV.B, Air Quality, page 140, delete the last bullet and add the following as a separate paragraph:

- ~~Collaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction.~~

The proposed project would also promote the City's goal of collaborating with the private sector to foster public-private partnerships to reduce CO_2 emission beyond the city's jurisdiction as part of the "Green LA" plan.

Volume I, Section IV.B, Air Quality, replace the last sentence of the first partial paragraph on page 141 with the following:

While it is not possible at this time to quantify the exact reductions in greenhouse gas emissions anticipated from the above-listed project features, the proposed project would be consistent with the goals of California's AB 32. The project would be designed and built to incorporate LEED aspects such as maximizing operational efficiency through the reduction of energy consumption and reducing vehicle miles traveled. For example, the project would promote alternative transportation and implement other improvements to promote alternative transportation methods. Energy performance would be optimized through the use of CFL bulbs, energy efficient equipment, Energy Star appliances and use of Low-E windows. In addition, the project would also include features such as low-flow toilets and fixtures and drought tolerant landscaping. Thus, the project would result in lower GHG emission rates compared to current standards and practices. In the absence of numeric thresholds and given the consistency of the proposed project features with the State and City's goals, the contribution from the project to global climate change is considered less than significant. As such, no mitigation is required.

Volume I, Section IV.B, Air Quality, page 146, add the following to the list of mitigation measures:

Mitigation Measure B-8: General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

Volume I, Section IV.B, Air Quality, page 150, make the following edit in the fifth sentence of the first full paragraph:

However, currently there are no significance thresholds, no ~~official baseline inventory or~~ specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level.

Volume I, Section IV.B, Air Quality, delete the last partial paragraph on page 150 and the first partial paragraph and first full paragraph on page 151 and replace with the following:

The baseline for AB 32 is considered to be "business as usual." For the purposes of the proposed project and the related projects, "business as usual" would be development according to the energy efficiency standards established in Title 24, California's energy efficiency standards for residential and non-residential buildings. However, as discussed above, the proposed project would be constructed to exceed the reduction goals of Title 24 by implementing energy efficient equipment and Energy Star appliances, drought-tolerant landscaping, and water conservation measures. In addition, the proposed project intends to achieve certification within the LEED Green Building Rating System. The LEED program integrates the principals of smart growth and green building design. As described above, specific to reducing carbon emissions, the proposed project would: promote alternative transportation, provide shower facilities for employees biking to work; install water-conserving plumbing and fixtures; and install energy efficient lighting, appliances, and onsite equipment. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions.

The following planned City actions, as presented in the *LA Green Plan*, when implemented, will further decrease emissions of GHGs from the proposed project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light bulbs (CFL) to encourage acceptance and use of CFLs;
- Expanding the regional rail network to reduce VMT; and
- Increasing the use of alternative fuels in the City and MTA transportation fleets.

In June 2005, Governor Schwarzenegger signed Executive Order S-3-05, which established GHG emissions targets for the state, as well as a process to ensure the targets are met. As a result of this executive order, the California Climate Action Team (CAT), led by the Secretary of the California EPA, was formed. The CAT published its report in March 2006, in which it laid out several recommendations and strategies for reducing GHG emissions and reaching the targets established in

the executive order.[24] Table 13 below illustrates the project's consistency with those recommendations and strategies presented in the CAT report. The project features listed in Table 13 apply directly to CAT strategies for reducing GHG emissions.

Table 13

Project's Consistency with Applicable California Climate Action Team Report Strategies

Strategies for Reducing GHG Emissions	Project Consistency
Diesel Anti-Idling Reduce GHG emissions from diesel-fueled commercial motor vehicle idling, by reducing idling times and electrifying truck stops.	All construction vehicles would be prohibited from idling in excess of five minutes, both on- and off-site.
Achieve 50 percent Statewide Recycling Goal Achieve California's 50 percent waste diversion mandate (AB 939, Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction. AB 939 required each city or county plan to include an implementation schedule that showed 50 percent diversion of all solid waste by January 1, 2000, through source reduction, recycling, and composting.	AB 939 would apply to the proposed project through the County's regulatory plan.
Urban Forestry Increase carbon sequestration by planting five million trees in urban areas statewide by 2020.	Landscaping for the proposed project would include planting trees that are conducive to sequestering carbon while remaining drought-resistant.
Water Use Efficiency Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	The proposed project would use low-flow toilets and fixtures. Drought-tolerant landscaping would also be provided. Reclaimed water would also be used for landscaping.
Building Energy Efficiency Standards in Place and in Progress Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates building energy efficiency standards that apply to newly constructed buildings and additions to and alterations to existing buildings. Both the Energy Action Plan and the Integrated Energy Policy Report call for ongoing updating of the standards	The project would include energy efficient equipment, Energy Star appliances and other features that would maximize energy efficiency.

[24] *California Climate Action Team. Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.*

Table 13 (Continued)

Project's Consistency with Applicable California Climate Action Team Report Strategies

Appliance Energy Efficiency Standards in Place and in Progress Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	Energy Star appliances would be installed within the proposed project.
Measures to Improve Transportation Energy Efficiency Advance cleaner transportation and reduce GHG emissions by providing incentives, enhancing outreach and educational programs to bring a coordinated message of sustainable transportation and root causes of GHG emissions, diversifying the transportation energy infrastructure, and slowing the rate of VMT growth.	The proposed project would promote alternative forms of transportation, and provide shower facilities to employees bicycling or walking to work.
Green Buildings Initiative Reduce energy use in public and private buildings to comply with Governor Schwarzenegger's Green Building Executive Order, S-20-04, which mandates a 20 percent reduction in building energy use by 2015.	The proposed project would pursue LEED certification, and include energy saving measures.

Climate Action Team strategies not listed are not applicable to this project.

Source: PCR Services Corporation, 2007.

The proposed project, by implementing the project features and GHG reducing measures described above, results in a GHG emission profile which is better (lower) than business as usual. In addition, the City of Los Angeles is also taking direct action to reduce emissions from all utility users and improve transportation citywide. The project's features and GHG reduction measures, coupled with the City's initiatives, make the project consistent with the goals of AB32. Thus, the project does not result in a cumulatively significant impact. Therefore, no mitigation is required.

Volume I, Section IV.B, Air Quality, page 151, change the second and third sentences of the second full paragraph as follows:

With implementation of mitigation measures, maximum daily NOx emissions during Phase 2 ~~construction~~ site grading would be reduced ~~to approximately 103 pounds per day~~. However, construction NOx emissions would continue to exceed the SCAQMD regional NOx significance thresholds ~~for NOx~~ during the Phase 2 construction period to the extent that individual construction stages (e.g., demolition and site grading) may overlap.

IV.C. Cultural Resources

Volume I, Section IV.C, Cultural Resources, page 153, update the first sentence of the second full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park.

Volume I, Section IV.C, Cultural Resources, page 154, change the second sentence in the first full paragraph as follows:

This records search included a review of all previous historical resources investigations within the project site and within a ~~quarter-mile~~ one-mile radius of the project site.

Volume I, Section IV.C, Cultural Resources, page 154, modify the third full paragraph as follows:

The results of the cultural resources records search through the CHRIS-SCCIC indicated that 12 cultural resources investigations have been conducted within a one-mile radius of the project site. The majority of these investigations were conducted recently to the east-northeast of the project site. One extensive survey covered portions of Griffith Park to the west-southwest in 1980. None of these investigations covered the project site or immediate vicinity. None of the surveys conducted identified any archaeological resources. Ethnographic information compiled by A. L. Kroeber in 1925 for the project vicinity does not show any Native American settlements at or in the immediate vicinity of the project site. Three villages, named *Mau*, *Kawe*, and *Hahamo*, are illustrated adjacent to the Los Angeles River approximately 2.3 miles to the south, west, and north, respectively, of the project site.[35b] Review of the 1928 15-minute Glendale U.S.G.S. topographic map shows the project site to be adjacent to the National Guard airport, but otherwise undeveloped. On the basis of recorded information, the archaeological sensitivity of the project site appears to be low.

A Sacred Lands File search conducted through the Native American Heritage Commission (NAHC) did not identify any known Native American cultural resources in the vicinity of the project site. Follow-up contact with Native American groups identified by the NAHC as having affiliation with the project site, as recommended by the NAHC, did provide additional information about the sensitivity of the project site with respect to archaeological and Native American cultural resources. Anthony Morales, Chairperson of the Gabrielino/Tongva Council,

[35b] *A.L. Kroeber (1925) Handbook of the Indians of California. Dover Publications, Inc., New York. Plate 57.*

indicated that a Native American village by the name of *Maugna* was located in the vicinity of the project site, Griffith Park, and the nearby Interstate-5 interchange. Given this background, he considers the project site to be archaeologically sensitive. He requested that a qualified archaeologist and Native American monitor be present to monitor earth-moving activities at the project site.

~~In addition, much~~ Much of the area of the project site to be developed has previously been disturbed by the development of buildings and surface parking areas and the planting of ornamental landscaping. ~~Thus, the archaeological sensitivity of the project site is considered~~ Review of photographs taken prior to and during construction of the Autry Center in 1987-1988 indicates extensive grading across the majority of the site. Only the northern and southern ends of the project site appear not to have been graded. Geotechnical borings indicated fill across the project site to depths of 26 feet below the modern ground surface.[35c] No data is available for the minimum depths of fill. Overall, the potential for the proposed project to encounter previously undiscovered archaeological resources within the project boundaries appears to be low.

Volume I, Section IV.C, Cultural Resources, page 164, change the first sentence of the first full paragraph as follows:

The Arroyo Campus is located on a ~~38-acre~~ 12-acre site in the Mount Washington community.

Volume I, Section IV.C, Cultural Resources, make the following revisions to the last partial paragraph on page 165 and the first partial paragraph on page 166:

As ~~previously mentioned, based on the fact that~~ developed above, the project site and much of the area surrounding the project site has been previously disturbed through grading and development~~,~~ and ~~given that there are~~ no ~~recorded~~ archaeological resources have been identified by 12 reported previous investigations within a one-mile radius of the project site. On these bases, the archaeological sensitivity of the project site is considered low. ~~However, if a unique archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore,~~

[35c] *MACTEC (2007) Geotechnical Investigation Report Update Proposed Museum Building Additions Autry National Center. MACTEC Project 4953-07-1651.*

~~impacts to archaeological resources would be less than significant and no mitigation measures would be required.~~ Following information provided by the Gabrielino/Tongva Tribal Council regarding potential location of a Native American village in the vicinity of the project, however, the mitigation measures presented below are recommended to ensure that impacts would be less than significant.

Volume I, Section IV.C, Cultural Resources, page 167, make the following modifications to the mitigation measures section and renumber:

The following mitigation ~~measure is~~ measures are recommended to assure that should any archaeological, Native American and paleontological resources be discovered during construction, they would not be significantly affected by the implementation of the proposed project:

Mitigation Measure C-1: A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

Mitigation Measure C-2: If human remains are unearthed unexpectedly during ground disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

Mitigation Measure ~~C-1~~ C-3: In the event that deeper excavations into older Quaternary deposits may be required for the project, a qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

IV.D. Hydrology

Volume I, Section IV.D, Hydrology, page 168, update the first paragraph as follows:

The following analysis of hydrology is based upon the Hydrology Study & Water Quality Report prepared by PSOMAS, dated March 2007. This study is provided as Appendix D of this EIR. In addition, an updated Hydrology Study was also prepared by PSOMAS, dated January 2008, and is included as Appendix 3 of the Final EIR.

Volume I, Section IV.D, Hydrology, page 168, update the first sentence of the second full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park.

Volume I, Section IV.D, Hydrology, page 168, change the last paragraph (which continues on page 169) as follows:

The project site can be divided into four distinct drainage areas. Drainage Area A, which is comprised of approximately ~~6.7 acres~~ 6.8 acres, serves the roof runoff from the Campus Building along with surface runoff from the northern side of the project site. Runoff from Area A discharges into a reinforced concrete channel that runs along the Interstate-5 (I-5) Freeway. This reinforced concrete channel was constructed in 1956 and is in good condition. Drainage Areas B and ~~C~~ D, which are comprised of 0.71 and ~~3.17 acres~~ 2.17 acres, respectively, include the majority of the surface parking areas. ~~Area C also includes the South Lawn.~~ These two areas drain via surface and gutter flow into an existing 54-inch reinforced concrete pipe (RCP) storm drain along the southern boundary of the project area. Drainage Area ~~D~~ C, which is comprised of approximately ~~2.17 acres~~ 3.17 acres, consists primarily of ~~parking areas~~ a grass lawn and also drains via surface runoff into the 54-inch RCP on the southern boundary of the site.

Volume I, Section IV.D, Hydrology, page 169, update the first and fifth sentences of the first full paragraph as follows:

Based on the Hydrology Study, during a 10-, 25-, and 50-year, storm event, Area A has a peak runoff flow of approximately ~~8.29~~ 7.97, ~~11.02~~ 11.19, and ~~13.51~~ 13.71 cubic feet per second (cfs), respectively.

Currently, the project site has a pre-project storm water runoff flow of ~~23.42~~ 23.62 cfs during a 50-year storm event. The existing utility infrastructure adequately accommodates flows from the 50-year flood.

Volume I, Section IV.D, Hydrology, page 173, update the first sentence of the third full paragraph as follows:

As indicated above, this analysis of hydrology impacts is based on the Hydrology Study prepared by PSOMAS dated March 2007 and an updated Hydrology Study prepared by PSOMAS dated January 2008, which is included as Appendix 3 of the Final EIR.

Volume I, Section IV.D, Hydrology, page 174, update the second and third sentences of the second full paragraph as follows:

In addition, to address the increase in peak flows, ~~detention basins~~ bioswales and permeable pavement would be provided to reduce peak flows to existing flow rates. ~~A possible location~~ Possible locations for the ~~detention basin is~~ bioswales and permeable pavement are shown in the updated Figures 4 and 5 on pages ~~52 and 56~~ II-5 and II-7, respectively.

Volume I, Section IV.D, Hydrology, page 175, add the following footnote to the second sentence of the first full paragraph:

MACTEC (2007) Geotechnical Investigation Report Update Proposed Museum Building Additions Autry National Center. MACTEC Project 4953-07-1651.

Volume I, Section IV.D, Hydrology, page 175, delete the last sentence of the second full paragraph as follows:

~~To calculate peak flows with the proposed improvements, Drainage Area C was separated into two areas (Drainages D and E) representing the remaining lawn area and the new parking area.~~

Volume I, Section IV.D, Hydrology, page 175, update the last partial paragraph (which continues on page 176) as follows:

As shown in the updated Hydrology Study, upon the completion of Phase 2, during a 10-, 25-, and 50-year, storm event, peak flows with the project for Drainage Area A would be approximately ~~9.69~~ 7.95, ~~12.93~~ 9.77, and ~~15.65~~ 11.13 cfs, respectively. Peak flows for Area B with the project would be approximately ~~0.5~~ 1.80, ~~0.77~~ 2.21, and ~~0.96~~ 2.52 cfs during 10-, 25-, and 50-year, storm events, respectively. Drainage Area C would have peak flows of approximately ~~1.78~~ 4.58, ~~3.05~~ 5.63, and ~~4.06~~ 6.41 cfs during 10-, 25-, and 50-year storm events, respectively. Area D would have peak flows of approximately ~~0.55~~ 1.53, ~~1.11~~ 2.30, and ~~1.68~~ 3.24 cfs during 10-, 25-, and 50-year storm events, respectively, with the project. ~~Finally, Area E would have peak flows of approximately 2.76, 3.92, and 4.96 cfs during 10-, 25-, and 50-year storm events, respectively.~~

Volume I, Section IV.D, Hydrology, page 176, update the first full paragraph as follows:

Based on the updated Hydrology Study, the proposed project's increase in impervious area would result in a post-development storm water runoff flow of ~~27.31~~ 23.30 cfs, which represents a ~~16 percent increase~~ 1 percent decrease in flow when compared to existing conditions of ~~23.42~~ 23.62 cfs. In addition, as the parking reduction variance being sought for the project would have

the benefit of providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking, storm water runoff flow would be expected to be even less. ~~The proposed flow rates can be attenuated to existing flow rates by the usage of detention areas in Areas A and E. Specifically, as~~ As shown in the updated Hydrology Study, as a result of the ~~detention storage areas~~ bioswales and permeable pavement, storm water discharge rates from the development would be maintained at or below existing conditions. Therefore, no increase in flows during a 50-year storm condition would occur and SUSMP requirements regarding peak flows would be met. Thus, impacts associated with drainage would be less than significant.

IV.E. Land Use

Volume I, Section IV.E, Land Use, page 178, update the first sentence of the third full paragraph as follows:

As described more fully in Section II, Project Description, of this EIR, the project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75-acre~~ 11.93-acres of land located at 4700 Western Heritage Way.

Volume I, Section IV.E, Land Use, page 180, change the second, third and fourth sentences of the first full paragraph as follows:

The building height along the lower, eastern edge of the project site is ~~60 feet~~ 59 feet. The height from the higher frontage facing Western Heritage Way is ~~36 feet~~ 39 feet. The Campus Building also includes a tower that rises to ~~114 feet~~ 112 feet as measured from the lower eastern side of the project site.

Volume I, Section IV.E, Land Use, page 182, change the third sentence of the second full paragraph as follows:

~~Although the Campus is not considered a recreational facility, it is located within Griffith Park, which is owned and operated by the City of Los Angeles as a recreational facility~~ The project is located within, and is a component of Griffith Park, which is operated by the City of Los Angeles as a recreational facility. The project's cultural uses are consistent with the range of uses anticipated in the Griffith Park Master Plan, in particular with uses suggested for the Zoo Gateway area within that Plan.

Volume I, Section IV.E, Land Use, page 185, add the following after Subsection (d):

(e) Do Real Planning Guidelines

The Do Real Planning guidelines are a set of guidelines prepared by the City Planning Commission, and used by the Planning Department in implementing the Department's Strategic Plan. Do Real Planning includes fourteen points to guide planning activities for the City and help the City in implementing existing City Plans and Policies. They are intended to set the City on a course toward sustainability. These guidelines do not replace nor supersede any adopted policies.

Many of the fourteen points address procedures for the operations of the City Planning Department and many address large scale regional issues. Of the fourteen points, development of a walkable city and development of park requirements are of note as the City has prepared guidelines for evaluating individual projects for these points. "Demand a Walkable City" has led to the development of a "Walkability Checklist." The Walkability Checklist for Site Plan Review (Walkability Checklist) is a pilot program created by the City's Urban Design Studio (a new division of the Department of City Planning) that specifies urban design guidelines for projects required to undergo Site Plan Review. It is intended to guide staff with limited urban design experience, and provide greater specificity of design that may occur in Community Plans during the site plan review process.

Volume I, Section IV.E, Land Use, page 188, change the first sentence of the third full paragraph as follows:

Phase 1 of the project would renovate much of the interior of the Campus Building with approximately 79,000 square feet of new building space by expanding the building footprint outward towards the east~~,~~ and west ~~and south~~.

Volume I, Section IV.E, Land Use, page 189, add the following sentences to the end of the third full paragraph:

The Phase 2 program would include several public areas, including the Institute Reading Room, seminar rooms, and an exhibition space.

Volume I, Section IV.E, Land Use, page 190, change the first full sentence of first partial paragraph as follows:

~~Two~~ One curb ~~cuts~~ cut for bus loading would be located along Western Heritage Way between the two driveways.

Volume I, Section IV.E, Land Use, page 193, change the first and second full paragraphs as follows:

Based on the Los Angeles Municipal Code (LAMC) definition of building height, which measures height from the lowest point of the existing site grade five feet from the building,~~,~~ the Campus Building measures approximately ~~60 feet~~ 59 feet in height along the lower side of the project site, with a tower element that measures approximately ~~114 feet~~ 112 feet in height. This height reflects the 24-foot topographical slope from east to west within the project site. When viewed from Griffith Park on the western side of the Campus, the front façade of the Campus Building measures approximately ~~36 feet~~ 39 feet in height.

The height of the expanded Campus Building would ~~increase~~ decrease slightly to a maximum of ~~70 feet~~ approximately 57 feet (including raised roof elements), based on the LAMC definition of height, which accounts for the changes in topography that occur across the site, with a tower element that would remain approximately ~~114 feet~~ 112 feet in height. However, when viewed from the west, the expanded Campus Building would ~~range from approximately 24 to 34 feet~~ be approximately 43 feet in height, ~~similar to~~ slightly greater than pre-project conditions but similar to existing conditions when viewed from a distance. The OS zone does not include parking requirements, however Section 12.21 of the Municipal Code does provide such requirements, as discussed further in Section IV.H, Transportation and Circulation, of this EIR.

Volume I, Section IV.E, Land Use, page 194, change the first full paragraph as follows:

The impact of the additional building heights~~, which would be only nominally greater than 30 feet when viewed from Western Heritage Way,~~ is negligible and is in keeping with the intent of the zoning ordinance. Specifically, the building heights proposed are not intended to add additional levels to the buildings, but rather to integrate the new building area into the existing Campus. Further, ~~the greater~~ building heights would have negligible effects on aesthetic conditions, as compared to ~~buildings that fully comply with the 30-foot limit~~ existing conditions. On the west side of the site, the side from which the Campus is approached and which is most visible from passersby visiting other park facilities, the building heights would be ~~very close to the permitted heights, and less than~~/approximately the same as the existing Campus Building. The slight variation in heights would not be noticeable.

Volume I, Section IV.E, Land Use, page 194, add the following after the second full paragraph:

The Autry will seek a variance to provide that the Autry is not required to provide more than 311 parking spaces upon completion of Phase 1 and is not required to provide more than 380 spaces upon completion of Phase 2. The variance will allow the Autry to provide a number

of on-site parking spaces that meets parking demand while minimizing parking on-site as suggested in public comments on the Draft EIR. Relatedly, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking. Based on the detailed project analysis provided in Appendix 13 of the Final EIR, the proposed parking supply of 311 and 380 parking spaces upon completion of Phase 1 and Phase 2 of the project, respectively, would adequately meet peak parking demand. In addition, goals associated with the preservation of open space would be better achieved by the parking reduction variance. By providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking and preserving several prominent trees at the southwest corner of the site, the parking reduction variance would further enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and further contribute to the natural beauty and environmental qualities of the park. Thus, the impact of the parking variance on land use would be less than significant.

The project also includes a sign variance. As proposed, the project would include a number of wall, monument, informational, and pole signs. Section 14.4.8.A.2 of the Municipal Code provides that the combined sign area of monument signs, projecting signs, wall signs, illuminated architectural canopy signs, pole signs, roof signs and window signs shall not exceed four square feet for each foot of street frontage. The project site has a street frontage along Western Heritage Way of approximately 1,173 feet. The frontage of the east-facing side of the property along the I-5 freeway is approximately 1,105 feet. Together, the frontages equal 2,278 square feet and therefore would allow a maximum of 9,112 square feet of allowable signage. LAMC Section 14.4.8.A.1 provides that "[t]he sign area of monument signs shall not exceed 1.5 feet per foot of street frontage nor a maximum of 75 square feet for the sign face visible to the same direction of traffic." This formula would permit over 3,400 square feet of monument sign area for the project site. Total monument signage proposed is only 200 square feet. The variance would allow the development of a single monument sign with two sign faces of 100 square feet each, exceeding the maximum allowed sign area of 75 square feet for each sign face. Each face measures 5 feet by 20 feet.

LAMC Section 14.4.12.A provides that "[l]ots having a street frontage of at least 50 feet may have a pole sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing pole sign or projecting sign." With a total of 2,278 square feet of street frontage, 11 pole signs would be allowed. Nevertheless, and in an abundance of caution, the Autry is requesting relief from the LAMC signage requirements so that if only Western Heritage Way is treated as street frontage under the Municipal Code, 6 additional pole signs may be allowed.

The signage variance would not result in any new or greater impacts than those of the proposed project. The proposed signage is appropriate in relation to existing signage and the expanded

Campus Building. The signs which are the subject of the variance serve valuable informational and wayfinding purposes for visitors approaching the museum from the north and south along Western Heritage Way. The setbacks and location of the signs are appropriate for the natural Park setting, and are complemented by landscaping and mature trees. None of the signs would introduce off-site advertising, and the total aggregate area of signage proposed is substantially less than the amount that would be permitted by the sign regulations. Lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, impacts would be less than significant.

Volume I, Section IV.E, Land Use, page 194, add the following after the third full paragraph:

Do Real Planning Guidelines

As described in the Setting Subsection, the Do Real Planning guidelines are a set of guidelines prepared by the City Planning Commission, and used by the Planning Department in implementing the Department's Strategic Plan. Do Real Planning includes fourteen points to guide planning activities for the City and help the City in implementing existing City Plans and Policies. They are intended to set the City on a course toward sustainability. These guidelines do not replace nor supersede any adopted policies.

Many of the fourteen points address procedures for the operations of the City Planning Department and many address large scale regional issues, and uses and/or settings than those of the proposed project. The relationship of the project to the Do Real Planning points of note with regard to the proposed project is as follows:

Demand a Walkable City. "Demand a Walkable City" has led to the development of a "Walkability Checklist." The Walkability Checklist for Site Plan Review (Walkability Checklist) is a pilot program created by the City's Urban Design Studio (a new division of the Department of City Planning) that specifies urban design guidelines for projects required to undergo Site Plan Review. It is intended to guide staff with limited urban design experience, and provide greater specificity of design that may occur in Community Plans during the site plan review process. The guidelines are not mandatory and only some may be applicable to any given project. Many of the guidelines address uses other than the project's cultural uses, and even those that might be applicable to this project's use are in large part oriented towards urban block settings, making them inappropriate for the proposed project. However, it may be noted that the proposed project's site design would be pedestrian friendly and consistent with the intent of the Walkability Guidelines, as well as applicable design criteria. Specific concepts included in the guidelines that are consistent with the project include: a primary entrance at grade level, a visible and easily accessible arrival plaza facing Western Heritage Way, parking that is setback from the street, two controlled points of vehicle access designed to adequately handle vehicles,

screening of parking areas with landscaping/trees, site illumination to facilitate pedestrian movements without providing glare, and a frontage with varied features, textures and materials. Further, the site is easily walkable with pedestrian access between the project buildings and existing trails and the Zoo across the street.

Smart Parking Requirements. The purpose of the smart parking guidelines is to avoid large frontages of parking that occupy prime street frontage. The project would support this guideline by relocating parking from Western Heritage Way and convert the current parking areas on Western Heritage Way to landscaping.

Require Density Around Transit. The purpose of this guideline is to congregate additional density at train and rapid bus stops. It is intended to provide densification of uses where they can best support public transit. It is intended to address new employment generating and housing development. As the proposed project would only provide a small number of new employees at an existing facility, and the proposed project is already served by public transportation, the proposed project is not notably relevant to this point. The point would be best served by locating high employment/high housing development at the locations that have more dense development.

Produce Green Buildings. This measure is directed at the City and encourages the City to provide benefits to projects that include LEEDS certification. As described in Section II, Project Description, on page 57, the proposed project intends to seek LEED certification, without particular incentives, and is therefore supportive of this point.

Landscape in Abundance. The purpose of the Guideline is to increase landscaping beyond minimum standards and create an "urban forest." The point is addressed in "urban settings" which contain limited landscaping. The proposed project is located within a landscaped park setting. The project would add new development without reducing the landscaping area and would therefore be supportive of this point.

Volume I, Section IV.E, Land Use, page 197, change first partial paragraph as follows:

... completion of construction, these utility improvement projects would also not alter existing land use relationships. Since the Los Angeles River is separated from the project site by both the I-5 and SR-134 Freeways, the LA River Master Plan is not expected to result in impacts that would be cumulatively considerable. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, the proposed project in combination with related projects would not alter the existing land use relationships in the community. As such, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

IV.F. Noise

Volume I, Section IV.F, Noise, page 202, insert the following paragraph after the third full paragraph:

Additional ambient noise measurements were conducted on the golf courses and at the Zoo between November 14 and 16, 2007, to supplement the ambient noise levels measured in August 2006. The ambient noise measurements were made at approximately 200 feet south of the project site, at a location that represents where most golfers would congregate within the northern portion of the golf courses. The measured ambient noise levels at the golf courses ranged from 60.6 dBA to 68.6 dBA (L_{eq}) between daytime hours, 7:00 A.M. to 10:00 P.M. The lowest measured daytime ambient noise level at this representative location within the golf course side is 5 dBA higher than that of the noise levels measured at R2 (just north of the golf courses). This difference in noise levels is primarily associated with the golf courses' greater exposure to noise from Interstate-5. Two short-term (15-minute) ambient noise measurements were made at the Zoo entrance on November 14 and 16, 2007, during the daytime hours between 8:00 A.M. and 3:00 P.M. The measured ambient noise levels at the Zoo entrance ranged from 60.5 dBA to 63.6 dBA (L_{eq})

Volume I, Section IV.F, Noise, page 204, update Table 16 as follows:

Table 16

Summary of Ambient Noise Measurements

	Measured Ambient Noise Levels[a], (dBA)		
Measurement Location and Day	**Daytime (7 A.M. to 10 P.M.) Hourly L_{eq}**	**Nighttime (10 P.M. to 7 A.M.) Hourly L_{eq}**	**24-Hour Average, CNEL**
Location R1 – Campus north parking			
August 4, 2006 (Friday)	58.5 – 62.7	56.2 – 62.5	66.5
August 5, 2006 (Saturday)	60.3 – 62.1	56.2 – 61.8	66.7
August 6, 2006 (Sunday)	58.5 – 61.1	55.1 – 61.2	66.3
August 7, 2006 (Monday)	60.3 – 65.8	56.6 – 69.0	68.8
Location R2 – South lawn near the golf courses			
August 4, 2006 (Friday)	56.0 – 62.7	56.4 – 64.1	67.7
August 5, 2006 (Saturday)	58.9 – 62.9	58.3 – 65.3	68.3
August 6, 2006 (Sunday)	55.2 – 61.7	57.0 – 62.6	67.0
August 7, 2006 (Monday)	59.7 – 68.1	58.4 – 62.6	67.5

Table 16 (Continued)

Summary of Ambient Noise Measurements

Location R3 – Magnet Center			
August 4, 2006 (Friday)	54.5 – 58.4	47.3 – 55.6	60.0
August 5, 2006 (Saturday)	54.7 – 59.1	51.2 – 57.9	62.1
August 6, 2006 (Sunday)	53.1 – 58.8	52.6 – 55.5	61.2
August 7, 2006 (Monday)	54.9 – 58.8	52.9 – 68.4	66.4
Location R4 – Golf Courses			
November 14, 2007 (Wednesday)[b]	63.4 – 68.5	66.6 – 68.0	73.0[c]
November 15, 2007 (Thursday)	61.0 – 68.6	62.5 – 69.3	73.2
November 16, 2007 (Friday)[b]	60.6 – 66.4	63.4 – 67.5	73.0[c]

[a] *Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix E.*

[b] *Measurement was made between 3 P.M. and midnight on 11/14/2007 and between midnight and 11 A.M. on 11/16/2007.*

[c] *CNEL is estimated based on the partial 24-hour measurements.*

Source: PCR Services Corporation, 2007.

Volume I, Section IV.F, Noise, page 207, change the first partial sentence of the first partial paragraph as follows:

... noise levels up to 85 dBA at the most southern portion of the site near the golf courses and 63 dBA at the Magnet Center and would last approximately two weeks.

Volume I, Section IV.F, Noise, page 207, change the first full paragraph as follows:

The highest construction noise would be at the adjacent golf courses, with estimated construction noise of up to 85 dBA during site demolition. This condition is at the most ~~north~~ northern boundary adjacent to the project site. Noise levels would diminish at a rate of approximately 6 dBA per doubling of distance. The teeing area at the northern portion of the golf courses, where most golfers would congregate is approximately 200 feet south of the project site. The construction noise at the northern teeing area would be attenuated to 73 dBA, which is approximately 12 dBA above the lowest measured daytime ambient noise levels.

Volume I, Section IV.F, Noise, page 207, insert the following before the first sentence of the last partial paragraph:

The Applicant has proposed a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand. If granted, the variance would have the benefit of providing additional landscaped open space (approximately one-half acre) in

the place of paved surface parking when compared with the project with the parking layout included in the Draft EIR. As such, construction noise impacts associated with construction of the southern surface parking lot would be incrementally less both in terms of noise level and duration if the parking reduction variance is granted.

Volume I, Section IV.F, Noise, page 210, change Mitigation Measure E-1 as follows:

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors ~~during project Phase 1 construction~~, as follows:

- During project Phase 1 site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site, to reduce the construction noise to the Zoo and the Zoo Magnet Center.

- During project Phase 1 site demolition and site grading activities and Phase 2 construction periods, provide a temporary sound barrier along the southern boundary of the project site, to reduce the construction noise to the golf courses.

Volume I, Section IV.F, Noise, page 211, change Mitigation Measure E-2 as follows:

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control ~~devises~~ devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated

Volume I, Section IV.F, Noise, page 213, change the second sentence in the second full paragraph as follows:

The project construction-related noise, as described in Section 3, would temporarily increase the ambient noise in the vicinity of the project. Implementation of the Mitigation Measures E-1 and E-2 would reduce the construction noise impacts by a minimum ~~5~~ 10 dBA, which would reduce the construction noise levels at the Zoo, ~~and~~ the Zoo Magnet Center, and at the golf courses to a less than significant level.

IV.H. Transportation and Circulation

Volume I, Section IV.H, Transportation and Circulation, page 227, update the first sentence of the second full paragraph as follows:

The project site comprises the grounds of the Autry National Center's Griffith Park Campus, which is situated on approximately ~~12.75~~ 11.93 acres of land located within the northeast portion of Griffith Park in the City of Los Angeles.

Volume I, Section IV.H, Transportation and Circulation, page 229, modify the first part of the first full paragraph as follows:

~~As shown in Figure 27 on page 230,~~ a total parking supply of 368 visitor-serving~~374~~ parking spaces is provided ~~within four surface parking areas~~ on the project site. Of this supply, 178~~304~~ spaces (including the 30-space overflow lot) ~~(which include 19 designated handicapped accessible)~~ are located in the north lot and 190 spaces are located in the south ~~lots~~ lot. In addition, the Autry has a key-card controlled employee lot with 41 spaces to the east of the Campus Building. ~~west of the Campus, 41 spaces are located in a gated employee lot east of the Campus Building, and 29 spaces are located in a small overflow lot northwest of the Campus Building~~.

Volume I, Section IV.H, Transportation and Circulation, page 229, change the last sentence in the second full paragraph as follows:

This parking lot provides approximately ~~2,162~~ 2,350 parking spaces.

Volume I, Section IV.H, Transportation and Circulation, page 236, delete the second sentence in the fourth full paragraph.

Volume I, Section IV.H, Transportation and Circulation, page 241, change the second and third sentences in the second full paragraph as follows:

However, if the Autry National Center elects to ~~open exhibition space~~ conduct public activity during construction, ~~such~~ the space required would be limited. In addition, if the Autry National Center continues staff operations, ~~a maximum of 160~~ approximately 50 staff would use trailers or other temporary structures during construction.

Volume I, Section IV.H, Transportation and Circulation, page 242, change the eight and ninth sentences of the second full paragraph as follows:

In addition, ~~two~~ one curb ~~cuts~~ cut for bus loading would be located along Western Heritage Way between the two driveways. This loading area could hold up to approximately ~~eight~~ five 40-foot ~~busses~~ buses for loading and parking.

Volume I, Section IV.H, Transportation and Circulation, page 244, replace the third and fourth paragraphs with the following:

As previously mentioned, the Campus contains 368 on-site visitor-serving spaces comprised of the North Lot (178 spaces, including the 30-space overflow lot) and the South Lot (190 spaces). In addition, the Autry has a key-card controlled employee lot with 41 spaces behind the museum (East Lot). During Phase 1, the East Lot (41 spaces) and a portion of the North and South Lots (59 spaces) would be used for construction activities. This would leave approximately 309 spaces open during construction. Assigning one space per member of the estimated 50-person staff, there would be at least 259 spaces available for construction employees and visitors. A new 128-space parking lot would be constructed on the southeastern portion of the site during Phase 1, and the East and Overflow lots would expand to 129 and 54 spaces, respectively. Upon the completion of Phase 1, at least 311 spaces would be available. Thus, temporary parking impacts associated with construction activities during Phase 1 would be less than significant.

In order to construct the Phase 2 semi-subterranean parking facility, approximately 128 spaces in the Southeastern Lot would be lost. To compensate for this loss, as part of the construction traffic and parking management plan, a temporary off-site parking location would be secured. Including the off-site supply, approximately 380 total spaces would be available during construction. Once the parking structure is complete, there would be 380 permanent parking spaces upon completion of Phase 2. Thus, parking impacts associated with construction activities during Phase 2 would be less than significant.

Volume I, Section IV.H, Transportation and Circulation, page 254, add the following to the end of the third full paragraph:

On "peak event" days, the 129-space lot to the east of the Campus Building will be open, with access through the Phase 1 surface lot or the Phase 2 parking structure.

Volume I, Section IV.J, Transportation and Circulation, page 258, replace the text in subsection (e) Parking with the following:

As described above, one of the primary goals of the project design has been to remove parking from the front of the existing Campus Building and replace it with landscaping in order to enhance the park setting of the site and to minimize the visual impact of any additional parking.

A number of comments on the Draft EIR suggested that the on-site parking at the Autry should be reduced. In addition, numerous public comments also expressed concern about the setting of the Campus. In response to these comments, following the EIR comment period, the proposed project was refined to remove surface parking and thus increase the amount of landscaped open space provided by the project. To provide for this reduction in parking, the parking demand analysis was updated and demonstrates that the expected demand for parking can be accommodated by the proposed parking supply of 311 parking spaces following Phase 1 and 380 parking spaces following Phase 2. That analysis is provided in Appendix 13 of this Final EIR and is summarized below.

Section 12.03 of LAMC defines "floor area" rather than gross area to reflect the fact that certain necessary components of any building, such as mechanical equipment and basement storage, do not generate parking demand.[25] Thus, in assessing floor area of both the existing Campus Building and the expansion phases, the parking analysis within the Draft EIR assumed that storage on the lowest level of the Campus Building would not be considered floor area for purposes of the Code-required parking analysis. As compared to other facilities, museums often include storage space as a large component of the building. However, as with buildings in general, the storage area does not generate trips or the need for parking. Nonetheless, as part of the refinement to the project design, it was determined that due to the site slope and building orientation, the lowest level of the building does not technically fit within the definition of a basement.[26] Thus, the analysis in Section IV.H, Transportation and Circulation, of the Draft EIR is corrected to provide the Code-required parking without treating the storage areas as basement storage. As a result, that area has also been included in the revised calculations of floor area. With these clarifications, the resulting floor area of the proposed project is 209,272 square feet after Phase 1, and 254,272 square feet after Phase 2. The amount of Code-required parking, based upon these revised amounts, would be 456 spaces at the end of Phase 1 and 546 spaces at the end of Phase 2. In addition, as indicated above, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking, which would reduce the amount of Code-required parking to 422 spaces at the end of Phase 1 and 512 spaces at the end of Phase 2, respectively. This data replaces the data provided in Table 31 of the Draft EIR.

[25] *The definition of "Floor Area" as found in LAMC Section 12.03: "Is that area in square feet confined within the exterior walls of a building, but not include the area of the following uses: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[26] See *LAMC Section 12.03.*

As described in the Draft EIR, based on a study conducted in 2006, the existing uses on the project site generate a demand for 192 parking spaces on a Saturday peak and 182 parking spaces on a weekday peak. To further validate this demand information, additional study was conducted during the same period during 2008. The additional study showed a similar demand for parking with a demand of 199 parking spaces on a Saturday peak and 199 parking spaces on a weekday peak based on the updated net floor area of 141,340 gross square feet. This demand number is conservative since the methodology used in the 2008 study conservatively assumed that the employee lot will be full at midday on a weekday and will have 37 cars parked in the early afternoon on a weekend, similar to the methodology used for calculating existing demand in the 2006 study. The 2006 study calculated future demand for parking by applying the parking space per square foot ratio of the existing net floor area to the new floor area upon completion of Phases 1 and 2 of the proposed project and then applying a contingency factor. Using this same methodology, but with a more realistic contingency factor, the more recent demand analysis results in a demand for 311 parking spaces upon completion of Phase 1 of the project and 377 parking spaces upon completion of Phase 2 of the project. Thus, the proposed supply of 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2 is sufficient to accommodate the demand associated with the project. Thus, as set forth in the Draft EIR, parking impacts associated with the project would be less than significant. Furthermore, to ensure that the parking areas are effectively utilized on peak day events, the Autry will provide parking attendants, monitoring of available parking spaces and a validation program.

V. ALTERNATIVES

Volume I, Section V, Alternatives, page 265, update the existing gross square footage number to 161,271, which accounts for the fact that the existing Campus Building as originally built is larger, in fact, than the City records indicated. However, the increase in gross area that would result from Phase 1 and Phase 2 of the proposed project remains the same as described in this section and elsewhere in the Draft EIR. Specifically, up to 79,000 square feet of gross area would be added at the end of Phase 1 (as currently designed, Phase 1 would add 76,656 gross square feet), and up to 50,000 square feet of gross area would be added at the end of Phase 2). With this revision, the total gross square footage number for the project as currently designed is 287,928, for Alternative A is 161,271, for Alternative B is 237,928 and for Alternatives C and D is 287,928. This change also applies to the gross square footage numbers cited on pages 277, 283 and 289 of the Draft EIR.

Volume I, Section V, Alternatives, page 265, update the parking numbers to reflect 380 parking spaces after completion of Phase 2 under the proposed project, and under Alternative C. Change the existing number of parking spaces for Alternative A to 368. Change the number of parking spaces proposed under Alternative B to at least 303 to accommodate

Approximately 113 parking spaces would continue to be provided off-site under Alternative D. These changes account for parking that is based solely on peak demand, similar to the project.

Volume I, Section V, Alternatives, page 269, update the first two pages of Table 33 as shown on pages II-58 through II-59 of this Final EIR.

V.B. Reduced Program

Volume I, Section V.B, Reduced Program, page 279, update the third full sentence of the first full paragraph as follows:

In addition, the same mitigation ~~measure~~ measures addressing paleontological and archaeological resources would also be implemented under the Reduced Program Alternative.

Volume I, Section V.B, Reduced Program, page 281, last paragraph, remove "~~both code requirements~~" from the second sentence.

V.C. Above Ground Parking

Volume I, Section V.C, Above Ground Parking, page 285, update the third sentence of the first full paragraph as follows:

In addition, the same mitigation ~~measure~~ measures addressing paleontological and archaeological resources would also be implemented under the Above Ground Parking Alternative.

V.D. Off-Site Parking

Volume I, Section V.D, Off-Site Parking, page 291, update the third sentence of the fourth full paragraph as follows:

In addition, the same mitigation ~~measure~~ measures addressing paleontological and archeological resources under the project would also be implemented under the Off-site Parking Alternative.

V.E. Alternative Site- Arroyo Campus Expansion

Volume I, Section V.E, Alternative Site- Arroyo Campus Expansion, page 300, update the third sentence of the third full paragraph as follows:

In addition, the same mitigation ~~measure~~ measures addressing paleontological and archeological resources under the project would also be implemented under the Arroyo Campus Expansion Alternative.

Table 33

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative A: No Project	Alternative B: Reduced Program	Alternative C: Above Ground Parking	Alternative D: Off-Site Parking	Alternative E: Alternative Site – Arroyo Campus Expansion
A. Aesthetics						
Aesthetics/Visual Character	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Views	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Greater (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)
Light and Glare	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Shade and Shadow	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
B. Air Quality						
Construction						
Regional Emissions	Significant and Unavoidable	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Less (Less than Significant)	Similar or Greater (Significant and Unavoidable)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater (Potentially Significant)
Operations						
Regional Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater Less Than Significant)	Less (Less Than Significant)
Local Emissions	Less Than Significant	Less (No Impact)	Less (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Odors	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

Table 33 (Continued)

Comparison of Impacts Associated with the Alternatives and Impacts of the Proposed Project

	Project Impact	Alternative A: No Project	Alternative B: Reduced Program	Alternative C: Above Ground Parking	Alternative D: Off-Site Parking	Alternative E: Alternative Site – Arroyo Campus Expansion
Consistency w/ regulatory policies	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
C. Cultural Resources						
Paleontological Resources	Less than Significant w/Mitigation	Less (No Impact)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Similar (Less than Significant w/Mitigation)
Archeological Resources	Less Than Significant w/Mitigation	Less (No Impact)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Less (Less than Significant w/Mitigation)	Similar (Less than Significant w/Mitigation)
Historic Resources	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)	Greater (Less than Significant Impact)
D. Hydrology						
Construction	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
Operation	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)
E. Land Use						
Consistency with Plans	Less Than Significant	Less (No Impact)	Greater (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)	Similar (Less Than Significant
Land Use Compatibility	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant)	Greater (Less Than Significant
F. Noise						
Construction	Less Than Significant w/ Mitigation	Less (No Impact)	Less (Less Than Significant w/mitigation)	Similar (Less Than Significant w/ mitigation)	Similar (Less Than Significant w/mitigation)	Greater (Significant)
Operation	Less Than Significant	Less (No Impact)	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

Volume I, Section VI, Other Environmental Considerations, page 313, add the following sentence after the fifth sentence in the first partial paragraph:

Mitigation Measure B-8 would ensure that general contractors require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

Volume I, Section VI, Other Environmental Considerations, page 313, update the second full paragraph as follows:

As discussed in Section IV.C, Cultural Resources, ~~a~~ mitigation ~~measure has~~ measures have been included to ensure that potential impacts associated with undiscovered archaeological, Native American, and paleontological resources during surface grading or shallow excavations would be less than significant. Specifically, Mitigation Measure C-1 requires that a qualified archaeologist be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. Monitoring shall be conducted by an archaeological monitor and a Native American monitor. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery shall halt such that the find can be evaluated and a treatment plan prepared. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System and any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility. Mitigation Measure C-2 states that if human remains are unearthed unexpectedly during ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). Mitigation Measure ~~C-1~~ C-3 requires that a qualified paleontologist be retained to perform inspections of excavation and grading activities that would occur within the Older Quaternary deposits below the original ground surface. In the event that fossils are unearthed during inspections, all work would cease, such that a report could be prepared for the Applicant, the City, and an accredited curation facility. ~~This~~ These mitigation ~~measure~~ measures would not result in physical changes to the environment that would create secondary impacts.

Volume I, Section VI, Other Environmental Considerations, page 314, update the first sentence of the fourth full paragraph as follows:

Since project construction has the potential to result in significant short-term noise impacts at the nearby Zoo and Zoo Magnet Center during Phase 1 construction activities, Mitigation Measure ~~F-1~~ E-1 requires that effective temporary noise barriers, when they are feasible, be used to block the line-of-site between the construction equipment and the noise-sensitive receptors.

Volume I, Section VI, Other Environmental Considerations, page 314, update the fourth sentence of the fourth full paragraph as follows:

Mitigation Measure ~~F-2~~ E-2 requires that noise-generating construction equipment which operate at the project site be equipped with effective noise control ~~devises~~ devices such as: mufflers, lagging, and/or motor enclosures.

Volume I, Section VI, Other Environmental Considerations, page 317, update the second footnote as follows to reflect updated Geotechnical Report:

[93] ~~Report of Geotechnical Investigation prepared by MACTEC Engineering and Consulting, Inc., November2003.~~ MACTEC (2007) Geotechnical Investigation Report Update Proposed Museum Building Additions Autry National Center. MACTEC Project 4953-07-1651.

Volume I, Section VI, Other Environmental Considerations, page 321, update the first sentence of the second full paragraph as follows:

Wastewater Services are provided by the ~~DWP~~ City of Los Angeles Department of Public Works (LADPW) via an existing 6-inch sewer line.

VII. PERSONS AND ORGANIZATIONS CONSULTED

Volume I, Section VII, Persons and Organizations Consulted, page 325, insert the following under "Consultants":

MACTEC
5628 East Slauson
Los Angeles, CA 90040-1554

- Jake Kharraz

VIII. REFERENCES

Volume I, Section VIII, References, page 326, include reference to the updated Hydrology Study as follows:

Barker, Ross, PSOMAS, Hydrology Study for Autry Museum of Western Heritage, Revised January 2008.

Volume I, Section VIII, References, page 327, include reference to the updated Geotechnical Report as follows:

MACTEC (2007) Geotechnical Investigation Report Update Proposed Museum Building Additions Autry National Center. MACTEC Project 4953-07-1651.

Volume I, Section VIII, References, page 327, include reference to Natural History Museum of Los Angeles County letter as follows:

Natural History Museum of Los Angeles County, Written Communication, November 29, 2006.

APPENDIX B: TREE SURVEY

Volume II, Appendix B, Tree Survey, update the Tree Survey Report with updated tree inventory, provided as Appendix 5 of this Final EIR.

APPENDIX D: HYDROLOGY STUDY

Volume II, Appendix D, Hydrology Study, update with new Hydrology Study, provided as Appendix 3 of this Final EIR. The data contained in this updated Hydrology Study supersedes the data contained in Section IV.D, Hydrology, of the Draft EIR. Impacts with respect to hydrology and surface water quality would remain less than significant.

APPENDIX E: NOISE TECHNICAL WORKSHEETS

Volume II, Appendix E, Noise Technical Worksheets, update with supplementary noise technical worksheets, which are provided as Appendix 7 of this Final EIR.

APPENDIX F: TRAFFIC STUDY

Volume II, Appendix F, the Traffic Study is modified to include the applicable changes to Section IV.H, Transportation and Circulation, of the Draft EIR described above.

Volume II, Appendix F, Traffic Study, make the following change to the first page (cover page):

~~DRAFT~~

Volume II, Appendix F, Traffic Study, make the following change to the second page:

~~DRAFT~~

Volume II, Appendix F, Traffic Study, page 27, replace Figure 8A with revised Figure 8A, provided on page II-64 of this Final EIR.

Updated Geotechnical Report

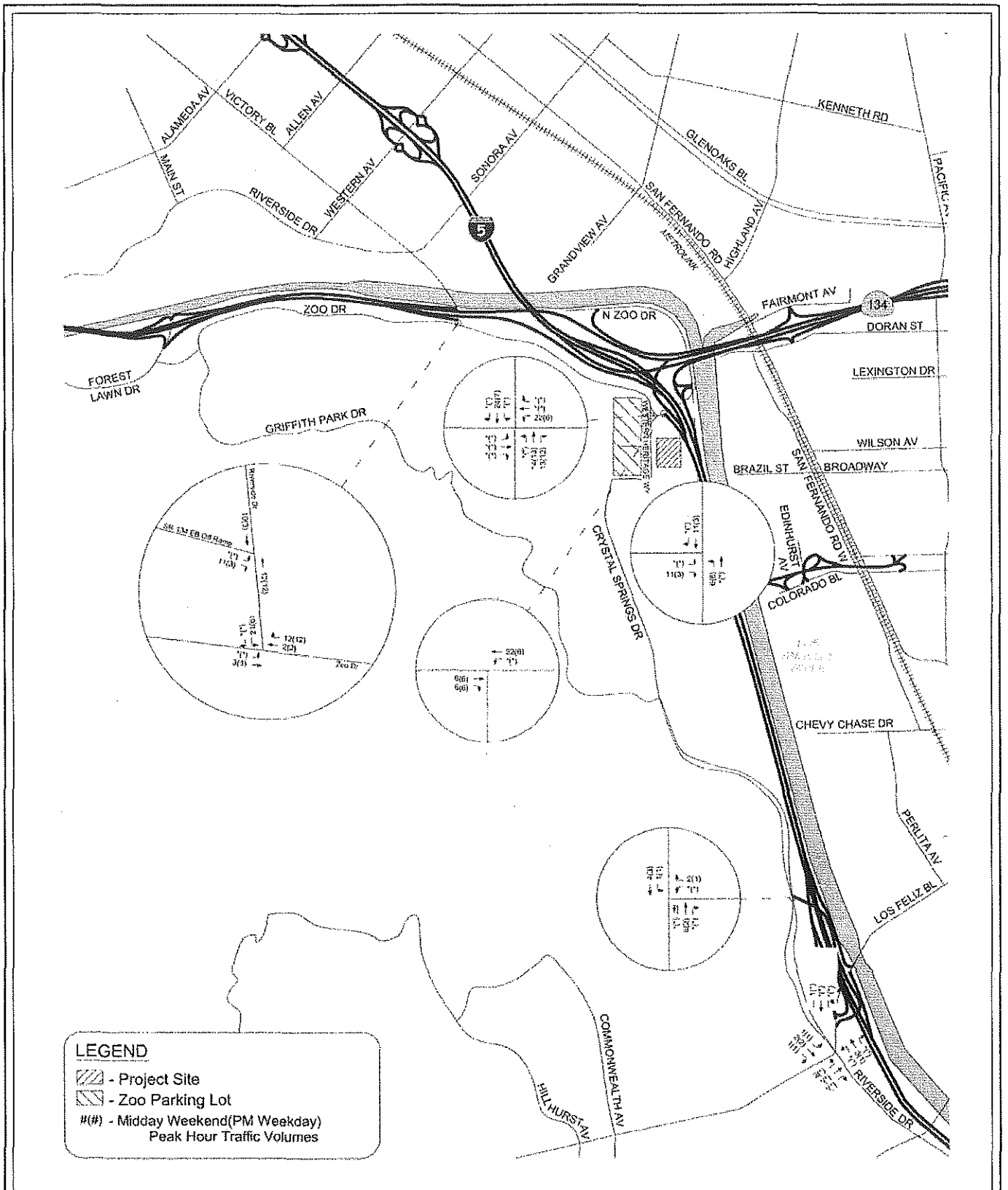
Add Appendix 2, Updated Geotechnical Report, of this Final EIR to the record. The data contained in this updated Geotechnical Report supersedes the data used in the Initial Study, which was included as Appendix A of the Draft EIR. However, the conclusions of the Initial Study with respect to geologic features are still valid and impacts would remain less than significant.

Los Angeles Department of Transportation Letter

Add Los Angeles Department of Transportation (LADOT) Letter, included in Appendix 4 of this Final EIR, to the record.

Parking Demand Analysis

Add the updated Parking Demand Analysis Prepared by Fehr & Peers/Kaku Associates as Appendix 13 of this Final EIR.



No scale

Figure 8A
2010 Phase 1 Project Only
Peak Hour Traffic Volumes

Source: PCR Services Corporation, 2007.