LOS ANGELES CITY PLANNING COMMISSION

200 N. SPRING STREET, ROOM 272, LOS ANGELES, CALIFORNIA, 90012-4801

(213) 978-1300

http://cityplanning.lacity.org/

Determination Mailing Date: MAY 22 2015

CASE NO. CPC-2014-3119-ZC-SN-CDO-MCUP-ZV-ZAI-SPR
CEQA: ENV-2013-1531-EIR

Applicant: Bill Kramer - Homewood Foundation

Representative William Delvac - Armbruster, Goldsmith, Delvac, LLP

Location: 6001-6067 W. Wilshire Boulevard
6000 West 6th Street

Council District 4 – Tom LaBonge

Plan Area: Wilshire

Request(s) Zone Change, Sign District, Design Overlay Approval, Master Conditional Use, Variance, Zoning Administrator's Interpretation, Site Plan Review, Special Permission for Reduced Off-Street Parking (12.24-Y)

At its meeting on May 14, 2015, the following action was taken by the Los Angeles City Planning Commission:

1. **Approved** a **Zone Change** from [Q] C2-2-CDO to **[Q]C2-2-CDO-SN**.
2. **Approved** the establishment of a **Signage District** for the museum.
3. **Approved** a **Design Overlay**, for a project complying with the Miracle Mile CDO.
4. **Approved** a **Master Conditional Use** Permit to allow for the on-site sale and consumption of alcoholic beverages.
5. **Approved** a **Variance** to permit code-required short-term bicycle parking greater than 50 feet from a main pedestrian entrance and to permit code-required long-term bicycle parking within the Original Building.
6. **Dismissed** without prejudice, a **Variance** request to permit outdoor dining in conjunction with occasional special events in the Tea Room and Rooftop Terrace as the Tea Room is consistent with ZAI 1808, which asserts that eating establishments "with incidental outdoor dining terraces or outdoor eating patios for serving and consuming of food and refreshment would be similar to and no more objectionable than other uses permitted in the C2 Zone".
7. **Approved** a **Zoning Administrator's Interpretation** specifying that LAMC Section 12.24-Y also applies to institutional (museum) and auditorium (theater) uses.
8. **Approved** a **Zoning Administrator's Interpretation** confirming that museum and related uses (for-profit and not-for-profit) are permitted in the C2 Zone and is consistent with the City Use List (ZA 2003-4842-ZAI).
9. **Approved** a **Site Plan Review** for a project which creates or results in an increase of 50,000 square feet of gross non-residential floor area.
10. **Approved** a request for **Special Permission for Reduction of Off-Street Parking Spaces** for a project located within 1,500 feet from the portal of a fixed rail transit station.
11. **Adopted** the attached modified **Conditions of Approval**.
12. **Adopted** the attached **Findings**.
13. **Certified** it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, comprising **ENV-2013-1531-EIR**, (State Clearinghouse No. 2013051086); and **adopted** the accompanying Mitigation Monitoring Program and the related Environmental Findings and Statement of Overriding Considerations as the environmental clearance for the Proposed Project.
14. **Advised** the applicant that time limits for effectuation of a zone in the "Q" Qualified classification are specified in Section 12.32.G of the L.A.M.C. Conditions must be satisfied prior to the issuance of building permits.
15. **Advised** the Applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that **mitigation conditions** are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and, that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

RECOMMENDATIONS TO CITY COUNCIL:

1. **Recommend** that the City Council **adopt** a **Zone Change** from [Q] C2-2-CDO to **[Q]C2-2-CDO-SN**.
2. **Recommend** that the City Council establish a **Signage District** for the museum.
3. **Recommend** that the City Council **Certify** it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, comprising **ENV-2013-1531-EIR**, (State Clearinghouse No. 2013051086); and **adopt** the accompanying Mitigation Monitoring Program and the related Environmental Findings and Statement of Overriding Considerations as the environmental clearance for the Proposed Project.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Katz
Seconded: Mack
Ayes: Choe, Perlman, Segura, Dake-Wilson
Absent: Ahn, Ambroz, Cabildo

Vote: **6 - 0**

James K. Williams, Commission Executive Assistant II
Los Angeles City Planning Commission

Effective Date/Appeals: Any aggrieved party may appeal the decision of the Los Angeles City Planning Commission to the City Council within **15 days** of this determination. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, CA 90012, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401.

FINAL APPEAL DATE: JUN 0 8 2015

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Findings
City Planner: Luciralia Ibarra

The Statement of Environmental Impacts, Findings and Mitigation Measures; Statement of Overriding Considerations, Mitigation Monitoring Program are located in administrative files ENV-2011-2689-EIR and CPC-2014-666-VCU-ZAA-SPR, and are available upon request.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan, which was adopted by City Council on September 19, 2001. The Community Plan designates the subject property as being located on a Mixed Use Boulevard (Wilshire Boulevard) with a Regional Center Commercial land use designation with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, and R5. The property is currently zoned [Q]C2-2-CDO, with a recommended zone of [Q]C2-2-CDO-SN consistent with the proposed project and associated Sign District.

   The General Plan Framework identifies Regional Centers as containing a diversity of high-density uses, including "corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supportive services" having an FAR of 1.5:1 to 6:1, and which allows for "a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips" that also "function as a hub of regional bus or rail transit."

   The Wilshire Community Plan sets forth specific land use requirements and objectives for projects in the Miracle Mile Regional Commercial Center area which is "characterized primarily by numerous high rise office buildings, mid to low rise apartments, single-family areas south of 8th Street, entertainment centers, museums, and regional shopping complexes." The Plan also calls for commercial development that promotes economic vitality, serves the needs of the community, promotes distinctive commercial and pedestrian-oriented areas, and locates new commercial uses in established commercial areas or shopping centers.

   The property contains a lease area of approximately 2.2 acres and is presently zoned [Q]C2-2-CDO. The applicant is seeking a Zone Change to remove 'Q' conditions associated with the entitlements of a previously approved project, together with the establishment of a Sign District as part of the proposed museum's operations.

2. **General Plan Text.** The Wilshire Community Plan text includes the following relevant land use goals, objectives, and policies:

   Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while reserving historic and cultural character.

   Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

   Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

   Policy 2-1.2: Promote existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand along residential development by adhering to the community plan land use designations.

Policy 2-1.3: Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

The project would complement the existing character of the Regional Center Commercial designation of Wilshire Boulevard and the Miracle Mile by enhancing Museum Row's identity as a cultural center of Citywide significance. The project will replace a gravel and service area with the New Wing, which will complement the Original Building's operation as the Academy Museum of Motion Pictures. The rehabilitation of the Original Building and the construction of the New Wing will not only strengthen the commercial viability of the Miracle Mile, but locates new uses of regional significance near established commercial areas and cultural uses that further promote the viability of the community.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas in new development.

Policy 2-2.3: Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structure, including mixed use project located in Neighborhood Districts.

Objective 2-3: Enhance the visual appearance and appeal of commercial districts.

The project would maintain and adaptively reuse the Original Building, preserving and reactivating the Art Deco character of the Wilshire Boulevard and Fairfax Avenue facades. The Wilshire Boulevard entrance of the former May Company store will serve as the primary pedestrian entrance for the Museum, with an additional pedestrian entrance along Fairfax Avenue accessible from the Piazza near the New Wing. The ground floor of the Museum will include the main lobby, museum café, museum store, piazza, and theater entrance for the New Wing will be easily accessible for pedestrians traveling along Fairfax Avenue and Wilshire Boulevard. The activation of the storefronts along the Original Building as well as the introduction of a Piazza to the Fairfax Avenue frontage will not only enhance the appearance of the project, but will promote pedestrian and commercial activity in the vicinity.

Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The project site is currently improved with the May Company Building (Original Building) with 165,700 square feet of floor area, and the 1946 Addition which added approximately 82,400 square feet of floor area, and is currently used for museum related administrative and storage use. The project will renovate and adaptively reuse the Original Building and construct the New Wing as an infill development. Surrounding uses include the 160-acre Park La Brea residential neighborhood in the RD1.5-1-O Zone to the north across

Sixth Street, museums, galleries, office and commercial uses along Wilshire Boulevard to the east and south in the PF-1D and [Q]C4-2-CDO Zones, and multi-family dwellings, commercial uses, and the proposed station serving Westside Subway Extension at Wilshire and Orange to the west across Fairfax Avenue in the [Q]R3-1-O,[Q]C4-2D-O, C2-1VL-O, and [Q]C4-2D-O Zones.

The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the Project site. Those objectives and policies seek, in part, to provide for the economic viability and the provision of a diversity of uses the complement and support other uses in the regional center.

Land Use Element. With the introduction of a new museum to the Miracle Mile Regional Center area, the Project would meet many Regional Center goals, objectives, and policies contained in the Land Use Element of the Los Angeles General Plan as follows:

GOAL 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policies:

3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center".

3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies, and provide adequate transitions with adjacent residential uses at the edges of the centers.

3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.

The project is located in an area of Miracle Mile designated as a Regional Center, defined as being a focal point of regional commerce, identity, and activity, expected to contain a diversity of uses, including major cultural facilities. The proposed project would enliven the western edge of the LACMA campus and Museum Row by contributing to the Regional Center's identity and by enhancing the existing concentration of museum uses which serve nearby residents and the region, as well as tourists. The project is located in a high-activity area and well served by public infrastructure, including existing transit, as well as the future Metro Westside Purple Line Extension.

Health and Wellness Element. The recently adopted Health and Wellness Element of the General Plan Framework calls for the promotion of a healthy built environment in a manner that encourages the "design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices and programs" (Policy 2.2). To that end, the

project will renovate the Original Building, reactivating the storefront windows, main pedestrian entrances, and introduce a pedestrian-oriented courtyard (Piazza) which enhances accessibility to the site from Fairfax Avenue. The project would be constructed to meet LEED Silver certification, incorporating sustainable elements of design, construction, and operation. Moreover, the Health and Wellness Element calls for the promotion of land use policies that reduce GHGs, through the location of jobs, shopping and open spaces in areas that make walking, cycling, and taking transit viable modes of travel. The project is located within the immediate vicinity of the Metro Westside Purple Line Extension, is providing an excess number of short-term bicycle parking spaces and is located within walking distance to several local and regional bus lines.

Transportation Element. The Transportation Element of the General Plan will be affected by the recommended action herein. The project includes project design features and mitigation measures, including a Transportation Demand Management Plan, aimed at addressing transportation-related impacts associated with the proposed project. Moreover, the Bureau of Engineering has required sidewalk easements and improvements along Wilshire Boulevard and Fairfax Avenue to address deficiencies in the existing right-of-way conditions. The project site is well-served by public transit, including regional and local bus lines, as well as the future Wilshire Bus Rapid Transit Project and future Metro Westside Purple Line Extension. The project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet the requirements of the Bicycle Ordinance.

Sewerage Facilities Element. Improvements may be required for the construction or improvement of sewer facilities to serve the subject project in order to complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

Street Lights. Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

3. Zone Change Findings

a. Pursuant to LAMC Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

The requested zone change from [Q]C2-2D-CDO to [Q]C2-2D-CDO-SN seeks to remove the existing [Q] conditions related to prior entitlements on the project site, which were imposed in connection with 1993 entitlements for a planned development that included more than a million square feet of commercial office, hotel, retail, and restaurant uses that were never developed. The [Q] conditions limited the parcel to a 3:1 FAR, imposed a 15-story and 200-foot building height limit within 100 feet of Fairfax Avenue and a 23-story and 315-foot building height limit on the remainder of the parcel, defined minimum building setbacks and landscape buffers from surrounding streets, required construction of a childcare center to serve the proposed office uses, and numerous other development standards and mitigation measures specific to the project.

The proposed project has no association with the previously approved project, instead proposing a museum use totaling 208,000 square feet with a building height of 130 feet

(New Wing) compared to the million square feet of mixed use development with a building height of 200 and 315 feet that was approved in 1993.

The proposed zone change will permit the construction, use, and maintenance of the Museum on a 2.2 acre portion of the LACMA Campus. The museum would be dedicated to the exhibition, preservation, and education of films and filmmaking and would include permanent and changing exhibition space; three theaters with a combined seating capacity of up to approximately 1,350; banquet and conference space with a maximum occupancy of approximately 1,200; a Museum Café with seating for up to approximately 150 patrons; an approximately 5,000-square-foot Museum Store; and ancillary spaces including administrative offices, educational spaces, open Museum collection storage, exhibit preparation, a conservation laboratory, and maintenance and receiving areas. Parking would be provided through joint use of existing LACMA parking facilities and existing off-site parking facilities in the immediate vicinity.

The underlying C2 Zone currently allows uses consistent with that proposed in the project, including cafes, restaurants, storage areas, window and exhibit displays, motion picture theaters, and for-profit museums. The zone change would not permit uses that are inconsistent with the underlying zone and is only necessary to remove the [Q] conditions associated with the previously entitled project that was never utilized.

b. The zone change will conform to public necessity, convenience and general welfare of the City of Los Angeles.

The project proposes the development of a museum in the C2 Zone within the approximately 31 acre LACMA Campus that includes the Broad Contemporary Art Museum and Resnick Exhibition Pavilion, the Ahmanson, Hammer, and Art of the Americas buildings, as well as the Pavilion for Japanese Art, and the Bing Center. The project site is zoned [Q]C2-2-CDO, where the C2 Zone permits the proposed development, but is limited by the [Q] conditions which relates to prior entitlements granted in 1993 for a planned development involving more than a million square feet of commercial office, hotel, retail, and restaurant uses that were never used. Under the proposed zone change, the underlying C2-2-CDO zoning would remain, with new [Q] conditions relative to the proposed project and the 'SN' reflecting the Sign District.

As proposed, the museum project would enhance the Miracle Mile Regional Center area and Museum Row by increasing patronage and local tourism by augmenting the regional significance of the LACMA Campus, as well as the adjacent Page Museum, Peterson Automotive Museum, as well as other museums, galleries, and cultural institutions in the vicinity. The museum's main theater would host film premieres and cultural screenings, while the Original Building would house the Academy's existing collections and future acquisitions for public viewing, including educational, administrative, and support amenities, such as a Museum Café and Museum Store as well as two smaller theaters with a combined capacity of 350 patrons. In addition, the project would serve the general welfare of the City by the preservation and adaptive reuse of the Original Building, a City Historic-Cultural Monument, which would enhance its prominence as an iconic historic building at a gateway to Museum Row.

To that end, the project would create an inviting, safe pedestrian environment, strengthening the Original Building's Wilshire Boulevard frontage, enlivening the western

end of the LACMA Campus, providing a Piazza that will enliven the Fairfax Avenue street frontage, and facilitating pedestrian access to the site and the broader LACMA Campus from the neighborhoods west of Fairfax Avenue.

The museum would expand the availability of cultural institutions within the City of Los Angeles while paying homage to the entertainment industry that plays a significant role in the identity of the City. The development of the museum is consistent with the underlying zone and land use designation. It would further the goals and objectives of the Wilshire Community Plan, while conforming to the public necessity, convenience and general welfare of the City of Los Angeles.

4. **Sign District Findings**

a. The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

The project proposes to preserve the Original Building, together with the existing signage that was used when it operated as the historic May Company Building. By maintaining and enhancing the Art Deco architectural character of the structure and its historic signage, the proposed Sign District would further enhance the Miracle Mile area as a distinctive commercial district. The signage program has been greatly reduced from its original proposal, by removing banner signs on the Original Building, maintaining the flag poles and storefront window displays of the Original Building, and limiting the use of digital display signs to one on the New Wing and two storefront windows flanking the Wilshire Boulevard entrance. The proposed silhouette of the Oscar statuette has also been maintained in the sign program. The Sign District program would re-activate the now dormant storefront windows along the facades of the Original Building, thereby enhancing the pedestrian experience of the commercial and institutional neighborhood. The proposed sign regulations include criteria for existing and new signs by addressing variations in the types of signs, sign size, sign location, illumination level, types of animation or controlled refresh rate, as well as other sign characteristics. Additionally, the Sign District regulates the use of temporary signage in the form of projected images on the facades of the Original Building to promote special events and exhibitions. By orienting the majority of the signage toward Fairfax Avenue and Wilshire Boulevard, the Sign District remains compatible with the surrounding adjacent commercial and museum uses. All signage would be utilized to promote museum activities related to exhibits, exhibitions, sponsorship related to exhibitions and, on a limited basis, special events.

The project is located in the Wilshire Community Plan, in the Miracle Mile Regional Center Commercial area, intended to accommodate high pedestrian activity supporting regionally-significant commercial and cultural district. The project is also located along Wilshire Boulevard, designated as a Major Scenic Highway in the General Plan. The Transportation Element of the General Plan provides interim guidelines in cases where a Corridor Plan has not been adopted. In the case of Wilshire Boulevard, a Corridor Plan has not been adopted and, as such, the Transportation Element's interim guidelines apply. With respect to signage, the guidelines provide that a "standard condition for discretionary land use approvals involving parcels zoned for non-residential use located within 500 feet of the centerline of a Scenic Highway shall be in compliance with the sign requirements of the CR zone." However, these guidelines are inapplicable as the establishment of the Sign District provides for a more specific set of rules unique to the

project site, which considers both the historic preservation of the Original Building and its relationship with the historic significance of Wilshire Boulevard as a scenic highway. Moreover, the signage proposed by the Sign District, particularly that of the Original Building, will enhance frontages and distinguish major entries which remain oriented to Wilshire Boulevard. The Sign District would enliven the western end of the LACMA Campus and Museum Row, contributing to the Regional Center identity, adding diversity to the existing concentration of museum uses along Museum Row that serve nearby residents and tourists. The adoption of the Sign District is in keeping with the Transportation Element's intent to provide guidelines intended to address the scenic character of designated Scenic Highway corridors. Furthermore, the Sign District includes regulations that allow signage that provides identification that not only attracts patrons, but which also acknowledges and preserves the historic integrity of the Art Deco structure.

The proposed museum, ancillary uses, and Sign District are consistent with the project site's designation as Regional Center Commercial. The project is located in a highly urbanized area of the City, and the Sign District would further promote and enhance the identity of the Miracle Mile area, visually connect the museum with the surrounding Regional Center uses and similar cultural institutions. Because museum uses are unique, sign district regulations would assure appropriate intensity and design of signage, while recognizing the regional significance of cultural institutions to the character and economic vitality of the City.

b. The proposed Sign District would conform to public necessity, convenience, general welfare and good zoning practice.

The Sign District is designed to revitalize the historic Original Building, while attracting patrons and supporting adjacent institutions, businesses, and restaurants in the surrounding area. The Sign District would build on the project vicinity's current identity as a destination along Museum Row, reinforcing the pedestrian-oriented character of the streets surrounding the project site. The Sign District will enhance the environment by complementing the existing uses in the area while respecting the historic character of the Original Building through the reactivation of two of the storefront windows, the existing flagpoles, and the placement of the Oscar Statuette at the Corner Tower.

The Sign District would reflect good zoning practice in that it would be consistent with the character of Museum Row with sign regulations that would be consistent with the character of the area, while maintaining compatibility with similar signage on adjacent comparable museum uses. Additionally, by orienting the majority of the signage toward Fairfax Avenue and Wilshire Boulevard, the Sign District remains compatible with the surrounding adjacent commercial uses.

The Sign District would regulate signage through the creation of sign zones (Original Building and the New Wing) throughout the project site, with standards included to regulate signs allowed by the Sign District: (1) maximum sign area within each zone; (2) maximum individual sign area; (3) illumination level limitations; (4) animation and refresh rate guidelines; and (4) operating hour restrictions.

Under Section 13.11.C, a Sign District may be adopted within a supplemental use district, provided it does not supersede its regulations. The Sign District would not supersede any regulations of the Miracle Mile CDO. When the City approved the Miracle

Mile CDO, permanent [Q] conditions were imposed and Design Guidelines and Standards were applied, however, the [Q] conditions applied to most, but not all, of the properties within the boundaries of the Miracle Mile CDO; the project site is one of the properties not subject to the [Q] conditions. Nevertheless, while the project site is not subject to the [Q] conditions, it is subject to the Design Guidelines and Standards.

The Miracle Mile CDO Design Guidelines and Standards were adopted by the City Planning Commission, but not adopted by the City Council. As such, they are not part of the Miracle Mile CDO's regulations and may be superseded by the proposed Sign District. The Design Guidelines and Standards do not contain prescriptive requirements, but rather provide "guidance and direction in the design of new and rehabilitation of existing buildings." This allows for a case-by-case review of projects with the Miracle Mile CDO area to determine conformance, recognizing that not every guideline or standard will apply uniformly to all projects.

The Design Guidelines and Standards addresses signage as it relates to buildings with multiple tenancies and storefronts. Many of the provisions don't directly address the integration of signage for a single larger use, such as the museum, which must also address the transition between the Original Building and the New Wing. Nevertheless, the signage program would be consistent with various guidelines and standards related to signage being proportionate in scale to the building and integrated into the architecture of the buildings, thereby ensuring consistency across the project site.

The enabling language for the establishment of sign districts, pursuant to Section 13.11-B of the LAMC requires that the following findings be made:

(A) Each "SN" Sign District shall include only properties in the C or M Zones, except that R5 Zone properties may be included in a "SN" Sign District provided that the R5 zoned lot is located within an area designated on an adopted community plan as "Regional Center," "Regional Commercial," or "High Intensity Commercial," or within any redevelopment project area.

(B) No "SN" Sign District shall contain less than one block or three acres in area, whichever is smaller,

(C) The total acreage in the district shall include contiguous parcels of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in the rules approved by the Director or Planning.

(D) Precise boundaries are required at the time of application for or initiation of an individual district.

The project site is located in the C Zone with a Regional Center Commercial land use designation within the adopted Wilshire Community Plan area. The Sign District, whose precise boundaries are shown on "Page 000" of the Sign District Plans (Exhibit C), is 3 acres in size and consists of a contiguous parcel of land.

c. The Proposed Sign District Would Directly Advance the Purposes of Aesthetics and Traffic Safety.

The establishment of the Sign District provides an exception to the Citywide sign regulations as is typical for other sign districts within the City in cases where there are aesthetic and other benefits that would result from a sign district. Despite the exception, the Citywide ban will continue to directly advance the purposes of aesthetics and traffic safety. The primary aesthetic goal of the City is preservation of historic buildings including those designated by the City as Historic-Cultural Monuments, and the features that characterize their historic use and identity within the City as a whole The Original Building was designated as City Historic-Cultural Monument No. 566 in 1992, where the City Council required that the three primary facades be rehabilitated in accordance with the Secretary of Interior's Standards for Rehabilitation. Since its designation, the Original Building has not been rehabilitated, has remained under-utilized, and the limestone cladding has experienced significant damage due to age, with substantial portions of the three primary facades deteriorated and in disrepair.

The Project will involve the adaptive reuse of the Original Building, ensuring an appropriate reuse of the historic structure, and will repair and rehabilitate the three primary facades. Among the characteristic features of the Original Building are the historic flag poles and storefront display boxes that served to advertise and highlight the operation of the May Company Wilshire department store. The establishment of the Sign District is a key component of the reuse and operation of the Original Building as a Museum, which will enable the preservation work that would be facilitatedby the Project. To ensure that the rehabilitation occurs, the ordinance approving the Sign District provides that the Sign District would not be effective until the three primary facades have been rehabilitated as part of the Project. The Sign District is appropriate for the proposed adaptive reuse of a City Monument and reuse of the City Monument as a museum on Museum Row.

The Sign District also would be supportive of the ongoing cultural programming of the museum for events and exhibitions at the museum. Given the regional significance of Museum Row as a cultural center for the City, and the global recognition of the film industry and its connection to Los Angeles, the museum will attract visitors both locally and from around the world to see the collection and special events and exhibitions. The cultural use and purpose of the museum provides a substantial benefit to the people of Los Angeles.

The Sign District does not provide for any general offsite signs. Rather, it only allows for messages related to the events, exhibitions and attractions onsite. Identification of sponsors is only allowed if the name of the sponsor is integral to, and part of the name of, an event, exhibition or attraction. Identification of sponsors must be less than 20% of the total sign area. Sponsorship of events and exhibitions is a vital source of funding for such activities and is quite common to museums and other cultural institutions. The Sign District's regulations regarding sponsors will enable the museum to fund and operate the museum in general together with its events, exhibitions and attractions.

There will be no aesthetic impacts or traffic safety harm resulting from allowing signs permitted under the Sign District. Signs will be arranged and regulated in a manner that would not pose hazards to traffic or pedestrian safety, as confirmed by the Los Angeles Department of Transportation. Further, the proposed Sign District will reinforce the pedestrian-oriented character of Fairfax Avenue to the west of the project and Wilshire Boulevard to the south. Through the project's Piazza, various streetscape and sidewalk improvements and reactivation of the pedestrian-scaled elements on the Original

Building and its former signage, the museum will significantly improve the urban environment at the site by facilitating activity on the adjacent streets, encouraging pedestrian travel and promoting the walkability of and around this museum and Museum Row. Project elements, including pedestrian-oriented signage, will create strong connections to the surrounding Museum Row area, particularly nearby transit stops and stations that will support the project site as a significant addition to Museum Row, a tourist destination for Los Angeles, as well as adaptive reuse of a City Cultural Monument. Accordingly, although no aesthetic or traffic safety harm is anticipated from the proposed Sign District, any such harm will be outweighed by the public benefits associated with adaptive reuse a City Cultural Monument and the project-generated streetscape and pedestrian enhancements within Museum Row.

5. Design Overlay Plan Approval

a. The project substantially complies with the Miracle Mile Community Design Overlay Guidelines and Standards.

The Miracle Mile Community Design Overlay District (CDO) provides guidelines and standards for public and private development projects in commercially zoned areas along the Miracle Mile. The intent of the CDO is to provide guidance and direction in the design of new and rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity and promote the pedestrian environment of the District.

Miracle Mile CDO Guidelines and Standards

Goals: The Miracle Mile CDO provides Design Guidelines and Standards intended to promote and enhance the identity of the District. Specifically, the goals of the CDO are:

- To promote development that preserves and enhances the physical appearance of the corridor and contributes to the District's unique historical context.
- To encourage development that adds to a pedestrian friendly retail environment and contributes to the safety and comfort of both pedestrian and automobile traffic.
- To provide direction in site planning and insure a high degree of design quality in development of the Miracle Mile through the use of Design Guidelines and Standards.
- To preserve architecturally significant buildings in the Miracle Mile by providing direction of the responsible rehabilitation of these developments.

The project would involve rehabilitation and adaptive reuse of the historical May Company Building and construction of a New Wing with an at-grade Piazza located along Fairfax Avenue. The design concept would retain important historic features of the Original Building, including rehabilitation of its primary façades and seismic reinforcement, while retrofitting the building interior to accommodate museum uses. The 82,400 square-foot 1946 Addition would be demolished to allow construction of the

42,300 square-foot New Wing and Piazza at the north side of the Original Building. The New Wing would include a museum entrance; a spherical structure housing a theater with seating for up to 1,000 patrons, and an approximately 10,000-square-foot enclosed view deck that would also be used for receptions and special events.

The Original Building would continue to embody its Streamline Moderne style, with rehabilitation of the exterior Wilshire, Fairfax, and East façades in accordance with the Secretary of Interior Standards as required by the City Monument Designation. In addition, a Preservation Plan would improve the condition of the historical resource through rehabilitation and conservation, ensure ongoing maintenance and treatment, provide archival architectural documentation of existing conditions prior to rehabilitation, develop a salvage program for preservation of artifacts, and further add to the public's understanding of the history of this important cultural icon on the Miracle Mile in Los Angeles.

The contemporary design, spherical form and metallic and glass materials of the New Wing would be differentiated from the Original Building, but would be compatible in terms of scale and massing. The New Wing would step back from the northwest corner, revealing the reconstructed corner of the Original Building, and allowing the Fairfax façade to remain visually predominant. The "perfume bottle" and the primary Wilshire, Fairfax and East façades and three rounded corners (northwest, northeast and southeast) would remain visible, preserving the form, scale and massing of the Original Building.

The New Wing would be visually distinct from the Original Building but would be linked by elevated bridges to accommodate the Museum entrance and by a Piazza at the ground level. The project would strengthen the Original Building's Wilshire Boulevard frontage by ensuring sufficient setbacks from the Original Building so that it remains visually prominent, while simultaneously adding new architecture and Piazza that enlivens Fairfax Avenue, facilitates pedestrian access to the museum and the broader LACMA Campus from the neighborhoods west of Fairfax Avenue.

Miracle Mile CDO Guidelines and Standards

Section 5 - Site Planning

Building Orientation

Guideline 1 – Orient buildings towards Wilshire Boulevard and adjacent cross-streets in order to encourage pedestrian activity along the sidewalks of the Miracle Mile and facilitate pedestrian access to and from the sidewalk to adjacent properties.

Circulation

Guideline 2 – Provide easy sidewalk access to pedestrians by locating vehicle access and leading areas where there will be minimal physical or visual impact on pedestrians, the flow of traffic, and/or adjacent uses.

Utility and Service Areas:

Guideline 3 – Locate utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas so that they are not visible from the right-of-way.

The project would retain the Original Building, which would be rehabilitated and adaptively reused in accordance with a Preservation Plan. The Wilshire Boulevard and Fairfax Avenue façades would be restored. Access to the Museum would be provided from Wilshire Boulevard, and the northern entrance in the New Wing and Piazza would allow access from Fairfax Avenue, Sixth Street, and the interior of the LACMA Campus.

There would be no vehicular entrance to the project site from Wilshire Boulevard. Parking for visitors arriving by automobile would be provided in shared LACMA facilities, including the Pritzker Garage accessed from Sixth Street and nearby Spaulding Lot, and other off-site parking facilities in the immediate vicinity. Visitors would then approach the Museum on foot, including the pedestrian circulation system linked to the LACMA Campus.

Passenger loading would be accommodated in the visitor pick-up/drop-off area off Fairfax Avenue, northwest of the New Wing, and would not interfere with pedestrian movement within the project site. Visitor automobiles would not be permitted to use the service driveway accessing the Museum and LACMA loading docks.

The development of the project would involve trenching and burying of new utilities underground, including electricity, natural gas, telecommunications, and other infrastructure needed to support Project operation.

Section 6 - Architecture

Articulation

Guideline 1: Reduce the monotony of large buildings by breaking architectural elements into smaller pedestrian scale components or through use of varied materials, textures or colors, trim, roof lines, canopies and awnings in order to provide variation and visual interest.

Building Continuity

Guideline 2: Maintain building openings that enhance building design and continuity, as well as the pedestrian experience.

Entry Treatment

Guideline 3: Construct a dominant Wilshire Boulevard entryway to reinforce the character of the building, add visual interest, break up the monotony of flat surfaces, add a vertical element to break up the facade of the building and create an inviting entrance.

Exterior Building Materials

Guideline 5: Select building materials to reduce building mass, create visual interest, and complement the existing historic resources of the Miracle Mile.

Rooflines

Guideline 4: Design new buildings to achieve consistency by creating continuity between the heights of adjacent roofs, parapets, and cornices.

Windows

Guideline 6: Add visual interest and create a feeling of openness by incorporating windows with architectural defining features such as window frames, sashes, muntins, glazing, paneled or decorated jambs and moldings.

Storefronts

Guideline 7: Promote an active pedestrian district by incorporating attractive and functional storefronts into new construction.

Colors

Guideline 8: Use a color palette which complements adjacent buildings and promotes the Art Deco identity of the Miracle Mile.

Awnings and Canopies

Guideline 9: Add awnings or canopies to provide variation to simple storefront designs in order to establish a horizontal rhythm between structures where none exists and add color to a storefront.

Ground Floor Lighting

Guideline 10: Incorporate lighting into the design not only to accentuate architectural features, but to provide a safe environment for pedestrian activity.

Utilities and Mechanical Equipment Screening and Trash Containers

Guideline 11: Screen or enclose existing utilities, storage areas, mechanical equipment, fire alarms, sprinklers and other service areas with attractive landscaping or architectural barriers.

The project proposes the preservation and rehabilitation of the Original Building and the construction of the New Wing, which not only maintains building continuity along Wilshire Boulevard, but introduces new construction along Fairfax Avenue with a break in architectural elements, a Piazza at the pedestrian scale with a distinct, but complementary change in materials, trims, and roof lines, providing variation and visual interest. The New Wing will be comprised of colors that are compatible and which complement the Original Building, ensuring that it remains visually distinct from new construction. Primary colors will include silvers, grays, and soft whites and some bright accent colors may be utilized in small quantities. The existing building windows and openings of the Original Building will be maintained, with the Wilshire Boulevard entryways remaining unchanged. Existing window mullions and frames on upper floors would be rehabilitated and painted. To provide appropriate climate control for museum use, barriers between the windows and the interior spaces would be constructed. Other work on the exterior of the Original Building would include removal of up to four of 16 windows on the east façade to allow for installation of fresh air intake vents, and addition of an exterior egress staircase on the east façade.

The existing historic glazed storefronts encompassing the ground floor of the Wilshire and Fairfax façades, including bulkheads and window assemblies, would be rehabilitated. The storefronts will no longer be used for storage and left empty, but rather, would be used to showcase materials and related artifacts which support the museum's goal of promoting film and filmmaking.

The New Wing's shape and varied use of façade treatments, including glass and metal, are intended to reduce the perceived mass and visual impact. The New Wing would step back from the Original Building's reconstructed northwest corner. Similarly, the New Wing would step back from the northeast corner of the Original Building, ensuring that the Original Building remains visually predominant along the Wilshire Boulevard and Fairfax Avenue corridors. The existing awnings and canopies of the Original Building will be maintained with no new awnings or canopies proposed. Any required new utilities will be buried and trenched underground, including electricity, natural gas, telecommunications, and other infrastructure needed to support museum operations. Mechanical equipment, storage areas, and major trash enclosures will be not visible to the public.

The museum includes entrances in the New Wing and the Original Building, with an at-grade entrance to both structures through the Piazza off Fairfax Avenue, accommodating visitors from the adjacent neighborhoods to the north and west, as well as visitors approaching from south and east of museum. The Original Building entrance would use the former department store entrance on Wilshire Boulevard, accommodating pedestrians approaching from the Spaulding Lot, adjacent parking facilities and other destinations along Wilshire Boulevard.

Section 7 - Architecture (Rehabilitation of Historic Structures)

Articulation of Historic Structures

Guideline 1: Retain the building's original appearance and all architectural defining features.

Entry Treatment of Historic Structures

Guideline 3: Retain and preserve entryways and their defining architectural features such as doors, fanlights, sidelights, pilasters, entablatures, columns, balustrades, and stairs.

Building Continuity of Historic Structures

Guideline 2: Retain the original building continuity of historic structures. Whenever possible, rehabilitate and/or restore the original building continuity of altered structures. Adapt historic structures for a new use so that additions do not conflict with the scale, massing or design of the existing structure.

Roof Lines of Historic Structures

Guideline 4: Retain and preserve the existing roof lines and decorative features of historic buildings.

Exterior Surface Materials of Historic Structures

Guideline 5: Retain and preserve building exterior materials, which are critical in defining the overall historic character of the building.

Windows of Historic Structures

Guideline 6: Repair and maintain windows and architectural defining features, such as the window frame, sash, muntin, glazing, hood mold, paneled or decorated jamb and molding.

Color of Historic Structures

Guideline 8: Retain and preserve original finishes or apply new finish, paint or plaster with colors appropriate to the historic character of the building.

Awnings and Canopies of Historic Structures

Guideline 9: Retain and preserve historic awnings and canopies or add new canopies or awnings, which do not detract from the historic character of a building.

As previously described, the museum would retain and rehabilitate the significant architectural defining features of the Original Building, including the primary façades, building entrances, bulkheads and window assemblies, parapets, horizontal rooflines, Corner Tower and flag pole. It would continue to embody the distinctive features of its Streamline Moderne style, and there would be limited changes to the distinctive features, spaces and spatial relationships of the Original building. As required by the City Monument Designation, the exterior Wilshire, Fairfax, and East façades of the Original Building would be rehabilitated in accordance with the Secretary of the Interior's Standards under the Preservation Plan.

As described in the EIR, the Preservation Plan will be administered by a qualified materials conservator which would govern rehabilitation of the Original Building's exterior features, materials and finishes. In compliance with the City Monument Designation, rehabilitation of the Original Building's exterior Wilshire (south), Fairfax (west), and East façades is a Project Design Feature, which would be conducted in accordance with the Standards under the Preservation Plan. In addition, the curvilinear northwest corner of the Original Building that was altered by the 1946 Addition would be reconstructed. The mezzanine level that has since been closed off would be reopened to overlook the proposed lobby at the ground level. The Original Building would be seismically reinforced and adaptively reused to support museum uses, retaining the reinforced concrete building and open plan.

As described in the EIR, the Preservation Plan includes a materials conservation and treatment program for the exterior black Southern California granite and Texas shell limestone cladding and gold leaf and glass mosaic tile, which involves conditions investigations, testing, research, and repairs by a team of qualified historic architects and conservators, to assist in compliance with the requirement that the treatment of the primary facades of the Original Building conform to the Standards. The cladding is a significant character-defining feature of The May Company Building, and the Preservation Plan ensures waterproofing and soundness of the connection of the cladding and tile, which is necessary for long-term preservation of these materials but also to ensure appropriate indoor climate control for the museum and its exhibitions. The goals of the Preservation Plan would be to retain and improve the integrity of the significant facades of the Original Building, protect and preserve the significance of the Original Building, and limit impacts from façade rehabilitation so that they are less than significant.

All Original Building doors along Fairfax Avenue and Wilshire Boulevard would be retained; however, the doors on Fairfax Avenue and those closest to the Broad Contemporary Art Museum would be replaced with glass to match the primary Wilshire entrance in the center of the Wilshire façade. To reinforce the relationship between the Original Building and Wilshire Boulevard, the historical "front door[s]" would once again be used for patron access, with new doors to match the original doors of the historic building. The clean Streamline Moderne roofline and stepped profile and massing of the visible rooftop of the Original Building would be retained. Existing window mullions and frames on upper floors would be rehabilitated and painted. The awnings and canopies of the Original Building would be retained and preserved in conformance with the Standards.

To provide appropriate climate control for museum use, barriers between the windows and the interior spaces would be constructed. Other work on the exterior of the Original Building would include removal of up to four of 16 windows on the east façade to allow for installation of fresh air intake vents, and addition of an exterior egress staircase on the east façade. The original exterior finishes and colors of the Original Building would be retained and preserved in conformance with the Standards. The existing windows on upper floors would be rehabilitated and painted using the same color pallet. Where the severity of deterioration requires replacement of a distinctive feature, the new feature would substantially match the old in design, color, texture, and, where possible, materials.

Section 8 - Parking

Surface Parking

Guideline 1: Locate surface parking in the rear of buildings and provide pedestrian access from the parking to the building and street.

Parking Structures

Guideline 2: Integrate a parking structure into the overall design of a development through compatible materials, color and architectural defining features.

No new surface parking or parking structures would be constructed as part of the project. Code-required parking to accommodate museum operations would be provided through shared use of existing LACMA facilities, including the Pritzker Garage and Spaulding Lot. In addition to the existing parking facilities, there is the potential for use of other off-site parking facilities in the immediate vicinity, especially in connection with Museum special events.

Section 9 – Landscaping

Surface Parking Lots

Guideline 1: Buffer existing parking adjacent to a public right-of-way, as well as residential buildings with a landscaped barrier.

Building Sites

Guideline 2: Landscape the areas surrounding a building including site entrances, walkways and parking lots with small trees, planter boxes and tubs of flowers.

Proposed landscaping includes ornamental plantings on the Piazza and possible installation of new or replacement street trees along the project site's Wilshire Boulevard and Fairfax Avenue frontages, in compliance with Municipal Code requirements.

Section 10, Signage

All Signs
Guideline 1: Design signage which is incorporated into the overall design of a building and complements the facade or architectural element on which it is placed.

Pedestrian Signs
Guideline 2: Develop coordinated pedestrian signage, which complements the pedestrian orientation of the Miracle Mile.

Projecting Signs

Guideline 3: Design projecting signs, which are compatible with the historical context of the Miracle Mile and improve the overall appearance of the area.

Wall Signs
Standard 4: Multiple wall signs on a building façade should be located in order to maintain a physical separation between each individual sign, so it is clear that the sign relates to a particular store below.

Information Signs
Standard 5: Signs which direct vehicular and pedestrian traffic to parking areas or other onsite destinations or explain parking fees should not exceed nine (9) square feet or a vertical or horizontal dimension of thirty-six (36) inches, and should be consistent in design with the signage for the rest of the project.

Window Signs
Standard 6a: Only one window sign per business is allowed.

Standard 6b: Window signs, consisting of text, graphics or images, either permanent or temporary, should not exceed four (4) square feet or ten (10%) of the total window area, whichever is less.

The museum proposes the establishment of a Sign District for the project, to both attract and inform visitors about the museum and to recognize museum exhibitions, events, and sponsors. The Sign District contains regulations for signage on the museum that would supersede the requirements under the Miracle Mile CDO.

The Sign District is intended to ensure signs are compatible with the visual character of the on-site buildings they are attached to. The existing storefront window displays and flag poles would be utilized, including canopy and awning areas, ensuring that signs would be integrated into the aesthetic character of the Original Building. New digital displays are proposed to two existing storefront windows flanking the Wilshire Boulevard entrance and one on the New Wing which will face interior to the project so as to minimize visual impacts to the right-of-way area. The proposed sign program has been drastically reduced from the original proposal and is far more compatible in scale, enhances the pedestrian environment, and contributes positively to the identities of Museum Row and the Miracle Mile. Under the Preservation Plan, permanent signage proposed for the Original Building would be reviewed by a qualified preservation consultant to ensure the designs for the raised signs are in conformance with the Standards.

b. The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and in the vicinity.

The Original Building is considered a valued visual resource as viewed from Wilshire Boulevard because of the historic significance of the Original Building and Wilshire Boulevard's designation as a Scenic Highway. As shown in Draft EIR Figures 4.A.1-14, 4.A.1-15, and 4.A.1-16, the rehabilitated Original Building would appear largely unchanged when viewed from Wilshire Boulevard. The New Wing would not be visible from Wilshire Boulevard due to the setbacks between the Original Building and from Fairfax Avenue. As such, the development of the site would largely maintain the integrity of the Original Building and its relationship to scenic Wilshire Boulevard largely unchanged. The New Wing, which includes the Main Theater and Event Deck, will be constructed predominantly of glass and structural steel. The New Wing is located north of the Original Building with sufficient setbacks from the Original Building so as not to

obstruct significant views of the Original Building. The contemporary design, spherical form and metallic and glass materials of the New Wing would be differentiated from the Original Building, but would be compatible in terms of scale and massing. The significant massing, primary elevations and location of the Original Building would still be retained, including the Wilshire, Fairfax and East façades, the "perfume bottle" and the three rounded corners of the Original Building, and would be visible to passers-by.

In recognition of the May Company Building as an example of Streamline Moderne architecture in Los Angeles, the shape and design of the New Wing represents a significant departure with a different form and a range of transparent materials that would still be visually compatible in terms of scale and massing with the Original Building. The differentiation in form, massing and scale between the Original Building and New Wing creates spatial relationships between the various distinct building components. The contrast in heights between the Original Building (92 feet for Tea Room) and New Wing (130 feet) would be visible from Sixth Street and north Fairfax Avenue where the relationships of scale and massing between the Original Building and New Wing would be readily apparent. While the New Wing is taller than the Original Building, it would not obstruct primary views of the Wilshire, Fairfax or East façades from Wilshire Boulevard or south Fairfax.

Scenic views of the Original Building, when approaching from the south along Fairfax, would remain nearly unchanged, with the Wilshire and Fairfax façades clearly visible and the New Wing only slightly visible behind the Original Building. From the intersection of Wilshire Boulevard and Fairfax Avenue looking northeast, the primary façades of the Original Building would be unobstructed. Likewise, the Wilshire and East façades of the Original Building would be unobstructed and remain visually predominant as viewed from the south side of Wilshire Boulevard across from the project site, or when traveling westbound on Wilshire Boulevard approaching Fairfax Avenue. The only vantage points where the New Wing would be visually predominant would be from the north, outside the Miracle Mile CDO. When approaching the museum from the north along Fairfax Avenue, the New Wing would be highly visible; however, the Fairfax façade of the Original Building would also remain visible, as the New Wing would be stepped back. Direct views looking south to the project site from Park La Brea, would feature the New Wing, with the northwest corner of the Original Building still visible. However, further east along Sixth Street, the Original Building would be largely obscured with exception of the northeast corner of the Original Building.

6. Zone Variance Findings

a. That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Bicycle Parking

The Bicycle Parking and Facilities section of the Code requires the provision of 14 long-term and 29 short-term bicycle parking spaces in conjunction with the construction of the New Wing, with no bicycle parking being required for the Original Building. The project is exceeding the 43 required bicycle parking spaces by providing 88 spaces on the site and on the adjacent LACMA Campus. The Bicycle Ordinance requires that short-term bicycle parking spaces be located outside newly constructed buildings at a distance of no more than 50 feet of walking distance from a main pedestrian entrance or from the main pedestrian entrance to the nearest off-street vehicular parking spaces. With respect to long-term bicycle parking, the LAMC calls for the

location to be placed inside a parking garage. The project is providing 36 bicycle parking spaces along Fairfax adjacent to the Piazza and near the New Wing, with an additional 38 bicycle parking spaces along 6th Street, both in excess of 50 feet.

The request for a variance seeks to permit that the 14 long-term bicycle parking spaces required by the code to be located within the basement of the Original Building and that the short-term bicycle parking spaces be located at a distance greater than 50 feet from the main entrance from the New Wing. The placement of the of the required short-term bicycle parking is location is limited by the siting characteristics of project, principally, the preservation of the May Company Building, where the project provides generous setbacks between the Original Building and the New Wing for the purpose of maintaining critical preservation of views of the historic May Company Building. Moreover, the main entrance to the project is located off Wilshire Boulevard in the Original Building which is built to the property line and does not afford sufficient space for the placement of the code-required short-term bicycle parking. As such, the project is limited in its ability to place the short-term bicycle parking in a manner that is both easily accessible and highly visible to visitors. While the Fairfax entrance to the Piazza and the New Wing is only a secondary entrance to the museum, the placement of the short-term bicycle parking is placed in a highly visible and easily accessible location. In addition, the vehicular parking which serves the project is located in excess of 50 feet from the project site. The strict application of the Bicycle Ordinance would require the placement of bicycle parking in a location that is not conducive to the intent of the ordinance, which seeks to provide bicycle parking in a manner that is easily accessible and conveniently located, comparable to that of vehicular parking. As shown on the plans, the proposed location of the short-term bicycle racks within the Piazza serving the project and immediately accessible from Fairfax Avenue nevertheless meets the intent of the zoning ordinance. As proposed, the location of the short-term bicycle parking is located closer in proximity to the museum than the vehicular parking facilities which serve the site.

The museum is providing long-term bicycle parking within the Original Building. While the zoning ordinance requires that long-term bicycle parking be provided within the nearest parking garage serving the museum, LACMA's parking facilities, including the Pritzker Garage and the off-site Spaulding Lot, are located more than 100 feet away from the project. Moreover, the provision of long-term bicycle parking in compliance with the zoning ordinance would require removal of existing vehicular parking spaces that serve LACMA which is not feasible. The project is proposed as a LEED Silver development, which requires that showers be provided to serve project employees, and is a program requirement for food service and Academy employees. As such, to comply with the provisions of LEED certification and the Green Building Code, the location of the showers are being provided within the basement level of the Original Building. The intent of the Code is to recognize the need to provide long-term bicycle parking in manner that is conducive to employees of the project site and which is supplemented by access to long-term lockers and shower facilities. In addition to resulting in a loss of vehicular parking spaces, locating the long-term bicycle parking away from the related shower facilities would contradict the intent of the code and conflicts with the requirements of green building standards.

b. That there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

Bicycle Parking

The project involves the rehabilitation and adaptive reuse of the historic May Company Building, a City Historic-Cultural Landmark on the LACMA Campus and the construction of a New Wing.

The May Company Building was constructed to the property line with minimal space on the existing sidewalks to accommodate bicycle facilities. Vehicular parking for the museum is located within LACMA's existing parking structures and providing long-term bicycle parking within the existing parking facilities would necessitate the removal of existing vehicular parking which serves the LACMA Campus. Nevertheless, the museum is providing 88 bicycle parking spaces, exceeding that required by the LAMC (43 bike spaces) within and adjacent to the LACMA Campus. The placement of bicycle parking within the lease area of the museum is limited by a number of circumstances, principally by the preservation of the historic May Company Building, a designated City landmark, and the location of existing shared vehicular parking structures and surface lots, which serve the broader LACMA Campus. Nevertheless, the placement of bicycle parking within the LACMA Campus is still convenient and accessible for visitors and employees of the museum, and is closer in proximity to the project site than the location of the vehicular parking facilities which serve the project site. Moreover, it incorporates bicycle parking that can be used throughout the LACMA Campus, which is presently underserved by bicycle parking.

c. That the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

Bicycle Parking

Given the unique circumstances of the project site, which includes the preservation and reuse of the historic May Company Building, a City Historic-Cultural Landmark, as well as the location of existing parking facilities, which pre-date the Bicycle Ordinance, there are practical difficulties in the application of the Bicycle Ordinance. The museum is exceeding the provision of bicycle parking spaces but is otherwise limited by the circumstances of the project's location within the LACMA Campus and the associated parking facilities. While the code permits vehicular parking to be located off-site within 750 feet of the project site (LAMC Section 12.21-A,4(g)), no such provision exists for bicycle parking. The Bicycle Ordinance calls for the location of bicycle facilities to be located in a manner comparable to that of vehicular parking facilities, but the property is limited by the preservation of the historic Original Building, and by its distance from the parking facilities which serve the project. The application of the Bicycle Ordinance within LACMA's parking facilities would require the elimination of code-required vehicular parking to accommodate bicycle parking, creating an unnecessary hardship given that the bicycle parking can be provided within the project area and the adjacent to the LACMA Campus and in closer proximity than the parking structures which serve the project. In this instance, the location of the code-required short-term and long-term bicycle parking spaces are located far closer than the vehicular parking spaces serving the project.

d. That the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

Bicycle Parking

The variance request proposes to provide the 29 code-required short-term bicycle parking on the project site but in excess of the 50-foot distance called for in the Code. In addition, the 14 code-required long-term bicycle and associated lockers and shower facilities would be located within the Original Building and not within the vehicular parking facilities, located some distance from the project site. Nevertheless, the project is exceeding the parking requirement of 43 bicycle parking spaces with the provision of 45 additional bicycle parking spaces, but located

greater than 50 feet from the main museum entrance. The proposed location of short-term bicycle parking would be more generous in terms of distance from the museum than the location of vehicular parking facilities which serve the site. Similarly, the location of the long-term bicycle parking within the Original Building near the project site's long-term lockers and shower facilities is far more conducive than the off-site parking facilities. As such, the location of both the long- and short-term bicycle facilities is not only conveniently accessible to visitors and employees, but it encourages the reduction of vehicular dependency and encourages bicycle travel to the broader LACMA Campus. In addition, the placement of short-term bicycle parking along Fairfax Avenue facilitates public transit by locating the bicycle parking within an easily accessible distance to the Wilshire/Fairfax station immediately to the west of the project site. Locating the bicycle parking near the Fairfax Avenue entrance to the Piazza, bicyclists will be able to immediately locate and utilize the facilities. Placing the parking within 50 feet of the museum entrance would render the short-term bicycle parking more difficult to find. As such, the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the museum is located.

e. That the granting of the variance will not adversely affect any element of the General Plan.

Bicycle Parking

The museum will provide 88 bicycle parking spaces and associated facilities that exceed bicycle parking requirements set forth in the Bicycle Ordinance. The provision of bicycle parking will not adversely affect any element of the General Plan and would nevertheless fulfill the intent of the Bicycle Ordinance by providing bicycle amenities in a manner equally accessible to patrons the LACMA Campus that is comparable to that of the existing vehicular parking facilities. The proposed bicycle parking spaces and parking locations satisfies several goals and policies as follows:

> **Policy 3.2.3:** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
>
> **Policy 3.15.6:** Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations; differentiating these to reflect the intended uses and character of the area in which they are located (e.g., stations in some urban areas and "kiss-and-ride" facilities may have limited parking, while those in suburban locations may contain extensive parking).

Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.

> **Policy 12-1.4:** Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

Wilshire Boulevard and Fairfax Avenue have been designated as future bike lanes in the Bicycle Plan, while Sixth Street has been designated as a future bicycle route. The museum would support these designations by exceeding the required number of bicycle parking spaces in the Bicycle Ordinance plus providing additional bicycle parking and amenities that meet or exceed those requirements. Moreover, in addition to its location adjacent to the proposed station serving the Westside Purple Line Extension at Wilshire/Fairfax, the project would locate bicycle parking spaces that would support transit use and visitors visiting the broader LACMA Campus. As described, the project is providing bicycle parking that is located far more conveniently

located than the vehicular parking serving the site, thereby supporting the goals of the general plan which emphasize pedestrian and bicycle access.

7. Zoning Administrator's Interpretation Findings

Section 12.21-A, 2 of the Code provides in pertinent part as follows:

> "2. Other Uses Determined by Administrator- The Administrator shall have the authority to determine other uses, in addition to those specifically listed in this Article, which may be permitted in each of the various zones, when in his judgment, such other uses are similar to and no more objectionable to the public welfare than those listed. The Zoning Administrator shall also have the authority to interpret zoning regulations when the meaning of the regulation is not clear, either in general or as it applies to a specific property or situation."

These provisions have also been interpreted to permit resolution of conflicts between disparate sections of the Code, and to provide clarity where ambiguity exists.

The Zoning Administrator's Interpretation (ZAI) establishes that Section 12.24-Y of the LAMC also applies to museum and theater uses, as first permitted in the underlying zone as provided in the LAMC.

Section 12.24.Y of the Municipal Code permits commercial or industrial buildings located no more than 1,500 from the street-level entrance of a fixed transit station, bus station, or similar facility, a 10 percent reduction in the required number of parking spaces. Moreover, Section 12.24-Y specifies only that the structures be either commercial or industrial, and does not necessarily qualify the types of commercial or industrial uses. The existing May Company Building is a commercial building in a commercial zone. Similarly, the construction of a new commercial structure (New Wing) for the operation of theater and event deck, both commercial uses, is also permitted in the underlying commercial C2 zone. The operation of motion picture studio, café, for-profit museum, storage, and display uses are permitted in the C2 Zone. Section 12.24-Y is intended to encourage the development of non-residential projects near a transit station, recognizing that it will promote and encourage employees and visitors to take advantage of public transit. The proposed museum is located across the street and less than 1,500 feet from the future Wilshire/Fairfax Station of the Metro Westside Purple Line Extension, with a scheduled completion date of 2024. The museum and its location on Museum Row promotes the City's policies and goals that encourage development near major transit facilities to reduce the number of vehicle trips through increased transit ridership and other non-vehicular options, including bicycling and walking.

The Zoning Administrator has the authority to interpret zoning regulations when the meaning of the regulation is not clear, either in general or as it applies to a specific property or situation. Pursuant to LAMC Section 12.24.Y, the Special Permission for Reduction of Off-Street Parking Spaces request to allow for a 10 percent reduction in the required number of parking spaces for an institutional (museum) and auditorium (theater) uses, located within 1,500 feet from the planned Metro Purple Line portal at Wilshire and Fairfax is consistent with the intent of the Code and the City hereby determines that the project qualifies for the special parking reduction

The Zoning Administrator's Interpretation (ZAI) establishes that museum and related uses are permitted in the underlying C2 zone as provided in the LAMC.

The C2 Zone allows uses found consistent with the proposed project, including cafés, film and tape editing and motion picture reconstruction, motion picture theaters and production, film rentals, observatories, storage, tea rooms, as well as video and media production. The C2 also

permits uses consistent with the C1.5 Zone, which permits art galleries, auditoriums with a capacity of 3,000, bookstores, commercial and cultural exhibits, motion picture theaters and for-profit museums. In its listing of for-profit museums, the City's Use List (ZA-2003-4842-ZAI), includes a reference to "also see Zone R4", where the R4 Zone allows non-profit museums.

While museum uses are allowed in the C2 zone pursuant ZA 2003-4842 (ZAI), the City's Zoning Code does not specifically permit a non-profit museum use in the C2 or other commercial zones, including the C4 zone. Pursuant to the authority contained in Section 12.21.A.2 of the Municipal Code, the Chief Zoning Administrator determined and classified, in their proper zone group, other uses permitted in each of the various zones in addition to those specifically listed in the Zoning Code, and prepared a Use List (City Use List), showing the permitted uses in various zones. The ZAI approval asserts that these lists serve as "the official use lists to be utilized by Department of City Planning, Office of Zoning Administration, and the Department of Building and Safety." As shown therein, a museum is a permitted use in the C1.5, C2, C4, C5, M1, M2 and M3 zones.

Museums have been permitted by-right in the C2 and other commercial zones including the C4 zone as set forth in the ZAI, including the Museum of Contemporary Art (MOCA) located at 250 South Grand Avenue and the Broad Museum under construction at 2nd and Grand Avenue, both in the C2 Zone. In addition, the Peterson Automotive Museum at 6060 Wilshire Boulevard; the Hammer Museum at 10899 Wilshire Boulevard; the Museum of Tolerance at 9786 W. Pico Boulevard; the Craft & Folk Art Museum at 5814 Wilshire Boulevard; the Japanese American National Museum at 100 N. Central Avenue; and, the A+D Museum at 6032 Wilshire Boulevard are located in the C4 zones as permitted by the ZAI.

Moreover, a previous ZAI associated with the project site, ZA 94-0086(ZAI), determined that museum uses are permitted on Parcel D of the project site in the C2 Zone. As such, based on the City Use List, precedence of museums in the C2 Zone citywide, and the previous ZAI on the project site, it is hereby confirmed that museum (for profit and not-for profit) and related uses are permitted in the C2 Zone.

8. Site Plan Review Findings

a. The Project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The project site is designated Regional Center by the Land Use Element of the General Plan, and specifically, the Wilshire Community Plan. The preservation of the historic May Company Building, as well as the proposed museum and its associated uses are permitted in the underlying zone and are recognized by the Miracle Mile CDO and consistent with the Regional Center land use designation.

The overall goals of the General Plan are to promote an arrangement of land uses, circulation, and services that will encourage and contribute to the economic, social, and physical health of the City, and to guide the development of communities to meet existing and anticipated needs of this population. The project will meet the goals of the General Plan by enhancing the character of development of Wilshire's Museum Row, an area well-served by transit, and will satisfy the bicycle parking requirements of the Bicycle Ordinance.

The development of the site includes the preservation of the May Company Building (Original Building) and the construction of the New Wing, which is sufficiently separated from the historic structure to ensure iconic views are maintained from Wilshire and Fairfax. The construction of the New Wing includes setbacks from Fairfax Avenue that are more generous than that of the

May Company Building, and includes a view/event deck at a height comparable to the 5th (top) floor of the historic structure. The project is in substantial conformance with the Miracle Mile CDO Design Guidelines and Standards, the Wilshire Community Plan, and is consistent with the underlying zone. Moreover, the development of this site not only preserves the historic May Company Building, but augments the availability of iconic cultural and regionally significant institutions of the City.

b. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties;

The project involves the rehabilitation and adaptive reuse of the historical May Company Building, and the new construction of the New Wing together with an at-grade Piazza located at along Fairfax Avenue. The museum would exhibit, promote, and showcase films and filmmaking with permanent and changing exhibition space; three theaters with a combined seating capacity of up to approximately 1,350; banquet and conference space; a Museum Café; a Museum Store; and ancillary spaces, including administrative offices, educational spaces, open Museum collection storage, exhibit preparation, a conservation laboratory, and maintenance and receiving areas.

The development of the museum would retain important historic features of the Original Building, including rehabilitation of its primary façades and seismic reinforcement, while retrofitting the interior to accommodate museum uses. The 82,400 square-foot 1946 addition would be removed to allow for the construction of the 42,300-square-foot New Wing, which will include a museum entrance; a state-of-the-art theater with seating for up to 1,000 patrons; and an approximately 10,000-square-foot enclosed view deck that would also be used for receptions and special events.

Lighting of the project includes façade lighting on the Original Building and New Wing; lighting of the Piazza to the north of the Original Building (including the area beneath the elevated Sphere), and any necessary lighting for Outdoor Programming and special events held in the evening. In addition, rehabilitation of the original lighting concept for the Corner Tower and the cove lighting within the Original Building's cantilevered awning that extends over the Wilshire Boulevard and Fairfax Avenue sidewalks will be restored, as well as lighting of the storefront display windows that wrap around the Original Building's ground floor. Lighting of the Piazza may be supplemented with landscape lighting to highlight plantings or low level features to enhance pedestrian activity.

The Piazza will function as a publicly accessible open space on the site, providing additional access to the museum, theater in the New Wing, and the broader LACMA Campus from Fairfax Avenue and neighborhoods to the north and west. Landscaping provided as part of the Project would include ornamental plantings on the Piazza and possible installation of new or replacement trees along the Wilshire Boulevard and Fairfax Avenue frontages. Landscaping would comply with applicable Municipal Code requirements.

Vehicular access to the project site will be maintained with the existing parking facilities within the Pritzker Garage and the Spaulding Lot which serve the LACMA Campus. Additionally, bicycle parking and facilities will be provided in accordance with the Bicycle Ordinance. Existing curb cuts will be maintained and improvements will be made to the sidewalks where necessary to accommodate the new construction.

c. That any Project containing residential uses provides its residents with appropriate type and placement of recreational facilities and services amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.

No residential uses are proposed as part of the development of the museum.

d. The Project incorporates feasible mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would substantially less the significant environmental effects of the Project, and/or any additional findings as may be required by CEQA.

The project has been conditioned herein to comply with all project design features and mitigation measures of environmental impact report, ENV-2013-1531-EIR (SCH No. 2013051086).

9. Special Permission for Reduction of Off-Street Parking Spaces

a. The reduction of off-street parking spaces is in conformity with the public necessity, convenience, general welfare and good zoning practice.

Without the use of exceptions permitted in the Code, the requirements for vehicular parking for the museum calls for a total of 560 spaces, including the maintenance of 274 spaces for the Original Building and 286 new spaces for the New Wing. The parking code requirement for the Original Building reflects the historical exemption permitted under the Code (LAMC Section 12.21-A,4(x)), which exempts historic buildings from adding parking for a proposed change in use, provided that existing parking be maintained. The parking requirement for the New Wing is one parking space for every 35 square feet of floor area for places of assembly, or one parking space for every five fixed seats in a theater. The project has been conditioned herein to prevent the simultaneous use of the 1,000 seat theater and the View Deck, such that at no time shall the theater and view deck be used for events at the same time. This does not, however, prevent the museum from using the view deck following the use of the theater, or vice versa. As such, the more restrictive parking requirements, one parking space for every 35 square feet of floor area was used to determine the parking requirement for the New Wing. With respect to bicycle parking, the project proposes 88 bicycle parking spaces in lieu of the 29 short-term and 14 long-term bicycle parking spaces required.

The project is located less than 1,500 feet from the planned Metro Purple Line Subway Extension, which was approved the LACMTA Board of Directors in April 2012. The approval of Section 1 of the Extension Project, which includes construction, tunnel alignment, and underground stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega, was given a construction timeline of 2014-2023 and is funded predominantly with Measure R funds. Based on its location to a fixed transit station, a 10 percent reduction would permit a 56 space reduction from the 560 parking spaces to a total of 504. In addition, the project would also take a 22 space by-right parking credit, pursuant to LAMC Section 12.21-A,4, that allows new or existing parking spaces to be replaced at a ratio of one vehicular parking space for every four bicycle parking spaces provided. This provision of the code also allows up to a 30 percent of the required vehicular parking to be replaced with bicycle parking. With the 10 percent reduction for the project's proximity to a fixed transit station and the provision of 88 bicycle spaces, the total required parking amounts to 482 spaces, which will be satisfied through the shared use of existing LACMA facilities in the Pritzker Garage and the Spaulding Lot south of Wilshire Boulevard.

The reduction of off-street parking spaces is in conformity with the public necessity, convenience, general welfare and good zoning practice, where the Planning Department has implemented a number of policies and zoning tools to promote alternative modes of transportation in areas well served by transit. Moreover, promoting the placement of bicycle parking and related facilities helps discourage dependency on automobile use. In addition, the project includes a Parking and Traffic Management Plan, consisting of strategies that would encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-vehicular modes of travel through pedestrian-friendly designs and orientation that facilitates transit use.

b. The reduction of off-street parking spaces is in substantial conformance with the various elements and objectives of the General Plan.

The General Plan and Wilshire Community Plan contain numerous goals, objectives, and policies that promote development near major transit facilities to reduce the number of vehicle trips through increase transit ridership and passive transportation options, such as bicycling and walking.

General Plan

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors, such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.1: Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.

Policy 3.15.2: Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use

characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.6: Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations; differentiating these to reflect the intended uses and character of the area in which they are located (e.g., stations in some urban areas and "kiss-and-ride" facilities may have limited parking, while those in suburban locations may contain extensive parking).

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Wilshire Community Plan

Objective 10-2: Increase work trips and non-work trips made on public transit.

Policy 10-2.1: Develop coordinated intermodal public transit plans to implement linkages to future public transit services.

Policy 10-2.2: Implement Transit Priority Treatments (such as signal coordination or replacement, public transit signal priority, queue jumpers, signing and striping placement and color modification).

Goal 11: Encourage a system of safe, efficient and attractive bicycle and pedestrian routes.

Objective 11-1: Promote an adequate system of Bikeways for commuter, school and recreational use.

Policy 11-4: Support the provision of bicycle facilities in all new development.

Objective 11-2: Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

Policy 11-2.3: Protect and improve existing pedestrian oriented street segments.

Goal 12: Encourage alternative modes of transportation to reduce single-occupancy vehicular trips.

Objective 12-1: Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 12-1.1: Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules.

Policy 12-1.3: Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.

Policy 12-1.4: Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.

The project site is well-served by existing public transit, including regional and local bus lines, as well as the future Wilshire Bus Rapid Transit Project (completion of the Western-San Vicente segment scheduled for 2014) and the future Metro Westside Purple Line Extension (completion scheduled for 2024). The project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and amenities that meet or exceed requirements of the Bicycle Ordinance. Residents throughout the larger metropolitan region would have access to the Project without need of an automobile. Moreover, the project

would maintain and enhance an existing cultural center located along the Miracle Mile transit corridor that also serves as a center of activity for the surrounding neighborhoods, the community, and the region.

The project would enhance the pedestrian environment in the area, which already supports considerable pedestrian activity, by improving the pedestrian environment along Wilshire Boulevard and Fairfax Avenue and reactivating the historic and primary entrance of the May Company Building on Wilshire Boulevard, a busy pedestrian thoroughfare. The publicly accessible Piazza would provide an additional pedestrian-friendly entrance off of Fairfax Avenue and points north and west of the site.

In addition, the project includes a Parking and Traffic Management Plan with strategies intended to encourage alternate travel options (ridesharing, carpooling, transit) in event-related marketing/media information, as well as Transportation Demand Management strategies that may include rideshares and carpools promotional and support; flexible or alternative work schedules and programs; transit incentives (e.g., discounted transit passes); parking incentives for carpools and vanpools; and funding for bikeway improvements. The project also includes bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet or exceed requirements of the Bicycle Ordinance.

c. Director shall find that the surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the lot, and that the reduction will not otherwise be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

A Parking and Traffic Management Plan would be required to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during typical Museum days, peak days and during Theater special events on weekdays and weekends. The Parking and Traffic Management Plan may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit, carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;

- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events; and
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading. See Attachment A of the MMRP.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and

- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees;
- Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

Implementation of the Parking and Traffic Management Plan would ensure that the reduction in required parking will not increase traffic congestion and would not be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

FINDINGS OF FACT (CEQA)

I. INTRODUCTION

The Homewood Foundation, a supporting organization of the Academy Foundation, the charitable arm of the Academy of Motion Picture Arts and Sciences ("Academy"), is the applicant ("Applicant") for the proposed Project. The Project would be developed on a portion of the Los Angeles County Museum of Art Campus ("LACMA Campus") in the City. The Project would involve rehabilitation and adaptive reuse of the historically significant May Company Wilshire department store building ("May Company Building"), and construction of a new wing ("New Wing"), including an at-grade piazza ("Piazza").

Located at the northeast corner of Wilshire Boulevard and Fairfax Avenue, on Miracle Mile in the Wilshire Community Plan Area of the City, the proposed Museum would mark the western edge of Wilshire Boulevard's Museum Row ("Museum Row"). The Museum would be dedicated to films and filmmaking and would include permanent and changing exhibition space; three theaters with a combined seating capacity of up to approximately 1,350 persons; banquet and conference space with a maximum occupancy of approximately 1,200 persons; an approximately 4,000-square-foot café ("Museum Café") with seating for up to approximately 150 persons; an approximately 5,000-square-foot store ("Museum Store"); and ancillary spaces

including administrative offices, educational spaces, exhibit preparation, a conservation laboratory, and maintenance and receiving areas. Parking would be provided through joint use of existing LACMA parking facilities and existing off-site parking facilities in the immediate vicinity.

The Project Site is currently developed with the original May Company building, constructed in 1939 ("Original Building"), and the 1946 building addition ("1946 Addition") constructed on the north side of the Original Building. The design concept would retain important historic features of the Original Building, including rehabilitation of its primary façades and seismic reinforcement, while retrofitting the building interior to accommodate Museum uses. Also, the wall of the Original Building fifth floor tea room ("Tearoom") facing Wilshire Boulevard would be removed and a new wall would be constructed southward, retaining similar height and detailing such that it would not appear noticeably different from off-site view points where it is currently visible. The New Wing would be constructed at the north side of the Original Building and would be approximately 42,300 square feet; the 1946 Addition would be demolished above grade to allow construction of the New Wing. The New Wing would include a Museum entrance; a spherical structure ("Sphere") housing a state-of-the-art theater with seating for up to 1,000 persons ("Main Theater"); an approximately 10,000-square-foot enclosed view deck ("View Deck") within the Sphere that would provide panoramic views to visitors and be used for receptions, special events and occasional exhibits; and pedestrian bridges linking the Sphere to the Original Building; and the Piazza. Total developed floor area ("Floor Area") on the Project Site at buildout would be up to approximately 208,000 square feet.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The Project proposal was reviewed by the City of Los Angeles (the lead agency) in accordance with the requirements of the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 et seq.; 14 Cal. Code Regs. § 15000 et seq.).

The City conducted preliminary review of the proposed Project by preparing an Initial Study in conformance with Section 15063 of the CEQA Guidelines. The Initial Study is provided in Appendix A-2 of the Draft EIR. Based on the Initial Study, the City determined that preparation of an EIR was appropriate to evaluate the potential environmental effects of the Project. After determining an EIR would be prepared to evaluate the potential environmental effects of the Project, the City prepared and issued a Notice of Preparation ("NOP") for review in accordance with Section 15082 of the CEQA Guidelines on May 30, 2013 and provided 32 days for public review and comment. The NOP is provided in Appendix A-1 of the Draft EIR.

The NOP was sent to the Governor's Office of Planning and Research State Clearinghouse (State Clearinghouse No. 2013051086) for distribution to state agencies for review and comment. The City also sent the NOP to surrounding jurisdictions and other regional and local public agencies for review.

The NOP also provided notice of the public scoping meeting the City held on June 13, 2013at the Project Site (the May Company Building) to provide an additional opportunity for comment on the potential environmental effects of the proposed Project. Appendix A-3 of the Draft EIR contains the Scoping Meeting Materials. Appendix A-3 of the Draft EIR contains the Scoping Meeting Materials.

Fourteen written comment letters responding to the NOP were submitted to the City. Responses to the NOP were provided by the Los Angeles County Metropolitan Transportation Authority; City Bureau of Sanitation Wastewater Engineering Section; Page Museum-La Brea Tar Pits; Los Angeles Conservancy; Miracle Mile Residential Association; and five individuals (including

multiple comments from one individual). Approximately 19 individuals attended the public scoping meeting, and comments were received orally and in writing on the scope and content of the Draft EIR. Public comments received during the NOP circulation period are provided in Appendix A-4, NOP and Scoping Meeting Comments, of the Draft EIR.

In accordance with State CEQA Guidelines Section 15085, upon completion of the Draft EIR, a Notice of Completion and Availability ("NOCA") as well as CD copies of the Draft EIR were submitted to the State Clearinghouse, Governor's Office of Planning and Research for distribution to State Agencies. The Draft EIR was circulated for a 47-day public review on August 28, 2014 through October 14, 2014, in compliance with Section 15105(a) of the State CEQA Guidelines. As required under Section 15086 of the State CEQA Guidelines, a NOCA requesting comments on the Draft EIR and CDs of the Draft EIR were distributed to approximately 70 public agencies and other interested parties. Furthermore, copies of the NOCA were distributed to approximately 33 adjacent jurisdictions and agencies. In addition, copies of the NOCA and, in some cases, CDs of the Draft EIR were mailed to approximately 75 individuals who had previously requested notice or expressed an interested in the Project, commented on the Project during the public review period, or attended the public scoping meeting conducted for preparation of the Draft EIR. Furthermore copies of the NOCA were mailed to approximately 4,764 property owners located within a 500-foot radius of the site. In compliance with State CEQA Guidelines, Section 15087 the NOCA was published in the Los Angeles Times on August 28, 2014 and posted with the Los Angeles County Clerk on August 28, 2014. Copies of the Draft EIR were placed at the Los Angeles Central Library, Fairfax Branch Library, and Frances Goldwyn Hollywood Regional Library. The Draft EIR was also available for review at the City's Planning Department, Environmental Analysis Section and on the City's website: http://cityplanning.lacity.org. Also available for review at the City's Planning Department was a CD of references used in preparation of the Draft EIR.

During the public review period the City Planning Department received 33 comment letters on the Draft EIR from agencies, organizations, and individuals through written correspondence and emails. Comments received during the public review period are presented and responded to in Chapter 2.0, Comments and Responses of the Final EIR.

The City prepared a Final EIR for the Project, which was completed on February 20, 2015. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines §15088(b). The Final EIR was also made available for review on the City website at http://cityplanning.lacity.org.

The City conducted a Hearing Officer Hearing on March 16, 2015. Forty individuals spoke at the hearing and 6 provided written comments. The details of the Hearing Officer Hearing are set forth in the Staff Report to the City Planning Commission, dated April 20, 2015. The Hearing Officer provided notice of the City Planning Commission's review and consideration of the EIR, at a hearing to be held on May 14, 2015.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the City of Los Angeles' Development of Planning. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts, which are of the following:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (State CEQA Guidelines Section 15091, subd. (a)(1))

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (State CEQA Guidelines Section 15091, subd. (a)(2))

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings would nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each of the significant impacts associated with the Project, either before or after mitigation, the following information is provided:

a) Description of Significant Effects - A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.

b) Project Design Features – Identified project design features or actions that are included as part of the Project.

c) Mitigation Measures - Identified mitigation measures or actions that are required as part of the Project.

d) Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091 as discussed in the previous paragraph.

e) Rationale for Finding - A summary of the reasons for the finding(s).

IV. DESCRIPTION OF THE PROJECT

A. PROJECT SITE LOCATION AND SURROUNDING USES

The Project Site is located at the western edge of the LACMA Campus. LACMA serves as the anchor and western edge of Museum Row, a stretch of Wilshire Boulevard between Fairfax Avenue and La Brea Avenue that houses five museums including LACMA, George C. Page Museum at the Rancho La Brea Tar Pits ("Page Museum/La Brea Tar Pits"), the Petersen Automotive Museum, the A+D Architecture and Design Museum, and the Craft and Folk Art Museum. The majority of Museum Row is located within the City-designated Miracle Mile Community Design Overlay District ("Miracle Mile CDO"), which encompasses commercially-zoned properties, including the Project Site, within the area generally bounded by Sixth Street on the north, Eighth Street on the south, Sycamore Avenue on the east, and Fairfax Avenue on the west.

Vehicular access to the LACMA Campus is provided via Wilshire Boulevard, Fairfax Avenue, and Sixth Street; the latter provides access to the underground 519-space Pritzker parking garage ("Pritzker Garage") that serves LACMA. Access to LACMA's 263-space Spaulding surface lot ("Spaulding Lot") is provided at Spaulding Avenue, south of the intersection of

Wilshire Boulevard and Spaulding Avenue. Regional access is provided by the Santa Monica freeway (I-10) and Hollywood freeway (US 101).

The LACMA Campus is comprised of LACMA West ("LACMA West") and LACMA East ("LACMA East") generally west and east of the vacated Ogden Drive. LACMA West encompasses approximately 8 acres and includes the Project Site as well as the Broad Contemporary Art Museum, Resnick Exhibition Pavilion, and Resnick North Lawn. LACMA East is located within the approximately 23-acre Hancock Park, along with the Page Museum/La Brea Tar Pits, on land owned by the County of Los Angeles ("County"). LACMA East includes five buildings: the Ahmanson, Hammer, Art of the Americas, Bing Center, and the Pavilion for Japanese Art.

The Project Site is bordered on the north by the Resnick North Lawn, which contains the "Levitated Mass" outdoor installation; on the northeast by the Resnick Exhibition Pavilion; and on the east by the Broad Contemporary Art Museum, and stairs to the Pritzker Garage. The Project Site fronts directly onto Wilshire Boulevard on the south and Fairfax Avenue on the west. Pedestrian access is available from the surrounding streets as well as from the LACMA Campus via the BP Grand Entrance and Dwight M. Kendall Concourse.

Surrounding off-site land uses include the 160-acre Park La Brea residential neighborhood to the north across Sixth Street; a mix of museums, galleries, cultural institutions, and commercial business along Wilshire Boulevard to the south including the Petersen Automotive Museum and A+D Architecture and Design Museum; commercial uses to the west across Fairfax Avenue; and commercial office and retail uses to the east across Curson Avenue. The Wilshire/Fairfax Station for the Metro Los Angeles Westside Purple Line Extension Project ("Metro Westside Purple Line Extension") will be located beneath the intersection of Wilshire Boulevard and Fairfax Avenue. Metro Westside Purple Line Extension is anticipated to be operational in 2024.

B. EXISTING CONDITIONS

1. LAND USE AND ZONING DESIGNATIONS

The City's Wilshire Community Plan designates the Project Site as Regional Center Commercial and is zoned for commercial uses ([Q]C2-2-CDO). Within the [Q]C2-2-CDO designation, C2 denotes a commercial zone designation allowing, among other uses, not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafés, cafeterias, restaurants and offices; -2 represents Height District 2, which corresponds to a 6:1 Floor-to-Area Ratio ("FAR"), unlimited maximum building height, and no property line building setbacks in C2 zones; and CDO indicates that the Project Site is located in the Miracle Mile CDO, which sets forth a number of design and rehabilitation standards for buildings in the CDO to ensure architectural compatibility.

The [Q] designation refers to development conditions approved in 1993, together with a zone change and General Plan Amendment, for the parcel bounded by Wilshire Boulevard, Fairfax Avenue, Sixth Street, and the now-vacated Ogden Drive (referred to as Parcel "D" in City documents related to its rezoning), in conjunction with planned development that included more than a million square feet of commercial office, hotel, retail, and restaurant uses, but was never realized.

The [Q] conditions limited the FAR on the parcel to 3:1, established a 15-story and 200-foot building height limit within 100 feet of Fairfax Avenue and a 23-story and 315-foot building height limit on the remainder of the parcel, defined minimum building setbacks and landscape buffers from surrounding streets, required construction of a childcare center to serve the proposed office towers, and imposed numerous other development standards specific to this

plan. The [Q] conditions have been clarified and modified over the years to reflect changing circumstances and dramatically altered development plans for the parcel following its acquisition by LACMA in 1994, including the 2006 vacation of Ogden Drive and LACMA's multi-phased Expansion Project (aka Transformation) to construct the Broad Contemporary Art Museum, BP Grand Entrance, Dwight M. Kendall Concourse, and Pritzker Garage (Phase I, completed in 2008), followed by the Resnick Exhibition Pavilion, installation of "Levitated Mass," garden and open space rehabilitation, and reconfiguration of the BP Grand Entrance (Phase II, completed 2010-2012).

2. SITE IMPROVEMENTS

The Project Site is currently developed with an approximately 265,900-square-foot, five-level building designed by architects Albert C. Martin and S. A. Marx and originally constructed as the May Company Wilshire department store. After the department store's closure in the early 1990s, the building was acquired by LACMA, and now is used by LACMA for art storage.

The May Company Building was constructed in two phases. The Original Building, constructed as the first phase, is a five-level, 183,500-square-foot Streamline Moderne building built in 1939. It is known for its distinctive cylindrical gold tower ("Corner Tower") facing the intersection of Wilshire Boulevard and Fairfax Avenue. The second phase involved the five-level, approximately 82,400-square-foot 1946 Addition built at the rear of the Original Building. The fifth or top level of the Original Building is set back from Wilshire Boulevard behind an open-air terrace enclosed by a seven-foot-high parapet wall.

The remainder of the Project Site is developed with a loading dock, service driveways, and a gravel area north of the May Company Building, historically used for access and parking, and pedestrian walkways that provide access from Pritzker Garage and LACMA.

The May Company Building was determined eligible for listing on the National Register of Historic Places ("National Register") in 1983, although the determination only made reference to the Original Building. As a result of this determination, the property was also listed on the California Register of Historical Resources ("California Register"). The Original Building was subsequently designated by the City as Historic-Cultural Monument No. 566 on September 30, 1992. The designation action adopted by the City Council ("City Monument Designation") contained the following specific stipulations: the Original Building must be preserved; it may be adapted to accommodate new uses; exterior modification of the Original Building's Wilshire façade, Fairfax façade, and Orange Grove Avenue (East) façade must conform to the Secretary of the Interior's Standards for Rehabilitation ("Standards"); the Standards need not apply to interior alterations or the rear (North) façade of the Original Building to allow the greatest flexibility for adaptively reusing the historic building; and the 1946 Addition may be removed.

C. PROJECT CHARACTERISTICS

The Academy would rehabilitate and adaptively reuse the Original Building and construct a New Wing. As allowed by the City Monument Designation, the 1946 Addition would be demolished to create the site of the New Wing on the north side of the Original Building. The Project would incorporate sustainable elements of design, construction and operation to support Leadership in Energy and Environmental Design ("LEED®") Silver Certification or its equivalent. The total Floor Area of the completed Museum would be up to approximately 208,000 square feet.

1. ORIGINAL BUILDING

The proposed rehabilitation work on the Original Building is intended to ensure that it would retain its significance as a historic resource. As required by the City Historic-Cultural Landmark

designation, the Project would rehabilitate the Wilshire façade, Fairfax façade, and East façade of the Original Building in accordance with the Standards. These façades are clad in black Southern California granite and Texas shell limestone ("Cladding"); the Corner Tower is clad in gold leaf and glass mosaic tile ("Tile"). The existing historic storefronts, including bulkheads and window assemblies, would be rehabilitated. Existing window mullions and frames on upper floors would be rehabilitated and painted. To provide appropriate climate control for Museum uses, transparent barriers between the windows and the interior spaces would be constructed.

All Original Building doors along Fairfax Avenue and Wilshire Boulevard would be retained; however, the non-original doors on Fairfax Avenue and those to the east on Wilshire Boulevard would be replaced with glass to match the primary Wilshire Boulevard entrance in the center of the Wilshire elevation. To reinstate the strong relationship between the Original Building and Wilshire Boulevard, the historic "front doors" would once again be used for visitor access. A more recent replacement door on Wilshire would be removed and a new door matching the original door would be installed. The curvilinear northwest corner of the Original Building that was removed by the 1946 Addition would be reconstructed. Cladding and mosaic Tile in need of repair or replacement would be rehabilitated in conformance with Standards. Other work on the exterior of the Original Building would include removal of up to four of 16 windows on the East façade to allow for installation of fresh air intake and exhaust vents. In addition, the south wall of the Tearoom would be removed and a new wall would be constructed southward one structural bay (approximately 20 feet) to accommodate a special event dining room ("Special Event Dining Room") and related space, as further described below, and would be in filled with similar glazing and doors. The new south wall would be approximately the same height as the existing south wall, would have a similar exterior finish, parapet and cornice, and would relocate the Streamline Moderne pipe railing from the Penthouse roofline to the new south wall, so that the massing, set back and Streamline Moderne style of the Tearoom and Penthouse roofline would not appear substantially changed from areas of the public right of way where it is visible. The joint where the new construction would meet the original would be distinguished by a simple wall reveal.

Circulation elements, including, escalators, elevators and potentially stairs, would be accommodated within the Original Building in the area along the North façade where the 1946 Addition would be removed. On the exterior in this area between the reconstructed northwest corner and the retained northeast corner of the Original Building, a wall that is predominately windows with bands of painted concrete between the windows, would be constructed that would allow natural light and views into the Museum interior while also accommodating the Museum entrance off the Piazza. The new wall would be in the same location as the original North façade of the Original Building, a portion of which remains to the east of the 1946 Addition, and would be similar in materials and finish to the original wall that was removed to allow for the 1946 Addition. At the fifth floor level, the original ribbon windows and parapet, which remain partially intact east of the 1946 Addition, would be reconstructed. The color, finish, materials and design of the new concrete-and-glass wall in the area between the reconstructed northwest corner and the retained northeast corner would be subtly differentiated from the Original Building, and a joint, offset or reveal would mark the juncture between historic fabric and the new wall so that the design intent and architectural features of the Original Building would remain predominant. While the North façade would not be a complete reconstruction of the original North façade, the Project would protect historic materials, features and spatial relationships that characterize the property and the new north facing wall would be in keeping with the Original Building's North façade and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity and significance of the property while allowing for the new use.

A key component of the rehabilitation is to ensure the waterproofing and soundness of the connection of the Cladding and Tile, which is important for long-term preservation of these materials and to ensure appropriate indoor climate control for the Museum. The current Cladding and Tile include damaged, broken or missing pieces. The Project includes development and implementation of a materials conservation and preservation plan ("Materials Conservation and Preservation Plan" or "Preservation Plan") with a Materials Conservation component that would govern the treatment of the Cladding, Tile, and other original exterior materials of the Original Building in compliance with the Standards.

Project plans for the Original Building would involve seismic reinforcement; disabled access improvements in accordance with any historic preservation regulations; modification of mechanical rooftop structures; replacement of existing mechanical, electrical, and plumbing systems; installation of a methane monitoring system; and utility upgrades or replacement as necessary.

The City Monument Designation provides for the greatest flexibility for adaptive reuse of the interior of the Original Building. Therefore, renovation of the interior for Museum use would be consistent with Monument status. The exhibit space would be located in the Original Building and the permanent and changing exhibits would be the single largest Museum component. Exhibits are anticipated to encompass film history, an Oscars® gallery, interactive displays, and other multi-media formats that document films, filmmaking, and the audience experience over time. Additionally, space would be provided for changing exhibits and programs.

The Original Building would be accessed through the former department store entrance on Wilshire Boulevard and through an entrance on the north off the Piazza. It would contain both temporary and permanent exhibition space, an educational center that would support educational programming focused on the arts and sciences of moviemaking, visitor orientation services, a ticketing office, docent facilities, the Museum Café, and the Museum Store. The ticketing office, visitor orientation services, Museum Café, and Museum Store would all be located near the Museum's entrance from the Piazza. The Museum Café would have seating for up to approximately 150 and would include outdoor seating on the Piazza. Public restrooms and other service facilities would be located throughout the Original Building.

A mezzanine level within the Original Building that has been closed off in recent years would be reopened and would contain a lobby that would connect to and serve the Main Theater located within the Sphere. The second level would contain exhibit space, a small theater with up to 75 seats, and green rooms that would be used by individuals hosting events within the Museum, and by special guests attending screenings, lectures, symposia and other events.

The third level of the Original Building would contain exhibit space. The fourth level would contain exhibit space, Academy administration, curatorial, and public program offices, and the Founders' Room, to be used for special events.

The Tearoom on the fifth, or top, level of the Original Building would be expanded to contain a Special Event Dining Room and a rooftop terrace ("Rooftop Terrace") overlooking Wilshire Boulevard with a combined maximum occupancy of approximately 1,200 persons, along with space for catering and other support services. The north wall of the Tearoom would also be opened up to provide access from this level to the View Deck within the Sphere. The Special Event Dining Room and Rooftop Terrace are anticipated to accommodate meetings, conferences, and receptions.

The basement (which would also include the 1946 Addition basement area) would be renovated to house an education center, conservation areas, exhibit production space, support services,

some public services such as bag check, building service and mechanical equipment, storage for the Museum Café and Museum Store, basement storage, and a small theater with a maximum of 275 seats.

2. NEW WING AND PIAZZA

The New Wing would include the Sphere which would be constructed predominantly of glass and structural steel, at the north side of the Original Building. The Sphere would house the Main Theater with a large screen, stage, orchestra pit, seating for up to 1,000 persons, a lighting dimmer room and audio control room, and a projection booth. There would be a View Deck atop the Main Theater, which would provide visitors with panoramic views across the Los Angeles basin, including views of the Hollywood Hills. The View Deck would also be used for receptions and special events and may be periodically leased out by the Academy. The Sphere would be elevated a minimum of 12 feet above grade to accommodate the Museum entrance and a Piazza linking the Museum's New Wing entrance with LACMA's Dwight M. Kendall Concourse to the east and accommodating street-level pedestrian access from Fairfax Avenue to the west. The Sphere would be linked to the Original Building by pedestrian bridges.

The Sphere would be up to approximately 165 feet in width and up to approximately 130 feet in height above adjacent grade. In comparison, the roof parapet of the Original Building is 87 feet above adjacent grade, and the heights of the fifth level, the mechanical room atop the fifth level, and the ventilation stack along Fairfax Avenue are 94 feet, 111 feet, and 117 feet above adjacent grade, respectively.

As called for by the Standards, the Sphere would be of a compatible, contemporary design that would complement but remain visually distinct from the Original Building. The Sphere design reflects a contemporary architectural style, as the Original Building epitomizes trends in commercial architecture of the late 1930s. The Sphere would also be in keeping with the varied collection of buildings that currently comprise the LACMA Campus. The Sphere's shape and the planned use of a variety of façade treatments, including glass and metal, are intended to reduce its perceived mass and visual impact. The Sphere would also step back from, and reveal, the Original Building's reconstructed northwest corner. Likewise, the Sphere would step back from the northeast corner of the Original Building. These Project characteristics would ensure the Original Building remains visually predominant along the Wilshire Boulevard and Fairfax Avenue corridors.

The New Wing would include a Museum entrance off the Piazza. Visitors would be directed to the lobby inside the entrance and the ticketing desk and would then enter exhibit spaces or other public areas.

The New Wing would also include the outdoor Piazza which would be constructed to the north of the Original Building and the Museum's northern entrance, including areas beneath and surrounding the Sphere. The Piazza would replace the existing service driveway and gravel area north of the Original Building. The Piazza is normally intended to provide public access to the Museum and LACMA Campus during the day, and would provide Museum Café and other seating; it would also accommodate Museum and Academy programs and special events held during the day or evening.

The Proposed Development Program, which summarizes Museum facilities and associated Floor Area is below:

Proposed Development Program

Proposed Program Components	Original Building Floor Area (square feet) [a]	New Wing Floor Area (square feet)	Total
Exhibit Areas, Collections and Exhibit Support	84,000	0	84,000
Theater and Theater Support	13,200	32,000	45,200
Museum Store	5,000	0	5,000
Museum Café	4,000	0	4,000
Lobby and Visitor Services, Administration, Restrooms	37,000	0	37,000
Event/Function Space	19,300	10,300	29,600
Kitchen/Catering	3,200	0	3,200
TOTAL	**165,700**	**42,300**	**208,000**

[a] *Calculated in accordance with Municipal Code Section 12.03 which excludes basement storage, vertical circulation, and rooms housing mechanical equipment.*

C. MUSEUM OPERATIONS AND ACADEMY PROGRAMMING

1. MUSEUM OPERATIONS

The Academy's archives currently encompass approximately 165,000 films and videos, 10 million photographs, 50,000 original film posters, 80,000 screenplays and 20,000 production and costume design drawings, as well as equipment, props and costumes, scripts, letters and other artifacts. The Museum's exhibitions and programs would draw upon these unique holdings to illustrate film's impact on American culture and on cultures worldwide. Museum operations would include permanent and changing exhibitions; film clinics, classes, and lectures; indoor and outdoor educational programs; joint school programs; receptions and sit-down dinners; and administrative functions. Museum operations would also include theater programming ("Theater Programming").

Normal Museum hours of operation for public visitation would be 9:00 A.M. to 6:00 P.M., seven days a week; two late-night closings per week (including Fridays) are proposed and would be no later than 8:00 P.M. during the fall, winter, and spring, and no later than 10:00 P.M. during the summer. The Museum would be closed two days per year, Christmas Day and New Year's Day. The Museum's anticipated design day attendance ("Design Day Attendance"), defined as the average of the top 10 percent of attendance days annually (generally holidays and weekends), would be approximately 5,000 visitors.

Regular Museum operations are expected to require approximately 135 permanent full-time administration and office staff, as well as support staff including security, custodial, Museum Café, and Museum Store employees, and docents. The Museum would be staffed with 24-hour security personnel patrolling the Project Site perimeter and Museum, including entry and exit points. Additional security would be provided in the form of closed-circuit televisions, keycard-controlled access to restricted areas, and intruder alarms.

2. THEATER PROGRAMMING

The three theaters would be used in support of Museum operations as well as independently for film screenings and other special events. During Theater Programming events in the Main Theater, pre- and post-event function spaces including the Special Event Dining Room, Rooftop Terrace, and View Deck, would not operate simultaneously as separate entities, but as pre- and post-event function space to accompany theater programs.

a. CULTURAL AND EDUCATIONAL PROGRAMS

The three theaters would be used for cultural and educational programs ("Cultural and Educational Programs") in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such programs may include, but may not be limited to, films to accompany permanent and changing exhibitions, classes, film festivals, and spoken word programs. In addition, the Academy may regularly hold matinee and evening movie screenings for the general public, on weekdays or weekends. The Academy may also lease out the theaters for third-party use for these purposes. Attendance at these programs is anticipated to range from 200 to 1,350 attendees.

Weekday and weekend matinees for the general public would typically have a 2:00 P.M. start time. The majority of evening screenings would take place after regular Museum operating hours and on days when the Museum is closed in the evenings. Evening screenings for the general public during the week and on weekends, including lease events, would typically have a 7:30 P.M. start time and would end by 12:30 A.M., with campus vacation by 1:00 A.M. Occasional midnight screenings are proposed and would conclude with campus vacation completed by 3:00 A.M.

b. MEMBER SCREENINGS

Although Academy member screenings ("Member Screenings") are currently conducted at the Academy's Goldwyn and Linwood Dunn theaters, demand for such events exceeds the availability and capacity of those theaters. Accordingly, some Member Screenings may be hosted in the theaters on the Project Site. These events would be limited to Academy membership, with attendance anticipated to range from 200 to 1,350 attendees.

Member Screenings, including pre-event arrival, may overlap with Museum operations in the early evenings on weekdays and weekends. However, it is expected that the majority of Member Screenings would happen outside normal Museum hours of operation, in order to allow members to circulate within the Museum. For this reason, Museum hours may periodically be curtailed early to accommodate such events. Member Screenings may require additional support staff including security personnel, caterers, and other vendors.

c. PREMIERE SCREENINGS

The Academy proposes to lease out the Main Theater and possibly the two smaller theaters for premiere screenings ("Premiere Screenings") and other special events. These would be ticketed, invitation-only events for up to 1,350 attendees. Such events could be accompanied by a pre-event or post-event reception or seated dinner service for up to 1,000 attendees, to be held on-site within the ground-level Museum lobby and exhibit space, Special Event Dining Room, Rooftop Terrace, or the View Deck within the Sphere. Premiere Screenings may require up to approximately 200 additional support staff including security personnel, caterers, and Academy event planning and public relations staff, and custodians; lease events may require other support staff or vendors.

Approximately two Premiere Screenings or special events per week are anticipated throughout the year; Premiere Screenings would typically take place Monday, Tuesday, or Wednesday. As with Member Screenings, the majority of Premiere Screenings or special lease events would take place outside of normal Museum hours of operation, and Museum hours may be curtailed early to accommodate such events. Premiere Screenings and special lease events would typically have a 7:30 P.M. start time and end by 12:30 A.M., with campus vacation by 1:00 A.M.

3. OUTDOOR PROGRAMMING

The Project would include outdoor programming ("Outdoor Programming"), including Museum and Academy events. Outdoor Museum Programming may include, but would not be limited to, exhibitions, hands-on student activities, and lectures. Outdoor Academy Programming may include outdoor screenings, concerts, exhibits, or other events during May through October. Outdoor Programming events would take place on the Rooftop Terrace or on the Piazza. The Rooftop Terrace would accommodate up to 800 persons; outdoor events on the Piazza would normally accommodate up to 1,350 attendees, with occasional events with up to 2,500 attendees. The use of amplified sound in conjunction with all Outdoor Programming would conclude by 10:00 P.M. and Outdoor Programming without amplified sound would conclude by 12:30 A.M., with campus vacation completed by 1:00 A.M.

D. ACCESS, CIRCULATION, AND PARKING

1. VEHICULAR ACCESS AND CIRCULATION

Vehicular access to LACMA's Pritzker Garage and Spaulding Lot parking facilities, which would be shared with the Museum, would be maintained. The Pritzker Garage is accessed via the existing signalized intersection at Sixth Street and LACMA Way. The driveway entrance forms the south leg of this signalized intersection, providing direct access into the Pritzker Garage. The Spaulding Lot is accessed via an existing driveway on Spaulding Avenue, south of Wilshire Boulevard.

Primary visitor vehicular access would be provided via the Pritzker Garage. For special event and Theater Programming (e.g., Premiere or Member Screenings), accommodations for supplemental valet or visitor pick-up/drop-off would be provided north of the Museum within a designated on-site area accessed from Fairfax Avenue, with ingress to be provided via the existing southerly curb cut and egress via the existing northerly curb cut that will continue to provide access for loading and delivery trucks. Specific measures to address circulation and access during certain special events would be set forth in a parking and traffic management plan ("Parking and Traffic Management Plan") subject to City review and approval. Access to existing LACMA loading dock areas would be maintained from Fairfax Avenue and would also serve the Museum loading dock area. Improvements to the off-site Los Angeles Department of Water and Power transformer yard just west of the Resnick Exhibition Pavilion would also be undertaken as part of the Project.

2. PEDESTRIAN ACCESS AND CIRCULATION

The Museum would be accessed through entrances in the New Wing and the Original Building. The New Wing entrance would be at grade through the Piazza just south of the elevated Sphere. This entrance to the New Wing would accommodate visitors from the adjacent neighborhoods to the north and west as well as visitors approaching from the Pritzker Garage and the Dwight M. Kendall Concourse east of the Museum. Access to the Museum's New Wing entrance for neighborhoods to the north would be via existing pedestrian access points to the LACMA Campus or Hancock Park along Sixth Street, with access for neighborhoods to the west through these same points or a new dedicated pedestrian entrance and walkway off of Fairfax Avenue near the northwest corner of the Original Building. The former department store entrance on Wilshire Boulevard would serve as the Original Building Museum entrance and would provide access from the south, to accommodate pedestrians approaching from the Spaulding Lot, as well as from adjacent parking facilities and other destinations along Wilshire Boulevard.

3. BICYCLE ACCESS AND CIRCULATION

Visitors arriving by bicycle would have similar access opportunities as pedestrian visitors. The Project would provide at least approximately 88 bicycle parking spaces plus associated facilities on the Project Site or in close proximity within the LACMA Campus or potentially adjacent areas, which would meet or exceed requirements set forth in the City's Bicycle Parking Ordinance and satisfy LEED® requirements. Additional bicycle parking and bicycle-friendly amenities would be provided at a rate that would meet or exceed requirements of the Bicycle Parking Ordinance.

4. PUBLIC TRANSIT ACCESS

The Project is located in an area well served by public transportation; Metro provides Local and Rapid service along the Fairfax Avenue and Wilshire Boulevard corridors. The Los Angeles Department of Transportation DASH provides local circulator service on Fairfax Avenue with connections to West Hollywood and the surrounding areas. The corner of Wilshire Boulevard and Fairfax Avenue serves as a transfer point for Metro Lines 20, 217, 720, and 780 with connection to the DASH Fairfax line. Transit stops in the northbound and westbound directions stops are located immediately adjacent to the Project Site along the Fairfax Avenue and Wilshire frontages; the eastbound and southbound stops are located directly across the street.

Two future transit projects would serve to enhance transit access to the Project. The Wilshire Bus Rapid Transit Project will provide a peak hour bus-only lane along Wilshire Boulevard, supplementing the existing bus service on this street. The Metro Westside Purple Line Extension anticipates placement of the Wilshire/Fairfax Station beneath the intersection of Wilshire Boulevard and Fairfax Avenue, south of the Project Site, with a station portal located on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Service to this future station is anticipated to commence in 2024.

5. PARKING

Parking to accommodate Museum operations and cultural programs, member screenings, and premiere screenings would be provided through shared use of existing LACMA facilities, which include the Pritzker Garage and Spaulding Lot. In addition to the existing parking facilities, there is the potential for use of other off-site parking facilities in the immediate vicinity, especially in connection with Museum special events. Bus staging, loading, and circulation are planned to be accommodated in a similar manner as the LACMA Campus, and may include use of the existing designated pick-up/drop-off area along the north side of Wilshire Boulevard between Spaulding Avenue and Ogden Drive, among other suitable areas. It is anticipated that there would be coordination by LACMA and the Academy regarding scheduling of special events.

E. OPEN SPACE AND LANDSCAPING, LIGHTING, AND SIGNAGE

1. OPEN SPACE AND LANDSCAPING

The Piazza would serve as publicly accessible open space on the Project Site and would provide access to the Museum, Main Theater, and LACMA Campus from Fairfax Avenue and neighborhoods to the north and west. Landscaping provided as part of the Project would include ornamental plantings on the Piazza and installation of new or replacement street trees along the Project Site's Wilshire Boulevard and Fairfax Avenue frontages. Landscaping would comply with applicable Municipal Code requirements and would be consistent with Wilshire Community Plan and Miracle Mile CDO policies.

2. LIGHTING AND SIGNAGE

The Project would introduce new exterior light sources including architectural and façade lighting on the Original Building and Sphere; lighting of the Piazza to the north of the Original

Building (including the area beneath the elevated Sphere), including lighting for Outdoor Programming and special events held in the evening; rehabilitation of the original lighting concept for the Corner Tower and the cove lighting within the Original Building's cantilevered awning that extends over the Wilshire Boulevard and Fairfax Avenue sidewalks; lighting of the display windows that wrap around the Original Building's ground floor; and illuminated signage. The exterior of the Sphere would include uplighting within the Piazza. Lighting of the Piazza may be supplemented with landscape lighting to highlight plantings or architectural feature. Lighting infrastructure would be installed within the Piazza to provide power for evening events.

Pursuant to the provisions of Chapter I, Article 3, Section 13.11 of the Municipal Code, the Project would establish a sign district ("Sign District") that would encompass the Project Site and 0.8 acre of the Resnick North Lawn, immediately north of the Project Site for a total area of 3 acres.

As proposed, the Project will include banner signs installed on the Sphere. Digital displays will be located in the Original Building in two storefront window displays on either side of the Wilshire Boulevard entrance. Canopy signs may be placed on the canopy (i.e., cantilevered awning) fronting Wilshire Boulevard and Fairfax Avenue. Projected image signs are proposed for occasional use in association with special events, and would be permitted on portions of the Original Building. Flag pole signs would be permitted on each of the six existing flag poles on the Original Building. Identification signs may be located throughout the Sign District, including an Oscar statuette proposed at the Corner Tower of the Original Building. Signs would be integrated into the aesthetic character of the Original Building and New Wing and are intended to be compatible in scale with other signs on-site, enhance the pedestrian environment, and contribute positively to the identities of Museum Row and the Miracle Mile. Signage would be dedicated to the advertising of Museum exhibits, events, programs, and where applicable, recognition of Museum event and program sponsors.

F. CONSTRUCTION SCHEDULE AND STAGING

The Project would entail an approximately 30-month construction period. Anticipated construction phases include interior abatement of hazardous materials and demolition of the 1946 Addition; soft demolition and abatement of hazardous materials within the Original Building; upgrades and renovation of the Original Building interior and restoration of the exterior; Project Site clearing, grading and excavation; construction of the New Wing including the Sphere and Piazza; Original Building interior finishing/exhibit space preparation; and outdoor hardscape and landscaping. Construction is anticipated to commence late 2014 and would be completed in time for a 2017 Museum opening. Construction hours would normally occur in accordance with Municipal Code 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. Some activities may require after-hours construction and approval would be sought from the Police Commission as authorized under the Municipal Code.

No construction worker, haul truck, or delivery truck parking would be allowed in the public right-of-way in the vicinity of the Project Site, including nearby residential neighborhoods. Parking for construction workers would be provided on the Project Site and in existing LACMA parking facilities, with potential use of other secured off-site parking facilities in the immediate vicinity. No worker transport to the Project Site would be required. The simultaneous staging of construction equipment and materials would be accommodated on the Project Site and just to the north of the Project Site in a construction staging area planned on a portion of the Resnick North Lawn. The Project Site would be fenced during construction for security purposes with gate-controlled access. Any dewatering and filtration of groundwater discharge would be

accommodated on-site in compliance with applicable stormwater management requirements. Excavated soil would require export due to the potential for contamination with naturally-occurring oil and tar.

Temporary lane closures for the curb lanes along Fairfax Avenue (north of the existing building to Sixth Street), Wilshire Boulevard, and Sixth Street (between Fairfax Avenue and the entrance to Pritzker Garage) may be necessary for new utility connections, "B Permit" street work, and in special, limited circumstances, for offloading and mobile crane placement. Some sidewalk closures and/or the temporary installation of pedestrian sidewalk canopies would also be necessary. Project construction activities would be coordinated with LACMA operations to ensure LACMA access to its existing loading docks is maintained as required. A comprehensive construction traffic management plan would be prepared for consideration by the City for approval prior to commencement of any construction activity.

Two bus stops are located along Fairfax Avenue, just north of Wilshire Boulevard and just south of Sixth Street. Project construction may necessitate temporary relocation of these bus stops as may be determined necessary through consultation with the appropriate transit authority.

V. IMPACTS DETERMINED IN THE INITIAL STUDY NOT TO BE SIGNIFICANT

The City prepared an Initial Study for the Project and is included in Appendix A-2 of the Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impacts by topic and the reasons that each topical area is or is not analyzed further in the Draft EIR. As further described in the Initial Study, the City determined that the Project would not result in significant impacts related to Agricultural Resources; Biological Resources; Mineral Resources; Noise (Airport Land Use Plan, Private Airstrip); Population and Housing; Public Services (Schools, Recreation); and Utilities and Service Systems.

The rationale for the conclusion that no significant impact will occur in each of these issue areas is summarized below (and set forth in Draft EIR Section 6 and in the Initial Study (Appendix A-2 of the Draft EIR)), and based on that rationale, and other evidence in the administrative record, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. AGRICULTURE AND FORESTRY RESOURCES

1. AGRICULTURAL RESOURCES;
2. AGRICULTURAL ZONING/WILLIAMSON ACT;
3. AGRICULTURAL LAND CONVERSION;
4. FOREST LAND

The Project Site is designated as Regional Center Commercial in the City of Los Angeles General Plan and is zoned [Q]C2-2-CDO (Commercial The Project Site has been developed as the May Company Wilshire department store since 1938 and occupies the western edge of the LACMA Campus, and includes internal driveways, a gravel area used in the past for parking, and paved walkways, and occupies the western edge of the LACMA Campus. It is currently used by LACMA to house employee offices, storage, and exhibit preparation. No agricultural uses or related operations are present within the site or in the surrounding highly urbanized area. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. The Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be no impact. Moreover, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of

Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program, and would not result in the conversion of farmland on or off the site. Since the Project would not convert farmland to non-agricultural uses, there would be no impact. In addition, no forest land or land zoned for timberland production is present on-site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Thus, there would be no impact.

B. BIOLOGICAL RESOURCES

1. RIPARIAN HABITAT;
2. WETLANDS;
3. BIOLOGICAL RESOURCE POLICIES & HABITAT CONSERVATION PLANS

The Project Site is located in the highly urbanized Miracle Mile/Wilshire Corridor area and is developed with the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways, and occupies the western edge of the LACMA Campus. Vegetation on the Project Site and in the Project area is limited to ornamental landscaping. Because of the urbanized nature of the Project Site and surrounding area, little or no habitat exists for candidate, sensitive, or special status species. Furthermore, there are no species identified by the California Department of Fish and Wildlife's ("CDFW") Natural Diversity Database or by the U.S. Fish and Wildlife Service ("USFWS") that have been designated as endangered and/or threatened within a half-mile radius of the Project Site. Therefore, no impacts to candidate, sensitive, or special status species would occur.

The Project Site and surrounding area are located in a highly urbanized area. The Project Site does not contain any riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the CDFW or USFWS. Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City of Los Angeles. Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community.

The Project Site is already developed with the existing May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, as well as the limited number of trees, the site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, 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, or impede the use of native nursery sites.

There are a number of decorative/ornamental trees located within the Project Site and along the public street frontages of the Project Site. No locally protected biological resources, such as oak trees or California walnut woodlands, or other tress protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code), exist on the site. The Project would incorporate a landscape plan, which would include ornamental plantings on the Project Site north of the Museum and may also include installation of new or replacement trees along the Project Site's Wilshire Boulevard and Fairfax Avenue frontages. Landscaping would comply with all LAMC requirements. In addition, any street trees removed as part of the Project would be replaced in accordance with the City's Street Tree Ordinance. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources. The Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on federally protected

wetlands. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not conflict with the provisions of any adopted conservation plan.

C. MINERAL RESOURCES

The Project Site is not classified by the City of Los Angeles as containing significant mineral deposits. Furthermore, the site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey. Additionally, the Project Site is designated for Regional Center Commercial uses within the City of Los Angeles General Plan Framework and is not designated as a mineral extraction land use. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. The site is underlain by petroleum reservoirs that have been used for oil production in the past however, oil production does not occur in the Project area. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur.

D. NOISE (AIRPORT LAND USE PLAN, PRIVATE AIRSTRIP)

The Project Site is not located within an airport land use plan or within two miles of an airport. The closest airport to the Project Site is Los Angeles International Airport, which is located over eight miles southwest of the Project Site. Therefore, the Project would not expose site population in the Project area to excessive noise levels from airport use. No further analysis of this topic is necessary and no mitigation measures are required.

The nearest airport is Los Angeles International Airport, located more than eight miles southwest of the Project Site. As the Project is not within the vicinity of a private airstrip, it would not expose people residing or working in the area to excessive noise levels.

E. POPULATION AND HOUSING

The Project would not directly induce substantial population growth in the area, as it does not involve the construction of new residences. The Project would also not indirectly induce a substantial population growth in the area, as the additional visitors in the area would not affect permanent population growth in the area. Additionally, the estimated 135 new employment opportunities at the Project Site (some of which represent existing jobs at the Academy's existing headquarters that would be relocated) resulting from the operation of the Project would not be sufficient to induce substantial population growth in the area.

The Project would be sited on the existing LACMA Campus and would not be built on existing residential uses. No existing housing would be displaced, and there would be no necessity for the construction of replacement housing elsewhere.

The Project would be sited on the existing LACMA Campus and would not displace any people. There would be no necessity for the construction of replacement housing elsewhere.

F. PUBLIC SERVICES (SCHOOLS, RECREATION, LIBRARIES)

1. SCHOOLS

The Project Site is located within the jurisdiction of the Los Angeles Unified School District ("LAUSD"), and specifically within LAUSD District 3. The LAUSD schools nearest to the Project Site include Hancock Park Elementary School, located at 408 S. Fairfax Avenue (approximately 0.4 mile away); Burroughs Middle School, located at 600 S. McCadden Place (approximately 1.4 miles away); and Fairfax High School, located at 7850 Melrose Avenue (approximately 1.3

miles away). The Project will not be introducing new residential uses to the site and would not be creating a significant number of jobs (up to 135) which would attract new residents to the area. As such, the Project would not attract a significant number of new residents in the area which would require an increase in demand for school facilities in the area.

2. RECREATION

The Los Angeles Department of Recreation and Parks ("LADRP") is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. There are several LADRP facilities located within one mile of the Project Site, including Carthay Circle Park, Pan Pacific Park and Recreation Center, Pan Pacific Park Pool, and West Wilshire Senior Citizen Center. The Los Angeles County Department of Parks and Recreation (LACDPR) operates and maintains 177 parks, playgrounds, museums, golf courses, theaters and other recreational amenities in the region, including LACDPR's Hancock Park, upon which the Page Museum is located, as well as the existing LACMA Campus. The Project does not propose new residential development that could directly increase demand for recreational facilities, nor does it create sufficient employment opportunities to indirectly increase demand through population growth in the Project area. Moreover, given the temporary duration of visits to the Project Site, the Project would not materially increase demand for park and recreational facilities.

Further, the Project does not propose the construction of new residential uses that could increase the use of existing regional parks or other recreational facilities. Recreational facilities in the Project vicinity would not be adversely affected by Project implementation. The demand for existing off-site park facilities would not substantially increase due to Project operation. Therefore, the Project would have no impacts on neighborhood or regional parks or other recreational facilities. As such, impacts would be less than significant.

3. LIBRARIES

The Los Angeles Public Library ("LAPL") provides library services to the City of Los Angeles. Three LAPL branches are located within two miles of the Project Site, including the Fairfax Branch Library, located at 161 S. Gardner Street (approximately 0.7 mile away); the Memorial Branch Library, located at 4625 W. Olympic Boulevard (approximately 1.7 miles away) and the Robertson Branch Library, located at 1719 S. Robertson Boulevard (approximately 1.75 miles away). As the Project does not include the construction of new residential development and creates a limited number of new jobs, there would be no new demand for library resources as a result of the Project. No further evaluation of this topic is necessary and no mitigation measures are required.

G. UTILITIES AND SERVICE SYSTEMS

1. WASTEWATER

The City of Los Angeles Department of Public Works provides wastewater services for the Project Site. Any wastewater that would be generated by the site would be treated at the Hyperion Treatment Plant ("HTP"), which has been designed to treat 450 million gallons per day ("mgd"). The annual increase in wastewater flow to the HTP is limited by City Ordinance No. 166,060 to five mgd. Existing flow levels at the HTP are approximately 362 mgd. As such, the HTP is currently operating at approximately 80 percent of its capacity, with an available capacity of approximately 88 mgd.

Most of the effluent from the HTP is discharged into Santa Monica Bay through a five-mile ocean outfall at a depth of 190 feet, while approximately six percent of secondary effluent are

recycled on-site or transported to the West Basin Municipal Water District Water Recycling Plant for use by local industries. The discharge of effluent from the HTP into Santa Monica Bay is regulated by permits issued under the Clean Water Act's National Pollutant Discharge Elimination System ("NPDES") and is required to meet the Regional Water Quality Control Board's ("RWQCB") requirements for a recreational beneficial use. Accordingly, HTP effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City of Los Angeles Department of Public Works also monitors flows into the Santa Monica Bay.

Wastewater generation when the May Company Building was in operation as a department store (until the early 1990s) was estimated at approximately 14,250 gpd ("gpd"); current wastewater generation during the building's use as LACMA West is estimated to be approximately 8,550 gpd. Museum operations are estimated to result in average daily wastewater generation of approximately 16,386 gallons per day. Therefore, Museum operation would increase wastewater generation compared to existing and historical conditions, but not substantially so. There are no known deficiencies in the existing wastewater infrastructure serving the Project Site.

The Project represents infill development which would adaptively reuse the Original Building, and operation of the Museum is not anticipated to generate sewer flows that would contain constituents that would jeopardize the ability of the HTP to operate within its established wastewater treatment requirements. As with all wastewater treated by the HTP, wastewater from the Project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the RWQCB. As a result, the Project would not exceed the requirements of the RWQCB and impacts would be less than significant.

Museum operation would increase wastewater generation compared to existing and historical conditions, but not substantially so, and according to the Sewer Capacity Availability Request response received from the City of Los Angeles Bureau of Sanitation in November 2014 (Appendix F to the Final EIR), there are no known deficiencies in the existing wastewater infrastructure serving the Project Site. As such, wastewater treatment and demands generated by the Project are not expected to result in the need to construct new water and wastewater treatment facilities. Construction of the Project would include all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. The necessary improvements would be verified through the permit approval process of obtaining a sewer connection permit from the City.

In the event that wastewater lines are found to be substandard or in deteriorated condition, the Applicant would be required to make necessary improvements to achieve adequate service under City of Los Angeles Building and Safety Code and Los Angeles Department of Public Work (LADPW) requirements. Construction of the Museum would include all necessary on- and off-site sewer and water pipe improvements and connections to adequately link the Project to the existing City water and wastewater systems. The design of these connections would be developed by a registered engineer and approved by the Los Angeles Bureau of Engineering. Where any utility line construction encroaches into the public right-of-way, review and approval by LADOT would be required. The issuance of all applicable building permits would ensure that adequate sewer capacity is available prior to the start of construction. Accordingly, if the construction of wastewater infrastructure is required, it would be localized to the Project Site and immediate vicinity and would not result in the construction of new wastewater treatment facilities or major utility lines. As such, impacts would be less than significant.

In November 2006, the City of Los Angeles, Integrated Resources Plan, Facilities Plan ("IRP") developed by the LADPW was approved by the Los Angeles City Council. The IRP accounts for projected needs and sets forth improvements and upgrades to wastewater systems, recycled water systems, and runoff management programs in the City of Los Angeles through the year 2020. Furthermore, future increases in wastewater flows are addressed in the IRP through improvements, additions, and expansions within the Hyperion Service Area. These improvements would increase the capacity of the Hyperion Service Area to a total of 570 mgd, consisting of the HTP's capacity of 450 mgd, the Donald C. Tillman Water Reclamation Plant's new capacity of 100 mgd, and the Los Angeles-Glendale Water Reclamation Plant capacity of 20 mgd. As discussed in the IRP, based on LADWP information, projects have been completed within all the treatment plants and sewer lines and additional on-going improvements have been proposed in order to continually provide services and meet wastewater needs of the City. Implementation of the IRP improvements would be dependent on monitored triggers, including population growth, recycled water regulations, wastewater discharge regulations, Total Maximum Daily Load requirements, available funding, etc. This staging of projects enables the City to target the most critical and immediate wastewater treatment needs. As stated in the IRP, many of the projects are "Go-Projects" and are considered for immediate implementation to protect the public health and environment. Therefore, with implementation of the IRP, LADWP expects to provide ample amount of wastewater treatment services to the City and contracting cities through the year 2020.

Project wastewater generation would represent a minor percentage of HTP's total remaining capacity. Thus, given the amount of wastewater generated by the Project, existing wastewater treatment capacity, and future wastewater treatment capacity set forth by the IRP, it is expected that adequate wastewater capacity would be available to serve the Museum and impacts would be less than significant.

2. STORMWATER DRAINAGE FACILITIES

Under existing conditions, storm water is conveyed from the site via underground storm drain pipes to Fairfax Avenue and Wilshire Boulevard, where stormwater flows enter the City's municipal storm drain system. Post-project surface runoff volumes would be reduced compared to existing conditions due to an increase in on-site pervious area and required compliance with the City's Low Impact Development requirements. Therefore, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, and impacts would be less than significant.

3. WATER SUPPLY

The LADWP is responsible for providing water service to the Project Site. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct and the State Water Project, and water purchased from the Metropolitan Water District of Southern California (obtained from the Colorado River Aqueduct). Pursuant to the Urban Water Management Planning Act, LADWP most recently prepared its urban water management plan ("UWMP") in 2010. LADWP's 2010 UWMP provides water demand projections in five-year increments through 2035, which are based on demographic data from the SCAG 2008 Regional Transportation Plan, as well as billing data for each major customer class, weather, and conservation. The City's water demand is estimated to reach 710,760 AF by 2035, which is an increase of 164,989 AF, or 30 percent, from the 2010 consumption.

Wastewater generation in the City of Los Angeles is calculated based on water consumption. Accordingly, the Project would result in estimated water consumption of approximately 10,130 gpd when fully operational. This would amount to approximately 11.3 AF per year, or

approximately 1.7 AF per year more than existing conditions (LACMA West operations). The approximately 1.7-AF per year increase in water demand over existing conditions would constitute approximately 0.0002 percent of the City's projected water demand for the year 2035 (710,760 AF). Project water demand would therefore fall within the available and projected water supplies of LADWP's 2010 UWMP.

Sections 10910-10915 of the State Water Code requires the preparation of a Water Supply Assessment ("WSA") demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. Since the Project is below the established thresholds, no WSA is required for this project. Additionally, the Museum would be designed and constructed in accordance with Title 24 building code regulations and would incorporate standard LADWP mitigation measures to reduce the projected water demand to the extent feasible. Therefore, sufficient water supplies are available to supply the Project and no new or expanded entitlements would be required.

4. SOLID WASTE

Solid waste management in the City of Los Angeles involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The Los Angeles City Department of Public Works Bureau of Sanitation is responsible for developing strategies to manage solid waste generation and disposal in the City of Los Angeles. The Bureau of Sanitation collects solid waste generated primarily by single-family dwellings, small multi-family dwellings, and public facilities. Private hauling companies collect solid waste generated primarily from large multi-family residential, commercial, and industrial properties. The City does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at County landfills.

The remaining disposal capacity for the County's Class III landfills is estimated at approximately 127 million tons as of December 31, 2011. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the Los Angeles County Integrated Waste Management Plan ("CoIWMP"), the County anticipates that future Class III disposal needs can be adequately met through 2026 through a combination of landfill expansion, waste diversion at the source, and other practices.

a. CONSTRUCTION IMPACTS

Project construction would require demolition of existing structures and paved areas, earthwork (grading and excavation), and new construction on the Project Site. Each of these activities would generate demolition waste including but not limited to soil, asphalt, wood, paper, glass, plastic, metals, and cardboard that would be disposed of in the County's unclassified landfills (or a private inert landfill as an option with less impact on the public system). The amount of demolition waste anticipated to be generated by the Project, based on generation factors established by CalRecycle, is shown in Initial Study Table B-1, Estimated Construction & Demolition Waste Generation (Appendix A-2 of the Draft EIR). As indicated therein, Project construction is estimated to generate 11,940 tons of soil and asphalt, 6,314 tons of demolition debris, and 206 tons of construction debris, for a combined total of 18,460 tons of construction and demolition waste, as shown in Table B-1, Estimated Construction & Demolition Waste Generation. These totals do not take into account the amount of waste that could potentially be diverted via source reduction and recycling programs within the City, and therefore represent a conservatively high estimate. Construction and demolition waste would be disposed of at one of the County's inert landfills, or a private facility. The remaining disposal capacity for the County's inert landfill is 64.2 million tons. The Project's total solid waste disposal need during construction would represent approximately 0.03 percent of the 2012 estimated remaining capacity at the

County's inert landfill. In 2011 the disposal rate at the permitted County inert waste landfill was 111,690 tons per year. Given the remaining permitted capacity and 2011 disposal rate, the remaining capacity would be sufficient for 576 years and would not face capacity shortages. Therefore, the County's inert fill landfills would have adequate capacity to accommodate project-generated inert waste. Construction impacts relative to solid waste would be less than significant.

b. OPERATIONAL IMPACTS

Estimated solid waste generation for the Project is shown in Initial Study Table B-2, Solid Waste Generated During Operation. It is estimated that the total waste generation for the Project would be approximately 1,124.20 tons per year, which does not take into account the amount of solid waste that could potentially be diverted via source reduction and recycling programs within the City. The Project's annual solid waste generation would be a negligible increment of the County's annual waste generation of 8.7 million tons per year (approximately 0.02%), and would account for a minor percentage percent of the remaining 127-million-ton capacity in the County's Class III landfills.

VI. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

The City prepared an Initial Study for the Project in which it required analysis of the following environmental impact areas in an EIR: Aesthetics & Views, Light & Glare, Shade/Shadow, Air Quality, Greenhouse Gas Emissions, Historical Resources, Geologic Hazards & Erosion, Hazards and Hazardous Materials (Emergency Preparedness), Hydrology and Water Quality, Land Use, Noise, Public Services (Police Protection, Fire Protection, and Emergency Medical Services), Transportation and Parking (Construction Traffic, Neighborhood Intrusion, Region Transportation Systems, Transit, Access and Parking. The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. AESTHETICS AND VIEWS

1. DESCRIPTION OF EFFECTS

a. CONSTRUCTION

Construction activities typically result in site disturbance, movement of construction equipment, import and export of materials, views of incomplete buildings, and other activities that generally contrast with the established aesthetic character of the surrounding area. With respect to the restoration and rehabilitation of the Original Building, scaffolding and construction activity would be visible from Wilshire Boulevard, Fairfax Avenue, and Sixth Street. Other rehabilitation activity and adaptive reuse that would be visible from adjacent streets, includes the construction of the North façade, which would be most visible from Fairfax Avenue and Sixth Street, and the new south wall of the Tearoom, which would be most visible from Fairfax Avenue and Wilshire Boulevard. The remaining activities would occur within the interior of the Original Building and would not be visible from adjacent street. Construction of the New Wing would involve demolition of the 1946 Addition, site preparation and grading, staging of construction vehicles, storage of materials, and building construction. Because these activities would largely occur to the north of the Original Building, they would be most visible from Fairfax Avenue and Sixth Street, with only limited visibility from Wilshire Boulevard. The construction site would also be visible from within the LACMA Campus (i.e., the Resnick North Lawn, including "Levitated Mass," and the Dwight M. Kendall Concourse immediately east of the Project Site). Fencing

would be installed around active construction areas along Fairfax Avenue, Sixth Street, and the east edge of the activity for security purposes, and would reduce views of grading and other site disturbance from adjacent viewers.

Construction of the New Wing, including the Piazza would take place north of the Original Building and would be minimally visible from Wilshire Boulevard. As previously stated, a planned construction staging easement would be created on a portion of the Resnick North Lawn immediately north of the Project Site that would remove existing turf and palm trees, and construction along the eastern Project Site boundary would also necessitate removal of palm trees adjacent to the Resnick Exhibition Pavilion. Construction would otherwise not adversely affect the visual character of museums or other uses within Museum Row including LACMA and Hancock Park during construction. Although visible from Fairfax Avenue and Sixth Street, the construction site would be partially screened by security fencing. Views of the Project Site from Fairfax Avenue and Sixth Street do not encompass valued visual resources such as the Hollywood Hills, Wilshire Boulevard skyline, Miracle Mile, or LACMA's buildings fronting Wilshire Boulevard.

Construction-related traffic, including the delivery and removal of equipment of materials, haul truck removal of earthwork and construction debris, idling of concrete trucks and haul trucks on adjacent roadways, and arrival and departure of construction crew workers, would temporarily be visible along the roadways surrounding the Project Site. Construction vehicles would be required to use Fairfax Avenue and Wilshire Boulevard, which are major roadways intended to accommodate a range of vehicle types, including trucks incidental to construction and deliveries.

b. OPERATION

A series of computerized simulations comparing existing conditions to simulated views of the Project Site at buildout were prepared as part of the EIR. Draft EIR Figure 4.A.1-13, Map of Photographic Vantage Points for Visual Simulations, indicates the locations of the vantage points for each of the simulations.

The rehabilitation of the Original Building would preserve its character-defining Streamline Moderne features and contribute to the integrity of Miracle Mile's architectural heritage. In addition, the pedestrian environment would be enhanced through the rehabilitation of the building's Wilshire and Fairfax façades, provision of a Museum entrance from Wilshire Boulevard, and the retention and use of the display windows facing the sidewalks along Wilshire Boulevard and Fairfax Avenue. Draft EIR Figures 4.A.1-14, Existing and Simulated View from Fairfax Avenue South of Wilshire Boulevard, 4.A.1-15, Existing and Simulated View from Wilshire Boulevard at Fairfax Avenue, and 4.A.1-16, Existing and Simulated View from Wilshire Boulevard near Broad Contemporary Art Museum, provide comparisons of the existing and future simulated appearances of the rehabilitated Original Building. As shown in these simulations, the Original Building would appear largely unchanged from vantage points along Wilshire Boulevard, and for this reason would remain visually compatible with the adjacent Broad Contemporary Art Museum. The removal of the 1946 Addition from the northwest corner of the Original Building would open up views to the north along Fairfax Avenue; the rooftop chimney visible on the 1946 Addition would also be removed. The south wall of the Tearoom would be removed and a new wall would be constructed southward one structural bay (approximately 20 feet), which would not appear noticeably different from vantage points along Wilshire Boulevard and Fairfax Avenue. Views of the Tearoom and Penthouse are very limited from most vantage points along these roadways due to their rooftop location and the height of the surrounding parapet. Nonetheless, the new south wall would be approximately the same

height as the existing south wall, would have a similar exterior finish, parapet and cornice, and would relocate the Streamline Moderne pipe railing from the Penthouse roofline to the new south wall, so that the massing, set back and Streamline Moderne style of the Tearoom and Penthouse roofline would not appear substantially changed from those limited areas of the public rights-of-way from which it is visible. The Sphere would be minimally visible at the rear of the Original Building but would not substantially alter or degrade its visual setting from vantage points along Wilshire Boulevard or Fairfax Avenue south of Wilshire Boulevard.

As stated in Section VI.6, Historical Resources, below, removal of the 1946 Addition would not be significant with respect to impacts on historical resources because it would not detract from the eligibility of the Original Building for listing in the National Register, California Register, or as a City Monument. The original northwest corner of the Original Building that was removed by the 1946 Addition would be recreated. The Sphere would step back from the northwest corner and would reveal the reconstructed corner of the Original Building. This would allow the Fairfax façade and the northwest corner to remain visually prominent. Likewise, the Sphere would also step back from the northeast corner of the Original Building which would allow the northeast corner to remain visible. Changes to the North façade would replace missing features including the northwest corner, north parapet, and fifth-floor ribbon window of the Original Building that were removed when the 1946 Addition was constructed. While the North façade would not be completely restored, the Project would protect historic materials, features and spatial relationships that characterize the property and the new north facing wall would be in keeping with the Original Building's North façade and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity and historic significance of the property while allowing for the new use. Furthermore, the addition of iconic architecture and a Piazza would represent an overall improvement in aesthetic character along Fairfax Avenue compared to current visual conditions in the northern portion of the Project Site.

Fairfax Avenue and Sixth Street have direct views into the Project Site and, as viewed from these streets, the Sphere would be in the foreground of the Original Building. Representative views are shown in Draft EIR Figure 4.A.1-17, Existing and Simulated View from Fairfax Avenue at Orange Street, Figure 4.A.1-18, Existing and Simulated View from Sixth Street West of Fairfax Avenue, Figure 4.A.1-19, Existing and Simulated View from Sixth Street North of Project Site, and Figure 4.A.1-20, Existing and Simulated View from Sixth Street North of LACMA's Resnick Exhibition Pavilion. As viewed from these vantages, the Sphere would be set well back from the sidewalk to reveal the newly reconstructed curvilinear northwest corner and North façade of the Original Building, and ensure the western façade of the Original Building remains visually prominent (and largely unchanged) as viewed from Wilshire Boulevard at its intersection with Fairfax Avenue. Even though the Sphere would be taller than the Original Building, its incorporation of large glass areas would reduce its apparent mass.

The Sphere would be set back from Sixth Street behind the existing Resnick North Lawn. The existing open space created by the lawn and the "Levitated Mass" artwork near the Resnick Exhibition Pavilion are located between the Project Site and Sixth Avenue, are not a part of the Project Site, and would not be changed or removed. As viewed from Sixth Street, the Sphere would be the Project Site's dominant structural feature and taller than the Original Building. It would be elevated approximately 12 feet above the Piazza on pylons, and its upper portion, which would contain the View Deck, would provide panoramic views.

The Piazza is partially visible in the Project simulations shown in Draft EIR Figure 4.A.1-19 and Figure 4.A.1-20. As shown, the Piazza would be directly accessible to pedestrians entering from Fairfax Avenue and Sixth Street through gated entrances in the fence surrounding the LACMA Campus, Hancock Park, and the Project Site; the pick-up/drop-off area off Fairfax Avenue would

be located at the Piazza's western edge. In addition to allowing access to the Piazza and Museum, the Piazza would be accessible from within the LACMA Campus and Hancock Park, and provide direct access to and from Fairfax Avenue. The Piazza would replace the existing service driveways and gravel area north of the Original Building with decorative paving and amenities such as outdoor seating, café tables, and a place for congregation. It would also allow views into the Original Building at the ground level, which would reduce the apparent scale and mass as experienced by pedestrians along Fairfax Avenue and Sixth Streets.

c. Policy Consistency

The Project is subject to plans, goals, policies, regulations, and guidelines relevant to visual character. These include the General Plan Framework, Scenic Highway Guidelines of the General Plan Transportation Element, Wilshire Community Plan, Miracle Mile Community Design Overlay District, and the Commercial Citywide Design Guidelines. Applicable policies and Project consistency are evaluated in detail in Tables 1 through 5 in Appendix C.1, Aesthetics Policy Consistency Analysis, of the Draft EIR and are incorporated herein.

d. VIEWS

i. WILSHIRE BOULEVARD

The Original Building is considered a valued visual resource as viewed from Wilshire Boulevard because of the historical importance of the Original Building and Wilshire Boulevard's designation as a Scenic Highway. As shown in Draft EIR Figures 4.A.1-14, 4.A.1-15, and 4.A.1-16, the rehabilitated Original Building would appear largely unchanged when viewed from Wilshire Boulevard. The Sphere would not be visible from Wilshire Boulevard in the Project vicinity, due to the setbacks from Fairfax Avenue and the eastern Project Site boundary adjacent to the Broad Contemporary Art Museum.

ii. FAIRFAX AVENUE

Draft EIR Figures 4.A.1-14, 4.A.1-15, 4.A.1-17, and 4.A.1-18 provide simulations of the Project Site from Fairfax Avenue near Wilshire Boulevard, at Orange Street, and at Sixth Street. The Sphere would not be visually prominent in views from Fairfax south of Wilshire because of distance and the intervening Original Building, but would be prominent from Fairfax Avenue vantages north of Wilshire Boulevard. However, the Project would not block any valued views from Fairfax Avenue. Project implementation would instead replace the existing utilitarian gravel area and service driveways north of the Original Building with distinctive architecture and an attractive Piazza, including new landscaping, and would enliven this portion of the LACMA Campus compared to existing conditions.

Draft EIR Figures 4.A.1-21, Simulated View Looking Southeast from Third-Floor Condominium at 637 Fairfax Avenue and 4.A.1-22, Simulated View Looking Northeast from Third-Floor Condominium at 637 Fairfax Avenue, provide simulated views of the Project Site from the elevated vantage point of the third-floor residential condominiums in the building directly west of the Project Site. Although no existing condition photographs could be provided from this private vantage, existing views encompass the gravel area and service roads north of the May Company Building and the east facades of the Broad Contemporary Art Museum and the Resnick Exhibition Pavilion and loading dock. Following Project implementation, the Sphere would largely obstruct existing views to the east from all but the top-floor condominium units in this building. Views from these units would encompass the Original Building, as under existing conditions, as well as the Sphere, associated pedestrian bridges, and Piazza. However, these condominiums do not have scenic views under existing conditions, as they look out over the gravel area and service driveways north of the Original Building, and at LACMA loading docks.

Similar to views for pedestrians and motorists on Fairfax Avenue, views of the Project Site would be improved from these residences through the introduction of distinctive architecture, the Piazza and new landscaping, and increased pedestrian activity, in close proximity.

iii. SIXTH STREET

Draft EIR Figure 4.A.1-18 through 4.A.1-20 provide existing views of the Project Site and simulations of the Project from several Sixth Street vantages. As shown therein, the Sphere would appear taller than the Original Building and partially block views of the Original Building. Also, because the Sphere would extend farther north than the existing 1946 Addition, it would occupy more of the field of view from Sixth Street. However, as shown in Draft EIR Figure 4.A.1-19, foreground open space associated with the Resnick North Lawn and some background high-rise buildings would continue to be visible as under existing conditions. The raised Sphere would allow for street-level views across the Project Site toward Fairfax Avenue. Because the Project is located at the western edge of the LACMA Campus, valued views of architecturally notable buildings and landscape features within the LACMA Campus and Hancock Park as viewed from Sixth Street would not be blocked by the Project.

iv. LACMA Campus

Views of the Project Site from LACMA's Resnick North Lawn, directly north of the Project Site, would be considerably altered following Project implementation. The Sphere and Piazza would replace the utilitarian, relatively unattractive gravel area and service driveways immediately north of the Original Building with dramatic new architectural elements, an attractive Piazza with a variety of amenities for visitors, and new landscaping. Project implementation would not block any scenic vistas or valued publicly available views to the west or south from the Resnick North Lawn. The only other visual access to the Project Site from within LACMA is along the Dwight M. Kendall Concourse just east of the Project Site. Views of the Project Site from the Dwight M. Kendall Concourse are almost entirely blocked by the Original Building and Resnick Exhibition Pavilion until pedestrians arrive at the Project Site.

v. PARK LA BREA

Only a few Park La Brea residential units front onto Sixth Street just north of the Project Site and the Project would be visible from those residences. These residences do not have views of scenic resources under existing conditions, since, beyond the Resnick North Lawn, their views encompass the utilitarian gravel area and service driveways north of the Original Building, with no visual access to points south of the Project Site. For these residences, therefore, Project implementation would create visual interest through the introduction of distinctive architecture and an attractive Piazza, as well as new landscaping, on the Project Site.

vi. MUSEUM TERRACE

Draft EIR Figure 4.A.1-23, Simulated View from Elevated Museum Terrace Residences, depicts a view of the Project Site from the third floor of the Museum Terrace residential apartment building at 600 S. Curson Avenue, on the southeast corner of the intersection with Sixth Street. Residents of the west-facing units in this building have open, scenic views to the west, encompassing the parking lot north of the Page Museum and Hancock Park grounds in the foreground, LACMA Campus buildings and grounds and Hancock Park in the middle distance, and the Project Site in the far distance. As shown in the simulation, the Project Site would be visible in the distance, but not prominent from these apartments because of the intervening distance and broad field of view. Project implementation would not block the moderately scenic views from the residences at this location.

e. CUMULATIVE

i. CUMULATIVE CONSTRUCTION IMPACTS

The development of related projects may result in concurrent construction activities that can temporarily affect the visual quality of an area, particularly when construction sites are in proximity to each other or located along a common street corridor. All of the related projects are located on or near Wilshire Boulevard and have the potential to result in a cumulative visual effect in this area.

During construction, most aesthetic disturbance is caused by demolition, excavation, and foundation construction, which are relatively short term compared to a project's total construction phase. Major, multi-story projects, projects requiring large-scale demolition, or extensive excavation would be the greatest contributors to a cumulative effect associated with these activities. However, as with the Project, common design features to reduce aesthetic effects, such as screening and graffiti control, are implemented to reduce impacts to less than significant levels. City regulations regarding security fencing of construction sites, adherence to designated haul routes, and equipment staging would be implemented.

ii. CUMULATIVE OPERATION IMPACTS

(1) RELATED PROJECTS WITHIN MIRACLE MILE

Related projects within Miracle Mile have the potential to reduce the Art-Deco character of the corridor or introduce features that would conflict with, remove, or diminish the value of these aesthetic features. This section of Wilshire Boulevard is also noted for buildings of distinguished architectural value that contribute to the aesthetic character of the street. Seven related projects have been identified within the Miracle Mile district, including No. 2, Desmond's Tower; No. 6, Office and Restaurant; No. 7, Existing Office (office and restaurant); No. 16, Wilshire La Brea–High Rise Mixed Use; No. 17, Restaurant and Retail; No. 27, Museum Square; and No. 28, LACMA Redevelopment Plans.

Related Project No. 6, located on South Curson Avenue, would be outside the general Wilshire corridor view field and the site is not occupied by a historic or architecturally distinguished feature or building. The development of the site would not alter area's aesthetic character or degrade or remove aesthetic resources. Related Project No. 7 involves renovations to the interior of the Mutual Benefit Life high-rise building and Related Project No. 17 is the buildout of new retail and restaurant uses in the existing 5410 Wilshire building.

(2) RELATED PROJECTS OUTSIDE OF MIRACLE MILE

Related Project Nos. 1, 12, and 15 are located to the west of Fairfax Avenue, outside of the Miracle Mile District. These include Related Projects No. 1, the 21-story Wilshire Skyline building and No. 12, the 18-story Wilshire and Crescent Heights building. Related Project No. 15 is a smaller mixed use project to the west of these sites. These buildings are not located within a recognized historical district and are located in an area substantially developed with high-rise uses. These buildings would be consistent with the aesthetic character of the area and would contribute to the visual character of Wilshire Boulevard's high-rise corridor.

2. PROJECT DESIGN FEATURES

No Project Design Features are identified in the EIR for this environmental issue.

3. FINDINGS

Construction and operation of the Project would not substantially alter or degrade the existing aesthetic character of the Project area. Construction and operation of the Project would not impact scenic vistas or valued publicly available views. Aesthetic and view impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Aesthetics and Views impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. CONSTRUCTION

While construction activities would result in a short-term effect on visual quality along Wilshire Boulevard, Fairfax Avenue, and Sixth Street, because construction would be finite in duration and on-site activity, excepting construction traffic, would be localized north of the Original Building or its interior, construction is not anticipated to cause substantial alteration or degradation of the Wilshire Boulevard street front or adversely affect visual resources along Wilshire Boulevard, within the LACMA Campus and Hancock Park, or elsewhere in the Project vicinity. Construction activities would have a less significant impact with respect to visual character.

b. OPERATION

The rehabilitation of the Original Building would preserve its character-defining Streamline Moderne features and contribute to the integrity of Miracle Mile's architectural heritage. In addition, the pedestrian environment will benefit from the rehabilitation of the building's Wilshire and Fairfax façades, provision of a Museum entrance from Wilshire Boulevard, and the retention and use of the display windows facing the sidewalks along Wilshire Boulevard and Fairfax Avenue. The Original Building would appear largely unchanged from vantage points along Wilshire Boulevard, and for this reason would remain visually compatible with the adjacent Broad Contemporary Art Museum. The removal of the 1946 Addition from the northwest corner of the Original Building would open up views to the north along Fairfax Avenue; the rooftop chimney visible on the 1946 Addition would also be removed. The south wall of the Tearoom would be removed and a new wall would be constructed southward one structural bay (approximately 20 feet), which would not appear noticeably different from vantage points along Wilshire Boulevard and Fairfax Avenue. Views of the Tearoom and Penthouse are very limited from most vantage points along these roadways due to their rooftop location and the height of the surrounding parapet. Nonetheless, the new south wall would be approximately the same height as the existing south wall, would have a similar exterior finish, parapet and cornice, and would relocate the Streamline Moderne pipe railing from the Penthouse roofline to the new south wall, so that the massing, set back and Streamline Moderne style of the Tearoom and Penthouse roofline would not appear substantially changed from those limited areas of the public rights-of-way from which it is visible. The Sphere would be minimally visible at the rear of the Original Building but would not substantially alter or degrade its visual setting from vantage points along Wilshire Boulevard or Fairfax Avenue south of Wilshire Boulevard, and impacts on visual character would be less than significant.

Removal of the 1946 Addition would not be significant with respect to impacts on historical resources because it would not detract from the eligibility of the Original Building for listing in the National Register, California Register, or as a City Monument (see Section VI.6 below). The original northwest corner of the Original Building that was removed by the 1946 Addition would be recreated. The Sphere would step back from the northwest corner and would reveal the

reconstructed corner of the Original Building. This would allow the Fairfax façade and the northwest corner to remain visually prominent. Likewise, the Sphere would also step back from the northeast corner of the Original Building which would allow the northeast corner to remain visible. Changes to the North façade would replace missing features including the northwest corner, north parapet, and fifth-floor ribbon window of the Original Building that were removed when the 1946 Addition was constructed. While the North façade would not be completely restored, the Project would protect historic materials, features and spatial relationships that characterize the property and the new north facing wall would be in keeping with the Original Building's North façade and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity and historic significance of the property while allowing for the new use. Furthermore, the addition of iconic architecture and a Piazza represents an overall improvement in aesthetic character along Fairfax Avenue compared to current visual conditions in the northern portion of the Project Site. Accordingly, the 1946 Addition's removal will not adversely affect the aesthetic character of the Original Building or Project vicinity.

Fairfax Avenue and Sixth Street have direct views into the Project Site and, as viewed from these streets, the Sphere would be in the foreground of the Original Building. The Sphere would be set well back from the sidewalk to reveal the newly reconstructed curvilinear northwest corner and North façade of the Original Building, and ensure the western façade of the Original Building remains visually prominent (and largely unchanged) as viewed from Wilshire Boulevard at its intersection with Fairfax Avenue. Even though the Sphere would be taller than the Original Building, its incorporation of large glass areas would reduce its apparent mass. The contemporary design of the Sphere would be compatible with the contemporary, varied architectural styles of LACMA buildings sharing the same field of view.

The Sphere would be set back from Sixth Street behind the existing Resnick North Lawn. The existing open space created by the lawn and the "Levitated Mass" artwork near the Resnick Exhibition Pavilion are located between the Project Site and Sixth Avenue, are not a part of the Project Site, and would not be changed or removed. As viewed from Sixth Street, the Sphere would be the Project Site's dominant structural feature and taller than the Original Building. It would be elevated approximately 12 feet above the Piazza on pylons, and its upper portion, which would contain the View Deck, would provide panoramic views. LACMA's contemporary Resnick Exhibition Pavilion would be in the foreground of views from Sixth Street to the northeast of the Project Site, and as with views from Fairfax Avenue, the contemporary design of the Sphere would be compatible with the contemporary, varied architectural styles of LACMA buildings sharing the same field of view.

The Piazza would replace the existing service driveways and gravel area north of the Original Building with decorative paving and amenities such as outdoor seating, café tables, and a place for congregation. It would also allow views into the Original Building at the ground level, which would reduce the apparent scale and mass as experienced by pedestrians along Fairfax Avenue and Sixth Streets. The introduction of the Piazza and its proposed amenities would not detract from the visual character of the Project Site or vicinity, and are instead expected to enhance the visual character of the Project area by enlivening the Fairfax Avenue edge of the LACMA Campus and the intersection of Fairfax Avenue and Sixth Street, and by enhancing the pedestrian environment and access. Impacts on visual character would be less than significant.

c. POLICY CONSISTENCY

i. GENERAL PLAN FRAMEWORK

An analysis of Project consistency with the General Plan Framework is provided in Appendix C-1 in Table 1, Comparison of the Project to the Urban Form and Neighborhood Design Policies of the General Plan Framework of the Draft EIR. As shown therein, the Project would be consistent with the recommendations pertinent to aesthetics.

The Project would be consistent with the Urban Form and Neighborhood Design chapters of the General Plan Framework that call for a livable City, development in regional centers, and improvement in the quality of the public realm. The Project would maintain and enhance an existing regional facility that is located within the Miracle Mile corridor and would contribute to the ongoing evolution of the LACMA Campus as a major cultural resource for the City and region. It would bring a fresh use to the Project Site as well as quality architecture and landscaping to enhance the public realm. The Project would also be consistent with the Open Space and Conservation policies of the General Plan Framework in that it would encourage the use or conservation of open space by upgrading the Original Building, providing improved access to the LACMA Campus, and utilizing an unused public area currently containing a gravel area and service driveways, while not encroaching into existing open space in the LACMA Campus and Hancock Park.

ii. GENERAL PLAN TRANSPORTATION ELEMENT INTERIM SCENIC HIGHWAY GUIDELINES

An analysis of Project consistency with the Interim Scenic Highways Guidelines is provided in Appendix C-1 in Table 2, Comparison of the Project to the Interim Scenic Highways Guidelines of the Transportation Element of the General Plan of the Draft EIR. The segment of Wilshire Boulevard designated as Miracle Mile, between Sycamore Avenue on the east and Fairfax Avenue on the west, is a designated Scenic Highway per the General Plan Transportation Element, in acknowledgement of the concentration of historically significant Art Deco buildings along this section of Wilshire Boulevard. Absent an adopted Scenic Corridor Plan for Wilshire Boulevard, the Project is required to demonstrate compliance with Interim Scenic Highway Guidelines intended to preserve scenic character along Scenic Highway by addressing parkway plantings, signage, and utilities visible from or within 500 feet of Wilshire Boulevard.

Regarding consistency with the Interim Scenic Highway Guidelines concerning street trees, the Project would retain or replace street trees along the building's frontage on Wilshire Boulevard and Fairfax Avenue, and would ensure new landscaping within the parkway planter along Wilshire Boulevard complies with guidelines addressing scale and size so as to retain views of the Original Building.

The Project proposes to establish a Sign District for the Project. The Sign District is intended to ensure signs are compatible with the visual character of the on-site buildings they are attached to, including the identity of the Original Building, as well as with off-site buildings, Museum Row, and Miracle Mile. Signage would be dedicated to the advertising of Museum exhibits, events, programs, and where applicable, recognition of Museum event and program sponsors. The Sign District would ensure all signs are consistent with the Interim Scenic Highways Guidelines.

All new utility lines would be undergrounded and all other utility infrastructure would be screened from view, in compliance with the interim guidelines stipulating this. Since the Project would be consistent with General Plan Transportation Element's Interim Scenic Highways Guidelines, it would have a less than significant impact with respect to consistency with this land use plan.

iii. WILSHIRE COMMUNITY PLAN

An analysis of Project consistency with the Wilshire Community Plan is provided in Appendix C-1 in Table 3, Comparison of the Project to Applicable Policies of the Wilshire Community Plan of the Draft EIR. As summarized therein, the Project would be consistent with policies of the Wilshire Community Plan that pertain to aesthetics through the provision of high quality design that would support the preservation and cultural characteristics of the community and provide improvements to an underutilized portion of LACMA's Campus, north of the Original Building. The Project would be consistent with the Wilshire Community Plan's design guidelines that require the offset of building masses; pedestrian orientation of street fronts; the use of color, lighting, and surface texture accents and building materials complementary to existing buildings in the Project area; the use of clear glazing at street levels; the articulation of architectural features; and landscaping. The Project would also be consistent with Wilshire Community Plan design policies to encourage pedestrian activity by providing pedestrian access along the Fairfax Avenue frontage and the introduction of the Piazza, which would be publicly accessible and enhance pedestrian access between Fairfax Avenue, Sixth Street, the Project Site, and the LACMA Campus and Hancock Park, including the Page Museum/La Brea Tar Pits. The structural steel and glass and other design elements of the Sphere, including its rounded form, would be compatible with other contemporary architecture on LACMA's Campus, as encouraged under the Wilshire Community Plan's design policies. Since the Project would be consistent with applicable Wilshire Community Plan goals, objectives, and policies, it would have a less than significant impact with respect to consistency with this land use plan.

iv. MIRACLE MILE COMMUNITY DESIGN OVERLAY DISTRICT

An in-depth analysis of Project consistency with Miracle Mile CDO policies pertaining to the rehabilitation of historic structures is provided in Table 6 in the Historical Resources Assessment Report prepared for the Project, provided in Appendix F-3 of the Draft EIR. These findings, plus an analysis of Project consistency with Miracle Mile CDO policies, goals, principles, and guidelines concerning the architecture of new development, parking, landscaping, and signage, are provided in Appendix C-1 in Table 4, Comparison of the Project to Applicable Polices of the Miracle Mile CDO of the Draft EIR. As shown therein, the Project would be consistent with these Miracle Mile CDO policies, goals, principles, and guidelines.

With respect to the rehabilitation of historic architecture, as determined in Table 4 in Appendix C-1 of the Draft EIR, the Project would be consistent with Miracle Mile CDO guidelines related to the retention of the building's original appearance and primary character-defining features; ensuring adaptive reuse and new additions maintain continuity with the historic building; retention of historic building entrances, rooflines, surface materials, windows, storefronts, colors, awnings and canopies, and lighting; and retention of historic mechanical structures together with undergrounding of all utility lines and visual screening of all other utility infrastructure. Consistency would be ensured through implementation of the Materials Conservation and Preservation Plan, as defined in Project Design Feature PDF-HIST-1, which would, in turn, ensure compliance with the Secretary of the Interior's Standards for Rehabilitation.

With respect to Miracle Mile CDO policies that address aspects of development other than rehabilitation of historic structures, as determined in Table 4 in Appendix C-1 of the Draft EIR, the Project would be consistent with guidance pertaining to new development, parking, landscaping, and signage. The Sphere has been designed in a contemporary style that is compatible with the Original Building. The Wilshire, Fairfax and East façades of the Original Building would remain visually predominant and the New Wing would read as a north annex, respecting the form and massing of the Original Building, and the spherical shape of the New Wing would be compatible with the curved corners of the Original Building, all four corners of which would be visible. No on-site parking is proposed; landscaping would be installed in

accordance with the proposed landscaping plan, which would ensure consistency with Miracle Mile CDO guidelines as well as other City policies concerning landscaping. The proposed Sign District would ensure coordinated signage across the Project Site that complements the Original Building and New Wing, thereby contributing to consistency across the Project Site, as recommended in the Miracle Mile CDO Guidelines.

v. COMMERCIAL CITYWIDE DESIGN GUIDELINES

An analysis of Project consistency with the Commercial Citywide Design Guidelines is provided in Appendix C-1 in Table 5, Comparison of the Project to Applicable Policies of the Commercial Citywide Design Guidelines of the Draft EIR. As shown therein, the Project would be consistent with the applicable provisions of the Commercial Citywide Design Guidelines for Pedestrian-Oriented Commercial and Mixed-Use Projects, including policies related to neighborhood context, employment of high quality architecture to define the character of commercial areas, inclusion of open space for public gatherings, augmenting the streetscape environment with streetscape amenities, and visual improvements related to signage, lighting, and utilities.

The Project would be consistent with Commercial Citywide Design Guideline policies related to neighborhood context, including style, massing and scale. The style and architectural materials of the Sphere would be consistent with the high quality, contemporary architecture represented in adjacent LACMA buildings. Scale and height effects would be reduced by building setbacks from Fairfax Avenue, which reduce the horizontal mass of the Sphere compared to the existing 1946 Addition. Furthermore, the reconstructed north façade located between the original northeast corner of the Original Building and the recreated northwest corner of the Original Building which was removed by the 1946 Addition, would represent a wall that is predominately windows with bands of painted concrete between, that would allow natural light and views into the Museum interior, thus reducing the sense of comparative mass. High quality architectural principles would be implemented through building façade and form, the incorporation of a pedestrian scale, restoration of the Original Building and other features of the Project. The Piazza would provide publicly accessible open space and a strong pedestrian linkage to the LACMA Campus, Fairfax Avenue, and Hancock Park. The proposed Sign District would also ensure coordinated signage across the Project and proposed lighting would be compatible with the style of Project buildings and appropriate for Project uses. Lighting would create a secure, attractive evening ambience and inform and attract visitors to the Museum and evening events. Mechanical equipment and utility lines would be underground or screened so that they would not be visible from the adjacent streets or visitors to the Museum.

vi. LOS ANGELES MUNICIPAL CODE

The Project Site is zoned [Q]C2-2-CDO, with the C2 designation permitting the proposed Project uses and Height District 2 corresponding to a 6:1 FAR, unlimited maximum building height, and no property line building setback restrictions in C2 zones. The Project would comply with these underlying zoning requirements. The Project Site is also subject to [Q] conditions imposed by the City on the parcel containing the Project Site (Parcel "D") in 1993, for a considerably larger project that proposed more than one million square feet of commercial office, hotel, retail, and restaurant uses within two 17- and 23-story high-rises; a ten-story, 250-room hotel; and four stories of above-ground structured parking. The [Q] conditions limited the FAR to 3:1; established a 15-story/200 –foot height building limit within 100 feet of Fairfax Avenue and a 23-story/315-foot building height limit on the remainder of the parcel; defined building setbacks and landscape buffers; and imposed numerous other requirements specific to the previously proposed project.

The 1993 project was never realized and the [Q] conditions have been modified and/or removed over the years in response to changing circumstances and development plans for portions of the parcel. In response to LACMA's pending acquisition of the parcel, museum uses were deemed permitted uses under the commercial office designation established when the zoning designation for the parcel was amended in 1993. Subsequently, LACMA's proposed Expansion Plan led to the City's removal of inapplicable [Q] conditions in light of LACMA's dramatically different, and considerably reduced, plans for the parcel and the vacation of Ogden Drive.

Similarly, approvals sought for the Project include a zone change to remove the existing [Q] conditions, since they are no longer applicable to the parcel or Project in light of the current proposed uses or needed to serve the uses proposed in 1993 or ensure physical compatibility with surrounding uses. As described in Appendix J, Table 6, Comparison of the Project to Applicable Land Use Regulations of the City of Los Angeles Building Code of the Draft EIR, the [Q] conditions to be removed which pertain to Aesthetics include the FAR limitation, building height and setback requirements, landscape buffers along Sixth Street, private commercial open space provisions, the provision of on-site parking, and signage. With removal of these inapplicable [Q] conditions, and since the Project is otherwise consistent with the existing C2-2-CDO zoning designation, impacts related to consistency with the Project Site's underlying zoning designation would be less than significant.

Landscaping proposed as part of the Project would comply with Landscape Ordinance requirements for new development addressing water conservation, irrigation methods, and plant palettes. Landscaping on the Project Site would also serve to fulfill applicable Low Impact Development requirements through the incorporation of at-grade stormwater flow-through planters that are planned to cover approximately 5 percent of this pervious area and would collect runoff from building roof drains and hardscape areas.

The Sign District, once approved, would supersede Municipal Code requirements pertaining to sign requirements in the CR zone that currently apply to the Project Site.

The Project would therefore be compliant with the Municipal Code requirements addressing building standards and landscaping, and impacts related to consistency with the zoning designation would be less than significant.

d. VIEWS

i. WILSHIRE BOULEVARD

The Original Building is considered a valued visual resource as viewed from Wilshire Boulevard because of the historical importance of the Original Building and Wilshire Boulevard's designation as a Scenic Highway. As shown in Draft EIR Figures 4.A.1-14, 4.A.1-15, and 4.A.1-16, the rehabilitated Original Building would appear largely unchanged when viewed from Wilshire Boulevard. The Sphere would not be visible from Wilshire Boulevard in the Project vicinity, due to the setbacks from Fairfax Avenue and the eastern Project Site boundary adjacent to the Broad Contemporary Art Museum. As a result, neither the rehabilitated Original Building nor the Sphere would obstruct or alter views of the Project Site from Wilshire Boulevard and impacts on scenic vistas from Wilshire Boulevard would be less than significant.

ii. FAIRFAX AVENUE

The Sphere would not be visually prominent in views from Fairfax south of Wilshire because of distance and the intervening Original Building, but would be prominent from Fairfax Avenue vantages north of Wilshire Boulevard. However, the Project would not block any valued views from Fairfax Avenue. Project implementation would instead replace the existing utilitarian gravel

area and service driveways north of the Original Building with distinctive architecture and an attractive Piazza, including new landscaping, and would enliven this portion of the LACMA Campus compared to existing conditions. This would improve views of the Project Site for pedestrians and motorists on Fairfax Avenue, and impacts on scenic vistas and valued publicly available views would be less than significant.

Draft EIR Figures 4.A.1-21, Simulated View Looking Southeast from Third-Floor Condominium at 637 Fairfax Avenue and 4.A.1-22, Simulated View Looking Northeast from Third-Floor Condominium at 637 Fairfax Avenue, provide simulated views of the Project Site from the elevated vantage point of the third-floor residential condominiums in the building directly west of the Project Site. Existing views encompass the gravel area and service roads north of the May Company Building and the east facades of the Broad Contemporary Art Museum and the Resnick Exhibition Pavilion and loading dock. Following Project implementation, the Sphere would largely obstruct existing views to the east from all but the top-floor condominium units in this building. Views from these units would encompass the Original Building, as under existing conditions, as well as the Sphere, associated pedestrian bridges, and Piazza. However, these condominiums do not have scenic views under existing conditions, as they look out over the gravel area and service driveways north of the Original Building, and at LACMA loading docks. Similar to views for pedestrians and motorists on Fairfax Avenue, views of the Project Site would be improved from these residences through the introduction of distinctive architecture, the Piazza and new landscaping, and increased pedestrian activity, in close proximity, and impacts on scenic vistas and valued publicly available views would be less than significant.

iii. SIXTH STREET

Draft EIR Figure 4.A.1-18 through 4.A.1-20, provide existing views of the Project Site and simulations of the Project from several Sixth Street vantages. As shown therein, the Sphere would appear taller than the Original Building and partially block views of the Original Building. Also, because the Sphere would extend farther north than the existing 1946 Addition, it would occupy more of the field of view from Sixth Street. However, as shown in Figure 4.A.1-19, foreground open space associated with the Resnick North Lawn and some background high-rise buildings would continue to be visible as under existing conditions. The raised Sphere would allow for street-level views across the Project Site toward Fairfax Avenue. Because the Project is located at the western edge of the LACMA Campus, valued views of architecturally notable buildings and landscape features within the LACMA Campus and Hancock Park as viewed from Sixth Street would not be blocked by the Project. Similar to views for pedestrians and motorists on Fairfax Avenue, views of the Project Site would be enlivened from Sixth Street through the introduction of distinctive architecture, the Piazza and new landscaping, and increased pedestrian activity, in close proximity. Accordingly, impacts on scenic vistas and valued publicly available views from Sixth Street and areas further north of the Project Site would be less than significant.

iv. LACMA CAMPUS

Views of the Project Site from LACMA's Resnick North Lawn, directly north of the Project Site, would be considerably altered following Project implementation. The Sphere and Piazza would replace the utilitarian, relatively unattractive gravel area and service driveways immediately north of the Original Building with dramatic new architectural elements, an attractive Piazza with a variety of amenities for visitors, and new landscaping. Project implementation would not block any scenic vistas or valued publicly available views to the west or south from the Resnick North Lawn. The only other visual access to the Project Site from within LACMA is along the Dwight M. Kendall Concourse just east of the Project Site. Views of the Project Site from the Dwight M.

Kendall Concourse are almost entirely blocked by the Original Building and Resnick Exhibition Pavilion until pedestrians arrive at the Project Site, and therefore the impact of Project implementation on views from the Dwight M. Kendall Concourse would be relatively minor. Overall, impacts on scenic vistas and valued publicly available views from within the LACMA Campus would be less than significant.

v. PARK LA BREA

Only a few Park La Brea residential units front onto Sixth Street just north of the Project Site, and the Project would be visible from those residences. These residences do not have views of scenic resources under existing conditions, since, beyond the Resnick North Lawn, their views encompass the utilitarian gravel area and service driveways north of the Original Building, with no visual access to points south of the Project Site. For these residences, therefore, Project implementation would create visual interest through the introduction of distinctive architecture and an attractive Piazza, as well as new landscaping, on the Project Site and impacts on scenic vistas and valued publicly available views would be less than significant.

vi. MUSEUM TERRACE

Draft EIR Figure 4.A.1-23, Simulated View from Elevated Museum Terrace Residences, depicts a view of the Project Site from the third floor of the Museum Terrace residential apartment building at 600 S. Curson Avenue, on the southeast corner of the intersection with Sixth Street. Although no photograph of existing conditions could be provided from this private vantage, residents of the west-facing units in this building have open, scenic views to the west, encompassing the parking lot north of the Page Museum and Hancock Park grounds in the foreground, LACMA Campus buildings and grounds and Hancock Park in the middle distance, and the Project Site in the far distance. As shown in the simulation, the Project Site would be visible in the distance, but not prominent from these apartments because of the intervening distance and broad field of view. Project implementation would not block the moderately scenic views from the residences at this location. Impacts on scenic vistas and valued publicly available views would be less than significant.

e. CUMULATIVE IMPACTS

i. CUMULATIVE CONSTRUCTION IMPACTS

During construction, most aesthetic disturbance is caused by demolition, excavation, and foundation construction, which are relatively short term compared to a project's total construction phase. Major, multi-story projects, projects requiring large-scale demolition, or extensive excavation would be the greatest contributors to a cumulative effect associated with these activities. However, as with the Project, common design features to reduce aesthetic effects, such as screening and graffiti control, are implemented to reduce impacts to less than significant levels. City regulations regarding security fencing of construction sites, adherence to designated haul routes, and equipment staging would further reduce potentially adverse aesthetic effects.

The potential for short-term related project construction activities to occur concurrently within a common field of view is dependent on variable construction start-up times, which can occur over a period of months or years. Because the potential for multiple related projects within close proximity to enter the initial stages of construction concurrently is slight and implementation of City regulations regarding construction, hauling, staging, and other activities would reduce the aesthetic effects of construction, the Project's contribution to cumulative impacts on visual character would be less than significant.

ii. CUMULATIVE OPERATION IMPACTS

(1) RELATED PROJECTS WITHIN MIRACLE MILE

Related projects within Miracle Mile have the potential to reduce the Art-Deco character of the corridor or introduce features that would conflict with, remove, or diminish the value of these aesthetic features. This section of Wilshire Boulevard is also noted for buildings of distinguished architectural value that contribute to the aesthetic character of the street. Seven related projects were identified within the Miracle Mile district, including No. 2, Desmond's Tower; No. 6, Office and Restaurant; No. 7, Existing Office (office and restaurant); No. 16, Wilshire La Brea–High Rise Mixed Use; No. 17, Restaurant and Retail; No. 27, Museum Square; and No. 28, LACMA Redevelopment Plans.

The related projects would contain features that would contribute to the aesthetic character of the area, be located in building interiors that would not be visible from public locations, or be required under the Miracle Mile CDO to incorporate design features that are consistent with Wilshire Boulevard's aesthetic character. These projects would not result in the removal, alteration, or degradation of the area's aesthetic character, nor would they involve high-rise elements or be located such that they would block views of or result in blocking views of valued view resources. Considered together with these related projects, the Project's incremental contribution to cumulatively significant aesthetic impacts would be less than cumulatively considerable.

(2) RELATED PROJECTS OUTSIDE OF MIRACLE MILE

Related Project Nos. 1, 12, and 15 are located to the west of Fairfax Avenue, outside of the Miracle Mile District. These include Related Projects No. 1, the 21-story Wilshire Skyline building and No. 12, the 18-story Wilshire and Crescent Heights building. Related Project No. 15 is a smaller mixed use project to the west of these sites. These buildings are not located within a recognized historical district and are located in an area substantially developed with high-rise uses. These buildings would be consistent with the aesthetic character of the area and would contribute to the visual character of Wilshire Boulevard's high-rise corridor. As a component of a recognized valued view resource, these buildings would enhance views in the Project area. Cumulative impacts would be less than significant.

B. LIGHT AND GLARE

1. DESCRIPTION OF EFFECTS

The Project would add new exterior light sources including architectural and façade lighting on the Original Building; lighting of the Sphere and Piazza to the north of the Original Building (including the area beneath the elevated Sphere) during regular hours of operation as well as evening programs and special events; rehabilitation of the cove lighting within the Original Building's cantilevered awning that extends over the Wilshire Boulevard and Fairfax Avenue sidewalks; lighting of the ground floor display boxes (vitrines or windows that wrap around the Original Building's Wilshire Boulevard and Fairfax Avenue façades); and the introduction of illuminated signage.

The Project would also implement a number of features and practices in order to qualify for USGBC LEED® Silver Certification or its equivalent. Among these features is the installation of energy-efficient appliances and a commitment to achieve reduced building energy usage by 10 percent compared to ASHRAE 90.1-2007, Appendix G, and the Title 24 Building Standards Code.

1. CONSTRUCTION

Temporary lighting would be installed on the Project Site during construction, as required for worker safety. Construction lighting may be visible to some extent beyond the Project boundary, although temporary light sources would be located, shielded, and directed toward the Project Site so that direct beam illumination or substantial spill light would not occur at the property lines of nearby sensitive receptors.

2. OPERATION

a. ORIGINAL BUILDING

The Original Building lighting concept would use existing light fixtures refurbished with CalGreen-compliant backlight, uplight, and glare-rated fixtures for exterior use. The cantilevered awning along the Original Building's Wilshire Boulevard and Fairfax Avenue façades would retain the existing ambient cove lighting that illuminates the sidewalk for pedestrian circulation and the existing uplights that illuminate the original flag poles. The original Corner Tower lighting concept highlighting the gold mosaic tile at the corner of Wilshire Boulevard and Fairfax Avenue would also be refurbished to restore historic nighttime views of this feature. In the area along the North façade where the 1946 Addition would be removed, between the reconstructed northwest corner and the retained northeast corner of the Original Building, a wall would be constructed that is predominantly windows with bands of painted concrete. It would not be externally illuminated, although interior lighting would be visible from the outside along Fairfax Avenue and portions of Sixth Street.

b. SPHERE

The exterior surface of the Sphere would not be directly illuminated other than by uplighting to be installed within the Piazza. A portion of the Sphere may be transparent and illuminated from within. Similarly, the planned above-grade pedestrian bridges connecting the Original Building and Sphere may be transparent and illuminated.

c. PIAZZA

The Piazza would encompass hardscape beneath the elevated Sphere and extending north to the Project Site's northern boundary. Beneath the Sphere, lighting would be placed at grade and adjacent to the seating and planting areas to create a canopy uplight effect. Lighting of the open-air portion of the Piazza may be supplemented with landscape lighting to highlight plantings or architectural features as the design program is developed. Secondary lighting infrastructure consisting of electrical wiring and outlets for temporary use is planned within the Piazza for catered and special events, but is not part of the permanent architectural lighting program.

d. SIGN DISTRICT

Pursuant to the provisions of Section 13.11 of the Municipal Code, the Project would establish a Sign District that would encompass the Project Site and 0.8 acres of the Resnick North Lawn, immediately north of the Project Site, for a total area of three acres. As conceptually proposed, the Project may include signs illuminated by external light sources, digital displays, and projection signs. Externally illuminated signs would include banner signs that may be installed on the Sphere and flag pole signs on each of the six existing flag poles on the Original Building; and any other non-digital displays. Digital displays may be located in two of the ground-floor Original Building storefront windows (i.e., display boxes) on either side of the Wilshire Boulevard entrance, and along the south façade of the Sphere. Canopy signs may be placed on the canopy (i.e., cantilevered awning) fronting on Wilshire Boulevard and Fairfax Avenue. Projected image signs are proposed for use during no more than six Special Events per calendar year,

and would be permitted on portions of the Original Building. Identification signs may be located throughout the Sign District, including an Oscar statuette proposed at the Corner Tower of the Original Building. Temporary and special event signs would also be permitted on the Original Building, Sphere, and the portion of the Resnick North Lawn contained within the Sign District.

Except during special events, the hours of operation for digital displays, projected image signs, and large-scale architectural lighting would be from dawn until 10:00 P.M. During special events, digital displays, projected image signs, and large-scale architectural lighting would be from dawn until 10:00 P.M. or one hour after the conclusion of the special event, whichever is later, but not later than 2:00 A.M. Non-digital signs would not be subject to restriction on hours of operation.

Signs would be integrated into the aesthetic character of the Original Building and are intended to be compatible in scale with other signs on-site, enhance the pedestrian environment, and contribute positively to the identities of Museum Row and the Miracle Mile. Signage would be dedicated to the advertising of Museum exhibits, events, programs, and where applicable, recognition of Museum event and program sponsors.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project Plans, would reduce the potential for Light and Glare impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-LIGHT-1, Operational Lighting: The following operational lighting features would be incorporated into the Project:

- Luminance Restriction: An area-weighted average of luminance measurements on the Original Building and New Wing façades would not exceed 10 candelas per square meter (cd/m^2).
- Illuminance Restriction: Illuminance from specified light sources would not exceed 21.5 lux (2.0 footcandles) at the property line of the nearest sensitive receptor.
- Façade Luminaire Restrictions: Luminaires illuminating the building façade, with intensities greater than 10,000 candelas would be shielded from view beyond the Project Site boundary.
- Exterior Luminaire Restrictions: Luminaires not illuminating the building façade, with intensities greater than 10,000 candelas, would be shielded or rated as cut-off per the IESNA.
- Piazza Lighting Limitation: Permanently installed architectural lighting shall be designed to not exceed 10 footcandles (average, horizontal maintained at the ground) under the Piazza and other outdoor plaza areas within the Project Site.
- Event Luminaire Restrictions: Luminaires installed for special event lighting on a temporary basis on the Project Site must be aimed or shielded such that the direct beam illuminance is directed at the activity or object within the Project boundary that requires illumination.
- Restrictions for Drivers' Visibility: Luminaires would be shielded, reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below

10 fL, the source brightness would not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

- Interior Luminaire Restrictions: Interior lighting would be designed, specified, and installed so that the maximum candela direct beam illuminance (from luminaires) would not be directed out of the building envelope. In doing so, the interior spill light from the Project is assumed to be negligible beyond the confines of the Project Site.

PDF-LIGHT-2, Special Event Lighting: HDTV broadcasts of events are assumed to be the brightest foreseeable condition within the Project. Other less brightly-lit events may occur on a periodic basis within the Sphere's View Deck or elsewhere on the Project Site. Special event lighting for productions and other events, including but not limited to traveling shows, concerts, and performances, represents a wide variety of temporary installations of lighting equipment. Although the possible events, and the design of the type, intensity, aiming, and distribution of associated temporary lights, are not specifically known, the following Project Design Features are intended to limit the potential for glare or spill light at the identified sensitive receptors:

- Luminaires installed for special event lighting on a temporary basis on the Project Site must be aimed or shielded such that the direct beam illuminance is directed at the activity or object within the Project boundary that requires illumination.
- Aiming of luminaires would be regulated to prevent the high intensity beam from striking any Project or adjacent building facades. Specifically, special event search lights would not project light more than 25 degrees from zenith, and hand held video and press event lighting platforms shall have their lighting directed inward toward the Project Site and not out to the Project boundary.

PDF-LIGHT-3, Illuminated Signage: The following illuminated signage design standards, which also represent impact thresholds pursuant to CEQA, and include an illumination testing and compliance protocol, would be implemented to limit spill light and glare at sensitive and vehicular receptors, and to confirm compliance with applicable requirements:

- Illuminance Restriction: Illuminance from signage would not exceed 32.3 lux (3.0 footcandles) at the property line of the nearest residential property.
- Luminance Restriction: The measurable luminance of permitted signage would not exceed 500 cd/m^2 after sunset or before sunrise.
- Restriction for Drivers' Visibility: Self-illuminated signs and/or luminaires intended to illuminate signs would be shielded, or reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight would not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below 10 fL, the source brightness would not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.
- Illumination Testing and Compliance Protocol: The Applicant's lighting design expert shall implement the following protocol to confirm compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117, the requirements of the Sign Ordinance) and Illuminated Signage Performance Standards 1 through 3, above. The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety

(and copied to the Department of City Planning) immediately prior to initial signage operation and immediately prior to initial Museum operation, with a follow-up compliance test to be performed 12 months after issuance of the Certificate of Occupancy.

- A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage and Museum lighting on the west façade of the Project.
- A light meter mounted to a tripod at eye level, facing the Project buildings, shall be calibrated and measurements shall be taken to determine ambient light levels with the signage on, and when the Museum is open and operating.
- An opaque object (e.g., a board) shall also be used to block out the view of the sign, and the Museum, from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the Project buildings. A reading shall be taken to determine the ambient light levels with the sign off.
- The difference between the ambient light levels with the signage being illuminated, and with the signage being off, would be the amount of light the signage casts onto the sensitive receptor.
- The difference between ambient light levels with the Museum lighting on and off would be the amount of light the Museum casts onto the sensitive receptor.
- An alternative method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage, and to turn the Museum lighting on and off. This method takes more coordination, but is more accurate.
- In addition, if at any time, the Los Angeles Department of Building and Safety has good cause to believe the Project's signage lighting is not in compliance with the Los Angeles Municipal Code, regulations, or Performance Standards, the Los Angeles Department of Building and Safety may request the protocol be implemented to determine compliance, at the expense of the Applicant. If the testing determines that the signage, or the Museum lighting, is not in compliance with the Los Angeles Municipal Code, regulations, Project Performance Standards, or project design features, the Applicant shall adjust the signage and/or lighting to bring it into compliance immediately.
    - **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
    - **Monitoring Agency**: Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
    - **Monitoring Phase:** Pre-operation; Operation
    - **Monitoring Frequency**: Once prior to signage operation; once prior to Museum operation; and once 12 months after issuance of Certificate of Occupancy
    - **Actions Indicating Compliance with Testing and Compliance Protocol:** Los Angeles Department of Building and Safety approval of lighting testing results

3. FINDINGS

New light sources associated primarily with the Project would not exceed Municipal Code or California Vehicle Code regulatory standards or recommended CIE guidelines for spill light or glare. Thus, the Project would not result in substantial spill light or glare onto the identified light-sensitive receptors. In addition, the Project would not substantially alter ambient light conditions or the character of off-site areas surrounding the Project Site. Therefore, potential impacts associated with light and glare would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Light and Glare impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. CONSTRUCTION

Construction activities would occur primarily during daylight hours and any construction-related lighting would be used for safety and security purposes only. Construction lighting is anticipated to be used as required for safe construction and potential repair of Project facilities. Temporary construction lighting sources would be located, shielded, and directed toward the Project Site so that no direct beam illumination is aimed outside the Project Site and no substantial spill light would occur at the property lines of nearby residential receptors. Although temporary construction lighting may be visible beyond the Project Site, the location, shielding, and orientation of light sources would comply with the Municipal Code such that spill light would not exceed 21.5 lux at the property lines of the identified residential receptors. Accordingly, light associated with temporary construction activities would not significantly impact sensitive receptors or substantially alter the character of off-site areas surrounding the Project Site. Therefore, light and glare impacts associated with construction would be less than significant.

b. OPERATION

i. NIGHTTIME ARCHITECTURAL GLARE AND SPILL LIGHT

The Project would generate new sources of light that would be visible from the identified sensitive receptors, including residential uses and street intersections. Draft EIR Figure 4.A.2-2, Computer Model of Light Trespass, below, illustrates the intensity of light generated during Project operation. Draft EIR Table 4.A.2-1, Spill Light at the Project Boundary summarizes the average and maximum levels of spill light that would occur at the edges of the Project Site.

Spill Light at the Project Boundary

	North Boundary	South Boundary	West Boundary
Average Architectural Illuminance (Spill Light)	3.25 lux	40.6 lux	32.9 lux
Maximum Architectural Illuminance (Spill Light)	8.0 lux	78.3 lux	119.0 lux

The Lighting Report in Appendix C-2 of the Draft EIR provides a detailed evaluation of the levels of spill light and glare at the property lines of the identified sensitive receptors. The findings are summarized in Draft EIR Tables 4.A.2-2 through 4.A.2-4.

At Receptor 1 (Residential Condominium Building at 637 South Fairfax Ave), the average architectural glare levels experienced would range from 1.8 cd/m2 to 2.0 cd/m2, below the recommended CIE guideline of 10 cd/m2 average. The Project maximum spill light levels at the

boundary of Receptor 1 would be 3.20 lux, well below the Municipal Code standard. Because the Project's architectural glare and spill light levels would not exceed the respective regulatory standards and guidelines at Receptor 1, impacts at this receptor would be less than significant.

At Receptor 2 (Park La Brea Multi-Family Residential Development Garden Apartments at 6043 West Sixth Street), the average architectural glare level experienced would be 1.5 cd/m2, below the recommended CIE guideline of 10 cd/m2 average. The maximum spill light level at the boundary of Receptor 2 would be 0.69 lux, well below the Municipal Code standard. Because the Project's architectural glare and spill light levels would not exceed the respective regulatory standards or guidelines at Receptor 2, impacts at this receptor would be less than significant.

At Receptor 3 (Park La Brea Multi-Family Residential Development Towers at 500 South Curson Avenue), the Project's average architectural glare level that would be experienced would be 0.9 cd/m2, below the recommended CIE guideline of 10 cd/m2 average. The maximum spill light level at the boundary of Receptor 3 would be 0.0 lux. Because the Project's architectural glare and spill light levels would not exceed the respective regulatory standards or guidelines at Receptor 3, impacts at this receptor would be less than significant.

At Receptors 4 (intersection at Wilshire Boulevard at Fairfax Avenue) and 5 (intersection at Wilshire Boulevard at Orange Grove Avenue) the average nighttime architectural glare experienced by would be 4.1 cd/m2, below the recommended CIE guideline of 10 cd/m2 average. Architectural glare effects in these two locations would be similar because both would have an unobstructed view of the entire south façade, and façade materials would be primarily diffuse in this location. Architectural glare experienced along these street segments is projected to be 70.0 cd/m2, less than the maximum 1,713 cd/m2 (500 fL) allowed under the Vehicle Code. Because the Project would not exceed the respective regulatory standards or guidelines for motorists represented by Receptors 4 and 5, nighttime architectural glare impacts at these receptors would be less than significant.

At Receptor 6 (intersection at Fairfax Avenue at Sixth Street) the average nighttime architectural glare level at Receptor 6 would be 1.2 cd/m2, well below the recommended CIE guideline of 10 cd/m2 average. Nighttime vehicular glare (glare along the street segment) is estimated to be 14.5 cd/m2, less than the maximum 1,713 cd/m2 (500 fL) allowed under the Vehicle Code. Because the Project would not exceed the respective regulatory standards or guidelines for motorists represented by Receptor 6, nighttime architectural glare impacts at this receptor would be less than significant.

ii. TEMPORARY EVENT LIGHTING

Temporary lighting associated with special events would be a source of nighttime light. Temporary lighting for special events, including but not limited to Museum openings, premieres, and press events, would require a variety of temporary installations of lighting. The type, intensity, aiming, and distribution of temporary special event lighting cannot be clearly identified at this time for all types of events because of the unique nature of each event and the range of different lighting configurations that could be required. Project Design Features PDF-LIGHT-1 requires luminaires for special event lighting to be aimed or shielded so that the direct beam would be directed at the special event activity or object within the Project boundary, and PDF-LIGHT-2 requires illumination to be aimed to prevent any high-intensity beam from striking any Project or adjacent building facades and to prevent spill light and glare from exceeding Municipal Code or California Vehicle Code regulatory standards or recommended CIE guidelines at the identified sensitive receptors. Specifically, special event search lights would not project light more than 25 degrees from zenith and handheld video and press event lighting

platforms would be directed inward toward the Project Site's interior, and not outward beyond the Project boundary.

Visitors to the Project may choose to park in LACMA's Pritzker Garage, which is accessed via LACMA Way from Sixth Street. The headlights of vehicles exiting LACMA Way may be visible to sensitive receptors on Sixth Street to the east and west of Ogden Drive. A potential increase in evening events associated with the Project would incrementally increase nighttime use of the Pritzker Garage. However, associated lighting effects on the identified sensitive receptors would be similar to existing conditions and would not exceed Municipal Code or California Vehicle Code regulatory standards and recommended CIE guidelines at those receptors.

Because lighting associated with Project operation, including evening Theater Programming and special events, would not exceed Municipal Code or California Vehicle Code regulatory standards or recommended CIE guidelines, or substantially contrast with ambient urban conditions, nighttime lighting associated with architectural glare, signage, and spill light would be less than significant.

iii. DAYTIME GLARE

The Sphere could potentially generate glare during daytime hours. Although the finish treatment for the Sphere is subject to further design and refinement, it will be predominantly constructed of structural metal and glass. The model input assumed a matte aluminum finish for the entire Sphere, which would generate the greatest potential glare. Potential glare effects at Receptors 1, 2, 3, and 6 are depicted in Figures 6.4.1 through 6.4.4 in the Lighting Report in Appendix C-2 of the Draft EIR. The convex (outwardly curved) shape of the Sphere would reduce glare generation by reflecting a smaller image of the sun than a planar or concave (inwardly curved or hollow) surface would, since convex reflectors such as those incorporated into vehicular side mirrors inherently demagnify reflected images. Because the Sphere's shape would demagnify the reflection of the sun and not focus reflected light, it would preclude glare and heat impacts on adjacent sensitive receptors. Façade brightness of the Sphere would be nominally equal to the brightness of the Original Building limestone façade, as shown in Draft EIR Appendix G, Figures G.1 through G.20, of the Lighting Report in Appendix C-2. The road segment at Fairfax Avenue and Sixth Street (Receptor 6) would be in a direct line-of-sight of the Sphere. Figure 6.4.6 in the Lighting Report in Appendix C-2 of the Draft EIR illustrates the worst-case luminance (in this case, reflected light) scenario, at the time of day when the Sphere would receive the most direct sunlight and would be visible within ten degrees of a driver's normal line of sight. According to the maximum and minimum luminance values illustrated in Figure 6.4.6, the maximum:minimum luminance ratio would be 242:1, which is less than the maximum luminance ratio of 1,000:1 allowed under the Vehicle Code. Because the Project would not exceed the Vehicle Code standard, it would not result in excessive reflected glare at Receptor 6. In addition, the Project would not exceed regulatory standards that restrict direct glare at other sensitive receptors. Therefore, impacts with respect to daytime glare would be less than significant.

iv. ILLUMINATED SIGNAGE

Project signage would introduce new sources of light that would be visible from the identified sensitive receptors, including residential uses and street intersections. The Lighting Report provided in Appendix C-2 of the Draft EIR and the Supplemental Light and Glare Technical Report provided in Appendix D of the Final EIR provide a detailed evaluation of signage-related luminance as measured at the signage sources, and the associated potential for glare impacts on the identified sensitive receptors, and the potential for spill light as measured at the identified sensitive receptors.

At Receptor 1, signage luminance levels would be 500 cd/m2, below the 800 cd/m2 threshold, under both operational scenarios (regular operations and special events), and glare impacts at Receptor 1 would therefore be less than significant. Illuminance or spill light at Receptor 1 would be 31.9 lux during regular operations and 32.3 lux during special events, which would not exceed the 32.3 lux threshold for spill light, and signage-related spill light impacts at Receptor 1 would therefore be less than significant.

At Receptor 2, signage luminance levels would be 200 cd/m2 during regular operations and 100 cd/m2 during special events, both well below the 800 cd/m2 threshold, and glare impacts at Receptor 2 would therefore be less than significant. Illuminance or spill light at Receptor 2 would be 0.87 lux during regular operations and 2.42 lux during special events, well below the 32.3 lux threshold for spill light, and signage-related spill light impacts at Receptor 2 would therefore be less than significant.

At Receptor 3, signage luminance levels would be 500 cd/m2 during regular operations and 400 cd/m2 during special events, both well below the 800 cd/m2 threshold, and glare impacts at Receptor 3 would therefore be less than significant. Illuminance or spill light at Receptor 3 would be 0.0 lux (i.e., no increase over ambient light levels) during both operational scenarios because of the intervening distance between the Project Site and signage sources and the receptor, and signage-related spill light impacts at Receptor 3 would therefore be less than significant.

At Receptor 4-5-6, the highest average signage luminance levels would be 500 cd/m2 during both operational scenarios at all three receptors, below the 800 cd/m2 threshold, and light emissions would be 500 cd/m2 at all three receptors, well below the 1,713 cd/m2 California Vehicle Code threshold at which driver impairment could be caused. Signage-related glare impacts on motorists represented by Receptors 4, 5, and 6 would therefore be less than significant.

v. ALTERATION IN CHARACTER OF OFF-SITE AREAS

The Project's operational and event lighting would change the character of the western portion of the LACMA Campus, which is generally unused or lightly used at night under existing conditions. Lighting along sidewalks, as well as increased nighttime activity at the Museum, New Wing, and Piazza would, respectively, increase activity and enliven the Project Site's Wilshire Boulevard and Fairfax Avenue frontages. In addition to operational lighting, the Project would rehabilitate the lighted cantilevered awning that extends over the Wilshire Boulevard and Fairfax Avenue sidewalks. More active sidewalks and improved lighting would provide a more secure pedestrian environment along these streets as well along as the Sixth Street edge of the LACMA Campus. Lighting associated with the operation of the Project would not strongly contrast with the existing urban setting, which is already characterized by street lights, illuminated signage, and relatively high levels of nighttime vehicle traffic.

Any incremental increases in ambient light would not exceed Municipal Code regulatory standards or recommended CIE guidelines with respect to the identified sensitive receptors. Sensitive receptor uses on Sixth Street would be buffered from new illumination associated with special events and operational activities at the Piazza and New Wing by the Resnick North Lawn. Incremental increases in existing ambient light, such as sky glow, would not adversely affect any uses that are sensitive to normal urban ambient light, such as observatories and designated wilderness areas. Because the Project would be consistent with existing urban ambient light conditions and with Municipal Code regulatory standards and recommended CIE guidelines, and would implement design features to shield light beams and prohibit light beams from being directed toward off-site properties, it would not substantially alter the character of the

area. Therefore, impacts with respect to a substantial alteration in the character of off-site areas would be less than significant.

VI. CUMULATIVE IMPACTS

Approximately 129 related projects are located in the Cities of Los Angeles, Beverly Hills, and West Hollywood within a four-mile radius of the Project Site (as set forth in Draft EIR Chapter 3). Of these, approximately 55 related projects are located within a three-mile radius of the Project Site and approximately 30 related projects are located within a two-mile radius. The majority of related projects include some level of new development or redevelopment that would increase nighttime traffic and generate new light emissions, such as illuminated signage, architectural lighting, security lighting, spill light from new residential units and other light sources.

Certain related projects, including Related Projects No. 12 (Wilshire and Crescent Heights Mixed Use), No. 27 (Museum Square), No. 28 (LACMA Redevelopment Plans), and No. 29, (Petersen Automotive Museum), would be near, or visible from, the sensitive receptors identified for the Project. Because these related projects would introduce new or changed point source lighting compared to existing conditions, they represent a potential increase in directly visible light from these receptors. However, because of the distance between the related projects and the identified sensitive receptors (ranging from across Wilshire Boulevard from the Project Site to several blocks west of LACMA) and the presence of intervening development, and the Project's low glare and spill light levels at these receptors, glare and spill light generated by related projects in combination with the Project is not expected to exceed Municipal Code or California Vehicle Code regulatory standards or recommended CIE guidelines at the identified sensitive receptors.

Most related projects would also contribute to increases in ambient light and sky glow. In the context of the urban setting, which already experiences high levels of ambient light associated with vehicle headlights, street lights, illuminated signage, security lighting, architectural lighting and other sources, incremental increases would not be distinctively different from existing conditions. Resulting increases in sky glow would not adversely affect non-urban uses that rely on dark skies. Because cumulative increases in light associated with related projects would not exceed Municipal Code or California Vehicle Code regulatory standards or recommended CIE guidelines combination with the Project, and would not substantially alter the existing light ambience of the area or region, cumulative light and glare impacts would be less than significant.

C. SHADE/SHADOW

1. DESCRIPTION OF EFFECTS

A project's potential for shading adjacent shade-sensitive land uses is determined by defining the height and bulk of proposed buildings or structures; mapping the footprint (i.e., location and shape) and height of those proposed buildings and structures; and diagramming shadow patterns cast onto off-site properties during the most extreme, or conservative, conditions: the winter solstice (December 21st) when the sun is at its lowest point in the sky and shadows are the longest, and summer solstice (June 21st) when the sun is at its highest point and shadows are the shortest. The solstices refer to the two points on the earth's path around the sun between the two equinoxes and are generally considered the beginning of winter and summer, respectively.

The potential for off-site shading impacts is dependent on the distance and direction between a project site and the nearest shade-sensitive land uses. In accordance with the L.A. CEQA Thresholds Guide, shade/shadow analyses are generally undertaken when there is potential for

shade-sensitive uses to be placed in shadow by a proposed project for three or more hours in the winter or spring, or four or more hours in the summer or fall, at which point shading may be considered to interfere with activities on that off-site property.

The Project would retain the Original Building, remove the 1946 Addition, and add the Sphere to the north of the Original Building. The Sphere would be up to approximately 165 feet in width and up to approximately 130 feet in height above adjacent grade, and would be elevated approximately 12 feet above the Piazza. The Sphere would be set back approximately 70 feet from the western Project Site boundary. Because of its setbacks from the Project Site boundaries, the Sphere is expected to be located approximately 170 feet from the condominium building to the west across Fairfax Avenue; 50 feet south of the southern edge of the Resnick North Lawn; and approximately 375 feet south of the nearest Park La Brea residences to the north across Sixth Street.

Under existing conditions, the Original Building and 1946 Addition cast shadows north onto the on-site surface parking area and service driveway throughout the year. The greatest extent of off-site shading occurs during the winter solstice (December 21st) when the sun is farthest to the south and therefore lowest (see subsection 3.a, Methodology, below, for further discussion of shadow bearings and length at different times of year). At the winter solstice, the Original Building and 1946 Addition cast morning shadows across Fairfax Avenue and onto the eastern façade of the residential condominium building at Fairfax Avenue and Orange Street. Shading of the condominium building continues until approximately 9:45 A.M. at this time of year. The Original Building and 1946 Addition do not shade the residential condominium building during the summer solstice (June 21st) or the spring and fall equinoxes (approximately March 21st and September 21st, respectively).

Also at the winter solstice, the Original Building and 1946 Addition cast afternoon shadows on portions of the Broad Contemporary Art Museum and Resnick Exhibition Pavilion immediately to the east. Shading of these buildings lasts for less than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M. during the winter solstice. During the summer solstice and the spring and fall equinoxes, the building casts afternoon shadows on only a portion of the Broad Contemporary Art Museum. Shading lasts for less than three hours during the winter solstice and spring equinox, and less than four hours during the summer solstice and fall equinox.

The primary function of the LACMA Campus is patronage of cultural amenities. No LACMA facilities in proximity to the Project Site contain solar collectors or use sunlight for other functions, expected physical comfort, or commerce. Therefore, the LACMA Campus, including the Broad Contemporary Art Museum, Resnick Exhibition Pavilion, and Resnick North Lawn, are not considered shade-sensitive uses.

2. PROJECT DESIGN FEATURES

No Project Design Features are identified in the EIR for this environmental issue.

3. FINDINGS

The Project would not shade shadow-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST, or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT. Shade/shadow impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Shade/Shadow impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. WINTER SOLSTICE

Draft EIR Figure 4.A.3-1, Winter Solstice Shadows-December 21, illustrates future shadow conditions during the winter solstice. The diagram, which is based on the Project's height and mass, depicts the shading pattern that would be created by the Original Building and the Sphere. At 9:00 A.M., the Original Building would cast a shadow across Fairfax Avenue and onto the south- and east-facing façades of the condominium building at 637 Fairfax Avenue until approximately 9:45 A.M., as under existing conditions; only the ground-floor commercial uses and parking podium structure are therefore affected. During afternoon hours, the Original Building would cast shadows on portions of the Broad Contemporary Art Museum and Resnick Exhibition Pavilion to the east, which are not sensitive receptors, for less than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M., as under existing conditions.

The Sphere would be taller than the existing 1946 Addition, and the Sphere would extend farther north on the Project Site than the 1946 Addition currently does, creating new off-site shadows compared to existing conditions. As shown in Figure 4.A.3-1, the Sphere's 9:00 A.M. shadow would extend northwest across Fairfax Avenue to a point approximately midway between Orange and Sixth Streets. Off-site areas that would be shaded include the sidewalks on both sides of Fairfax Avenue, the roadway, and the front edges of single-story retail uses on the west side of Fairfax Avenue. Although shaded during the 9:00 A.M. period under existing conditions, the sidewalks and the commercial uses to the west of Fairfax Avenue are not considered shade-sensitive under the L.A. CEQA Thresholds Guide. Sunlight is not necessary to their function or to the type of commerce represented by these uses. No solar collectors would be affected. All new shading during the morning period would last for less than the three-hour threshold limit at any single location, including the condominium building. Prior to 12:00 P.M., the Project's shadow would be entirely to the east of Fairfax Avenue. Therefore, the Project would not exceed the City's shading threshold during the morning period.

Midday shadows would be cast due north of the Sphere and would primarily shade the on-site service driveway at the north edge of the Project Site and a portion of the Resnick North Lawn. Although the building shadow would move quickly across the Resnick North Lawn, because of the proximity of the lawn to the Sphere, a small section of the lawn would be shaded by the Sphere for approximately three hours during the midday period. The intensity of the shading effect may be somewhat reduced by light passing through the partially transparently glazed upper portion of the Sphere. The Resnick North Lawn is part of the LACMA Campus and is not considered a shade-sensitive use.

The shadow of the Sphere would move to the Resnick Exhibition Pavilion at approximately 3:00 P.M., which is the last hour under which the shading threshold applies. The Resnick Exhibition Pavilion does not contain solar panels, is not considered a shade-sensitive use, and would not be shaded for more than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M. At 3:00 P.M., the shadow of the Sphere would shade the Resnick North Lawn and only a small corner of the Resnick Exhibition Pavilion. No shade-sensitive uses would be shaded during the late afternoon hours and the Project would not shade any shade-sensitive uses for more than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M. Shadows from the Project would not shade the Park La Brea residential neighborhood to the north of Sixth Avenue during any part of the day. Therefore, the Project would not exceed the City's shade threshold during the winter solstice and would have a less than significant impact during this time of year.

b. SPRING EQUINOX

Draft EIR Figure 4.A.3-2, Spring Equinox Shadows-March 21, illustrates future shade conditions during the spring equinox. As shown in Figure 4.A.3-2, at 9:00 A.M., the shadow from the

Sphere would extend to the west side of Fairfax Avenue and the east wall of the condominium building at 637 Fairfax Avenue, shading only the ground-floor commercial uses and lobby. By 9:15 A.M., the shadow of the Sphere would move away from the east wall of the condominium building to the sidewalk at the front of the building. The condominium building would no longer be shaded at this point. By 11:00 A.M., the shadow of the Sphere would be confined to the east side of Fairfax Avenue. Therefore, the Project would not exceed the City's three-hour threshold criterion at a shade-sensitive use during the morning hours.

Between 11:00 A.M. and 3:00 P.M., the shadow of the Sphere would move across the on-site service driveway at the north edge of the Project Site. A small portion of the Resnick North Lawn along the Project Site boundary could be shaded continuously for approximately two hours between 1:00 P.M. and 3:00 P.M. The shadow of the Original Building would move across portions of the Broad Contemporary Art Museum between the hours of 3:00 P.M. and 5:00 P.M., as under existing conditions. The shadow of the Sphere would extend to a portion of the Resnick Exhibition Pavilion between approximately 4:00 P.M. and 5:00 P.M. The Resnick Exhibition Pavilion and the Broad Contemporary Art Museum would not be shaded during the afternoon period prior to 3:00 P.M. No shade-sensitive uses would be shaded during the late afternoon hours and the Project would not shade any shade-sensitive uses for more than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M. Shadows from the Project would not shade the Park La Brea residential neighborhood north of Sixth Street during any part of the day, due to its distance from the Project Site. The Project would not exceed the City's shade threshold during the spring equinox and would have a less than significant shade impact at this time of year.

c SUMMER SOLSTICE

Draft EIR Figure 4.A.3-3, Summer Solstice Shadows-June 21, illustrates future shadow conditions during the summer solstice. As shown in Figure 4.A.3-3, at 9:00 A.M., the shadow of the Original Building would reach the west side of Fairfax Avenue. By 11:00 A.M., this shadow would recede to the east side of Fairfax Avenue. At 9:00 A.M. new shadows from the Sphere would extend to the sidewalk at the east side of Fairfax Avenue. This shadow would be confined to the east side of Fairfax Avenue almost entirely within the Project Site by 11:00 A.M. No sensitive uses would be shaded and no off-site uses would be shaded for more than four consecutive hours during the morning hours.

Between 11:00 A.M. and 3:00 P.M., the shadow of the Sphere would move across the on-site service driveway at the north edge of the Project Site. None of the midday shadows would extend off-site. The shadow of the Original Building would move across the west edge of the Broad Contemporary Art Museum after 3:00 P.M. until 5:00 P.M., as under existing conditions. New shading from the Sphere would extend to the loading area just west of the Resnick Exhibition Pavilion after 3:00 P.M. and by 5:00 P.M., shadows from the Sphere would just reach the west wall of the Resnick Exhibition Pavilion. The Project would not shade any off-site uses for more than four consecutive hours between the hours of 9:00 A.M. and 5:00 P.M. and would not shade any sensitive uses. Shadows from the Project would not shade the Park La Brea residential neighborhood to the north of Sixth Avenue during any part of the day. The Project would not exceed the City's shade threshold during the summer solstice and would have a less than significant impact at this time of year.

d. FALL EQUINOX

Draft EIR Figure 4.A.3-4, Fall Equinox Shadows-September 21, illustrates future shadow conditions during the fall equinox. As shown in Figure 4.A.3-4, at 9:00 A.M., the shadow of the Original Building would reach retail uses and parking along the west side of Fairfax Avenue but

would not affect the multi-family residential building. By 11:00 A.M., this shadow would recede to the east side of Fairfax Avenue. At 9:00 A.M., the shadow of the Sphere would extend into the Fairfax Avenue and Orange Street intersection, but would not affect the residential building. By 11:00 A.M., this shadow would be confined to the east side of Fairfax Avenue almost entirely within the Project Site. No off-site, shade-sensitive uses would be shaded for more than four consecutive hours during the morning hours.

Between 11:00 A.M. and 3:00 P.M., the shadow of the Sphere would move across the on-site service driveway at the north edge of the Project Site. A small portion of the Resnick North Lawn along the edge of the Project Site could be shaded continuously for approximately three hours between approximately 12:00 P.M. and 3:00 P.M. As previously discussed, light passing through the sphere would reduce the intensity of the shade. The shadow of the Original Building would move across portions of the Broad Contemporary Art Museum and the Resnick Exhibition Pavilion between the hours of 3:00 P.M. and 5:00 P.M., as under existing conditions. Between approximately 4:00 P.M. and 5:00 P.M., new shading from the Sphere would extend to a portion of the Resnick Exhibition Pavilion. No off-site uses would be shaded for more than four consecutive hours during the afternoon period and the Project would not shade any shade-sensitive uses more than four consecutive hours between 9:00 A.M. and 5:00 P.M. Shadows from the Project would not shade the Park La Brea neighborhood to the north of Sixth Avenue during any part of the day. The Project would not exceed the City's shade threshold during the autumnal equinox and would have a less than significant impact at this time of year.

e. CUMULATIVE IMPACTS

Related projects containing mid- and high-rise components would cast shadows on adjacent off-site properties. Some of these adjacent, off-site areas could be developed with shade-sensitive sensitive uses. Related projects containing mid- and high-rise uses include the following:

Related Project No. 1, Wilshire Skyline (21 stories);

Related Project No. 2, Desmond's Tower (10 stories);

Related Project No. 12, Wilshire and Crescent Heights Mixed Use (18 stories);

Related Project No. 16, Wilshire La Brea High Rise Mixed Use (6 stories); and

Related Project No. 27, Museum Square (13 stories).

Cumulative shading impacts would occur when related projects are sufficiently close that shadows from individual buildings would combine to create periods of consecutive shading that would exceed the City's threshold limits.

The related projects are generally spaced several blocks apart from each other or from the Project Site. Related Projects No. 27, located on the other side of the Page Museum on the northeast corner of Wilshire Boulevard and Curson Avenue, and 12, located at the northeast corner of Wilshire Boulevard and Crescent Heights Boulevard, would be the nearest related projects to the Project Site. The Project Site is approximately 0.2 miles from either project. Related Project No. 27 has the potential to shade the multifamily Museum Terraces apartment building to its north and Related Project No. 12 is located immediately south of a residential neighborhood fronting Crescent Heights Boulevard and has the potential to shade sensitive residential uses along this street. The Project, however, would not contribute to any shading of these uses because of its distance from both projects and the land uses they could affect.

All other related projects would be farther from the Project Site and have less potential for cumulative shading. Therefore, because of the distance between related projects or the

orientation of related projects relative to off-site areas potentially shaded by the Project, shadows caused by related projects would not combine to create new shading that would exceed the City's threshold limits. Therefore, the Project's incremental contribution to cumulatively significant shade/shadow impacts, considered together with related projects, would be less than cumulatively considerable.

D. AIR QUALITY

1. DESCRIPTION OF EFFECTS

a. PROJECT CHARACTERISTICS

The Project would represent an urban infill development, since it would be located near existing off-site commercial and retail destinations and in close proximity to existing and future public transit stops, which would result in reduced vehicle trips and VMT, compared to a business-as-usual project of similar size and land uses at a greenfield site without close access to off-site destinations and public transit stops. The Project would result in a corresponding reduction in transportation-related emissions compared to a business-as-usual project.

The California Air Pollution Control Officers Association ("CAPCOA") has provided guidance for mitigating or reducing emissions from land use development projects. In September 2010, CAPCOA released a guidance document titled Quantifying Greenhouse Gas Mitigation Measures which provides emission reduction values for recommended mitigation measures. The CAPCOA guidance document was utilized in this analysis for quantifying reductions due to Project Characteristics and Project Design Features.

The Project Characteristics listed below are consistent with the CAPCOA guidance document, and would reduce vehicle trips to and from the Project site by approximately 26 percent compared to a business-as-usual project without these Project Characteristics. They would therefore result in a corresponding reduction in VMT and associated air pollutant emissions.

- Location Efficiency: Location efficiency describes the location of the Project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize vehicle miles travelled ("VMT") reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center. The Project Site represents an urban/compact infill location at the western edge of Wilshire Boulevard's Museum Row. The Project Site is well served by existing public transportation located within a quarter-mile and would be adjacent to the future station for the Metro Westside Purple Line Extension. The Project Site is within an established museum complex and near complementary commercial as well as single- and multi-family residential uses. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT compared to the statewide average and would result in corresponding reductions in transportation-related air pollutant and GHG emissions.
- Increased Land Use Diversity and Mixed-Uses: The Project would collocate complementary commercial land uses in close to proximity to existing residential and commercial uses. The Project would include on-site retail, restaurant, and recreational land uses and would be located within a quarter-mile of off-site commercial and residential uses. The Project Site is also located within a quarter-mile of open space/park uses on the LACMA Campus and Hancock Park to the north and east. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive

forms of transportation, which would result in corresponding reductions in transportation-related air pollutant and GHG emissions.

- Increased Destination Accessibility: The Project would be located in an area that offers access to multiple other nearby destinations including the LACMA Campus (Broad Contemporary Art Museum and Resnick Exhibition Pavilion; Ahmanson, Hammer, and Art of the Americas buildings; Pavilion for Japanese Art; and Bing Center), the Page Museum/La Brea Tar Pits, the Craft and Folk Art Museum, and the Petersen Automotive Museum. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related air pollutant and GHG emissions.
- Increased Transit Accessibility: The Project would be located within a quarter-mile of existing and potential future planned public transportation, including existing Metro bus routes (e.g., 20, 217, 720, 780, and DASH-Fairfax) and the planned Metro Westside Purple Line Extension rail service. The Project would provide access to on-site uses from existing pedestrian pathways. The Project would also provide bicycle parking facilities and end-of-trip facilities for employees, such as lockers and showers, to encourage employees to utilize alternative modes of transportation. Approximately 88 spaces would be provided for bicycle parking on the Project Site or in close proximity within the LACMA Campus or potentially adjacent areas. The increased transit accessibility would reduce vehicle trips and VMT versus the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related air pollutant and GHG emissions.

b. PROJECT EMISSIONS EVALUATION

An evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project was conducted as to the following areas:

i. CONSISTENCY WITH AIR QUALITY PLAN

The South Coast Air Quality Management District ("SCAQMD") is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone, lead, and PM2.5). The SCAQMD's 2012 Air Quality Management Plan ("AQMP") contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by the Southern California Association of Governments ("SCAG"). As part of its air quality planning, SCAG prepared the Regional Comprehensive Plan and Guide and the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, which provide the basis for the land use and transportation components of the AQMP and are used in the preparation of the air quality forecasts and the consistency analysis included in the AQMP. Both the Regional Comprehensive Plan and AQMP are based, in part, on projections originating with county and city general plans.

The 2012 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP

would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's numeric indicators.

ii. CONSTRUCTION IMPACTS

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Fugitive dust particles are composed mainly of soil, soil minerals (e.g., oxides of silicon, aluminum, calcium, and iron), but can also contain sea salt, pollen, spores, tire particles, and other substances. Building demolition and construction activities can also result in fugitive dust particles from demolition debris and building materials. Mobile source emissions, primarily NOX, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using the California Emissions Estimator Model ("CalEEMod"), Version 2013.2.2, an emission inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from OFFROAD2011 and EMFAC2011, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The output values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in Appendix D of the Draft EIR.

Construction of the Project is estimated to take 30 months, starting as early as the fourth quarter of 2014 with completion in 2017. Phases of construction would include interior abatement and demolition of the 1946 Addition, interior abatement and interior demolition of certain materials within the Original Building, site clearing, grading, excavation, utilities trenching, upgrade and renovation of the Original Building, construction of the New Wing, Original Building interior finishing/exhibit space preparation, and outdoor hardscape and landscaping. The Project would excavate approximately 5,862 cubic yards of soil and generate approximately 29,198 cubic yards of demolition debris (asphalt, interior and exterior building demolition, and general construction debris), totaling approximately 35,060 cubic yards, for off-site removal. Emissions from these activities are estimated by calendar quarter, with the first quarter representing the maximum daily emissions that would occur in the first three months of construction activity. This allows the air quality assessment to capture the changes in maximum daily construction emissions over time. It should be noted that the maximum daily emissions are predicted values for the worst-case day within that quarter and do not represent the emissions that would occur for every day within that quarter. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators.

The localized effects from the on-site portion of the emissions are evaluated at nearby sensitive receptor locations potentially impacted by the Project according to the SCAQMD's Localized Significance Threshold Methodology (June 2003, revised July 2008), which relies on on-site

mass emission rate screening tables and project-specific dispersion modeling, where appropriate. The localized significance thresholds are only applicable to NOX, CO, PM10, and PM2.5; NOX and CO are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403, Fugitive Dust. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the project is located, (2) the size of the project site, and (3) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals). The Project Site is located in the Central Los Angeles County area and is approximately 2.2 acres in size. The nearest off-site receptors are located approximately 95 feet (29 meters) to the west of the Project Site. As a conservative approach, the screening criteria applicable to a 2.2 acre- site in the Central Los Angeles County area with sensitive receptors located 25 meters away were used.

iii. OPERATIONAL IMPACTS

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Site. In addition, emissions would result from area sources on-site such as natural gas combustion, landscaping equipment, and use of consumer products.

The operational emissions are estimated using the CalEEMod software. CalEEMod was used to forecast the daily regional emissions from mobile, area, and stationary sources that would occur during long-term Project operations. Operational emissions were estimated for two separate operating scenarios: 1) the Design Day Attendance scenario estimates emissions from Museum operation, including the Museum Café and Museum Store, View Deck, and Theater Programming events with 1,350 Academy member attendees and on-site charbroiled food preparation, and 2) the maximum Outdoor Programming event scenario estimates emissions from Museum operation, including the Museum Café and Museum Store, plus events with up to 2,500 general public attendees and no on-site charbroiled food preparation. The Project would not allow for simultaneous operation of Theater Programming events with 1,350 Academy members and a maximum Outdoor Programming event with up to 2,500 general public attendees since both types of operating scenarios would utilize much of the same physical space and amenities.

In calculating mobile-source emissions, the trip length values for the Theater Programming events were based on zip code data for Academy members that have previously attended similar events. Trip length values for other land uses (Museum, Museum Café, and Museum Store) were based on the distances provided in CalEEMod. The trip distances were applied to the maximum daily trip estimates for each land use provided in the Traffic Study prepared for the Project (Appendix M-1 of the Draft EIR) to estimate the total VMT. The maximum daily trip estimates are based on Design Day Attendance and an Outdoor Programming event with attendance of up to 2,500 persons, and include trips associated with the proposed Museum, Museum Store, Museum Café, Theater Programming, and/or Outdoor Programming. The estimates take into account trip reductions resulting from Project Characteristics including internal capture from collocating commercial uses on the site and transit and pedestrian trips.

Area source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product usage (including paints) rates provided in CalEEMod. Area source emissions also include the combustion of natural gas from portable outdoor heaters (e.g., patio heaters) that may be used during an outdoor event. Emissions from portable outdoor heaters were estimated based on up to 32 outdoor heaters anticipated to be

used during an outdoor event with 800 attendees, which assumes an area of 7,200 square feet (9 square feet per attendee) and one portable outdoor heater every 15 feet, and the natural gas heat input rating of 46,000 British thermal units for a commercial-sized heater. For an event with 2,500 attendees, the number of portable outdoor heaters was estimated at 100.

Stationary-source emissions are estimated separately outside of the CalEEMod software. Stationary sources could include charbroiling of meat that may occur on-site during food preparation activities in the Museum Café and catering kitchen. Stationary source emissions are calculated based on emissions factors available from the SCAQMD for charbroiling. The estimated emissions account for reductions from compliance with emissions control requirements consistent with SCAQMD Rule 1138.

Operational air quality impacts are assessed based on the incremental increase in emissions compared to baseline conditions. Under CEQA, the baseline environmental setting is established as the time that environmental assessment commences. The trip generation forecasts provided in the Traffic Study do not account for the current uses or employees housed within the existing building. Therefore, for the purposes of the operational emissions analysis, it is assumed that the Project trips are all net new trips and that emissions from operation of the Project are considered to be net new emissions. Similarly, it is conservatively assumed that area source emissions from operation of the Project buildings are net new emissions and that the existing building generates negligible or no emissions from natural gas combustion, use of consumer products, and landscaping equipment. The maximum daily emissions from operation of the Project are compared to the SCAQMD daily regional numeric indicators. Detailed emissions calculations are provided in Appendix D of the Draft EIR.

The localized effects from the on-site portion of daily emissions from Project operation are evaluated at nearby sensitive receptor locations potentially impacted by the Project according to the SCAQMD's Localized Significance Threshold Methodology (June 2003, revised July 2008). The localized impacts from operation of the Project are assessed similar to construction, as previously discussed.

Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots. The potential for the Project to cause or contribute to the formation of off-site CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that has been conducted by the SCAQMD for its CO Attainment Demonstration Plan in the AQMP. The analysis compares the intersections with the greatest peak-hour traffic volumes that would be impacted by the Project to the intersections modeled by the SCAQMD. Project-impacted intersections with peak-hour traffic volumes that are lower than the intersections modeled by the SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its Air Quality Management Plan.

iv. TOXIC AIR CONTAMINANT ("TAC") IMPACTS (CONSTRUCTION & OPERATIONS)

The potential for the Project to cause impacts from TACs are evaluated by conducting a screening-level analysis. The screening-level analysis consists of reviewing the Project's site plan and Project description to identify any new or modified TAC emission sources. If it is determined that the Project will introduce a new source of TACs, or modify an existing source,

then downwind sensitive receptor locations are identified and a site-specific analysis is conducted.

The greatest potential for TAC emissions during construction would be related to diesel particulate matter emissions associated with heavy-duty equipment during demolition, excavation and grading activities. The SCAQMD does not generally consider diesel particulate matter emissions from temporary construction activities to contribute substantially to an incremental increase in diesel-related cancer risks because of the short-term and temporary nature of construction activities. Construction activities associated with the Project would be sporadic, transitory, and short term in nature (approximately 30 months). The assessment of cancer risk is typically based on a 70-year exposure period. Therefore, construction impacts associated with TACs are addressed qualitatively based on consistency with strategies and measures that limit, minimize, or reduce diesel emissions.

With regard to operational TAC emissions, CARB and the SCAQMD recommend (but do not necessarily require) a minimum separation distance between sensitive land uses and new sources or TACs. For example, based on guidance from CARB and the SCAQMD, it is recommended that lead agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles per day. Operation of the Project would not include sources of TAC emissions identified in the CARB and SCAQMD siting recommendations. The Project would also not include any new residential or sensitive uses in which an individual may reside at for long periods of time. Thus, the potential for operational TAC impacts are addressed qualitatively based on consistency with strategies and measures that limit, minimize, or reduce emissions from these sources.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Air Quality impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-AQ-1, Green Building Measures: The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification or its equivalent. The Project would incorporate measures and performance standards to support its LEED® Silver Certification or its equivalent, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. (LEED® Materials and Resources Credit 2);
- The Project would be designed to optimize energy performance and reduce building energy cost by 13 percent compared to ASHRAE 90.1-2007, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Prerequisite 2);
- The Project would include water efficient landscaping and reduce potable water used for irrigation by 50 percent. (LEED® Water Efficiency Credit 1);
- The Project would reduce building water use by 39 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 3); and

- The Project would implement a green cleaning plan consistent with the requirements of the LEED® standards for Existing Building Operations and Maintenance. (LEED® Innovation in Design Credit 1.2)

PDF-AQ-2, Piazza Electrical Infrastructure: The Applicant shall install sufficient electrical wiring and outlets in the Piazza to support lighting, amplified sound, and other electricity-powered Academy and vendor needs as required for outdoor events. All electrical wiring and outlets shall be equipped with appropriate outdoor insulation and covers, as needed. The use of an on-site diesel generator shall be limited to back-up and/or emergency purposes.

PDF-TRAF-2, Parking and Traffic Management Plan: A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spalding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting, including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidized transit passes provided to eligible Project employees;
- Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entrance fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Air Quality impacts of the Project to less than significant levels.

a. AIR QUALITY MANAGEMENT PLAN CONSISTENCY

Construction and operation of the Project would not conflict with the growth projections in the SCAQMD AQMP and would comply with applicable control measures. As a result, the Project would not conflict or obstruct implementation of the SCAQMD AQMP and impacts would be less than significant.

b. AIR QUALITY STANDARDS

Construction of the Project would not exceed the applicable SCAQMD daily numeric indicators. As a result, construction of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. Operation of the Project would not exceed the SCAQMD daily regional numeric indicators during Design Day Attendance or major Outdoor Programming event. As a result, operation of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant.

c. NON-ATTAINMENT POLLUTANTS

Construction of the Project would not exceed the SCAQMD daily regional numeric indicators for emissions of non-attainment pollutants (e.g., ozone precursors, PM10, or PM2.5). Thus, construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment and impacts would be less than significant. Operation of the Project would not exceed the SCAQMD daily regional numeric indicators for emissions of non-attainment pollutants. As a result, operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the

Project region is non-attainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

d. SUBSTANTIAL POLLUTANT CONCENTRATIONS

Construction and operation of the Project would not exceed the SCAQMD localized significance indicators at nearby sensitive receptors. Construction and operation of the Project would not result in substantial emissions of toxic air contaminants at nearby sensitive receptors and would not exceed the SCAQMD numeric indicators of an incremental increase in cancer risk of 10 in one million and non-cancer chronic and acute health impact of 1.0. Construction and operation of the Project would not result in traffic congestion that would cause or contribute to the formation of localized CO hotspots that exceed the CAAQS or NAAQS. As a result, construction and operation of the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

e. ODORS

Construction and operation of the Project would not generate substantial odorous emissions. Construction equipment would comply with CARB anti-idling regulations to minimize diesel emissions. Architectural coatings would comply with CARB and SCAQMD regulations regarding VOC content. During operations, food would be prepared in indoor kitchen areas and refuse would be maintained and disposed of in accordance with applicable regulations. As a result, the Project would not create objectionable odors affecting a substantial number of people and impacts would be less than significant.

4. RATIONALE FOR FINDINGS

a. AIR QUALITY MANAGEMENT PLAN CONSISTENCY

i. CONSTRUCTION

The Project would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP are based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies denoted in the AQMP as ONRD-04 and OFFRD-01, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. The Project would not conflict with implementation of these strategies. Additionally, the Project would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. The Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the Project would not conflict with the long-term growth projections (jobs and housing) used in the development of the AQMP, and would be consistent with the control strategies intended to reduce emissions from construction equipment, the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

ii. OPERATION

The 2012 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the

impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

The Project Site is zoned [Q]C2-2-CDO. The "C2" denotes a commercial zone designation allowing a large range of commercial, residential and mixed-use developments, including, among other uses, not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafés, cafeterias, restaurants, and offices. The Project would be consistent with the uses allowed under the C2 designation. The "-2" indicates that the Project Site is located within Height District 2, which establishes a 6:1 floor-to-area ratio for the Project Site. The northernmost portion of the Project Site would be open space in the form of the Piazza. As such, the on-site FAR following Project construction would be substantially less than the allowable 6:1. The Project would therefore be consistent with the growth projections as contained in the City's General Plan and consistent with the growth projections in the AQMP.

The AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. While the majority of the measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, the Project would be supportive of measures related to reducing vehicle trips for patrons and employees and increasing commercial density near public transit.

As the Project would be consistent with the growth projections in the AQMP and would be supportive of relevant Transportation Control Measures aimed at reducing vehicle trips, impacts would be less than significant.

b. AIR QUALITY STANDARDS

i. CONSTRUCTION

The worst-case daily emissions were calculated during each calendar quarter of construction. This allows the air quality assessment to capture the changes in maximum daily construction emissions over time. While the emissions from these activities are estimated by calendar quarter, it should be noted that the maximum daily emissions are predicted values for the worst-case day within that quarter and do not represent the emissions that would occur for every day within that quarter. Detailed emissions calculations are provided in Appendix D. Results of the criteria pollutant calculations are presented in Table 4.B.1-4, Estimated Maximum Unmitigated Regional Construction Emissions. As shown therein, construction-related daily emissions for the criteria and precursor pollutants (VOC, NOX, CO, SOX, PM10, and PM2.5) would not exceed the SCAQMD numeric indicators. These calculations include appropriate dust control measures required to be implemented during each phase of development, as required by SCAQMD Rule 403 (Control of Fugitive Dust). Therefore, with respect to regional emissions from construction activities, impacts would be less than significant.

ii. OPERATION

Operational emissions were assessed for mobile, area, and stationary sources. Operational criteria pollutant emissions were calculated for the Project for the buildout year (2017) during Design Day Attendance. Based on the Project Characteristics and Project Design Features incorporated into the Project, the energy usage rate and the number of vehicle trips from the Project would be reduced compared to the statewide average for a comparable "business as usual" project (see PDF-AQ-1, and PDF-TRAF-1). Daily trip generation rates for the Project were provided by the Traffic Study based on Design Day Attendance and include trips associated with the proposed Museum, Museum Store, Museum Café, and Theater Programming (including outdoor programming).

The trip rates included trip reductions attributable to the Project Characteristics discussed previously. Emissions from stationary sources were estimated for charbroiling of meat that may occur on-site during food preparation activities in the Museum Café and catering kitchen. Stationary source emissions are calculated based on emissions factors available from the SCAQMD for charbroiling. Natural gas usage factors were based on commercial and residential data from the California Energy Commission and landscape equipment emissions are based on off-road emission factors from CARB. Area source emissions from portable outdoor heaters (e.g., patio heaters) were based on units with a heat input rating of 46,000 British thermal units and approximately 32 heater units for a typical outdoor event with 800 attendees. Emissions from the use of consumer products and reapplication of architectural coatings are based on data provided in CalEEMod. Detailed emissions calculations are provided in Appendix D of the Draft EIR. Results of the criteria pollutant calculations are presented in Draft EIR Table 4.B.1-5, Estimated Maximum Unmitigated Regional Operational Emissions – Design Day Attendance. As shown therein, operational-related daily emissions for the criteria and precursor pollutants (VOC, NOX, CO, SOX, PM10, and PM2.5) would not exceed the SCAQMD numeric indicators on Design Day Attendance. Therefore, with respect to regional emissions from operations, impacts would be less than significant.

c. NON-ATTAINMENT POLLUTANTS

i. CONSTRUCTION

Construction of the Project would result in the emission of criteria pollutants for which the region is in nonattainment. The Los Angeles County portion of the Air Basin is designated non-attainment for the ozone and PM2.5 NAAQS and non-attainment for the ozone, NO2, PM10, and PM2.5 CAAQS. However, as shown in Draft EIR Table 4.B.1-4, worst-case emissions from construction of the Project would not exceed the applicable numeric indicators for any of these pollutants. Further, Project compliance with CARB and SCAQMD control measures would be implemented to minimize and reduce construction emissions. As construction of the Project would not exceed the numeric indicators for non-attainment pollutants, the Project would not result in a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment. Therefore, Project impacts would be less than significant.

ii. OPERATION

Operation of the Project would result in the emission of criteria pollutants for which the region is in nonattainment. As shown in Draft EIR Table 4.B.1-5, worst-case emissions from operation of the Project during Design Day Attendance would not exceed the applicable numeric indicators. As shown in Draft EIR Table 4.B.1-6, worst- case emissions from operation of the Project on a major Outdoor Programming event day would not exceed the applicable numeric indicators. In addition, Project Characteristics and Project Design Features would be implemented to minimize and reduce operational emissions. As operation of the Project would not exceed the numeric indicators for non-attainment pollutants (i.e., ozone precursors), the Project would not result in a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment during a major Outdoor Programming event day. Therefore, Project impacts would be less than significant.

d. SUBSTANTIAL POLLUTANT CONCENTRATION

i. CONSTRUCTION

(1) Localized Impacts

The localized construction air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the Project. The maximum daily localized emissions for each of the construction phases and localized significance thresholds are presented in Draft EIR Table 4.B.1-7, Estimated Maximum Unmitigated Localized Construction Emissions. As shown therein, maximum localized construction emissions for sensitive receptors would not exceed the localized thresholds for NOX, CO, PM10 and PM2.5. Therefore, with respect to localized construction emissions, impacts would be less than significant.

(2). Toxic Air Contaminants

The greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations during demolition, grading, and trenching activities. In addition, incidental amounts of toxic substances such as oils, solvents, and paints would be used. These products would comply with all applicable SCAQMD rules for their manufacture and use. 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 the temporary and short-term construction schedule, the Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. In addition, the Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Based on the temporary and short-term construction schedule and required regulatory compliance, impacts would be less than significant.

ii. OPERATION

(1) Localized Impacts

The localized operational air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized operational emissions thresholds for the Project. The maximum daily localized emissions and localized significance thresholds are presented in Draft EIR Table 4.B.1-8, Estimated Maximum Unmitigated Localized Operational Emissions – Design Day Attendance. As shown therein, maximum localized operational emissions for sensitive receptors would not exceed the localized thresholds for NOX, CO, PM10 and PM2.5. Therefore, with respect to localized operational emissions, impacts would be less than significant.

In addition to the Design Day Attendance, analysis was conducted for a major Outdoor Programming event with up to 2,500 guests in attendance. The Project may host an event of this size up to two days per year. The maximum daily localized emissions and localized significance thresholds for a major Outdoor Programming event day are presented in Draft EIR Table 4.B.1-9, Estimated Maximum Unmitigated Localized Operational Emissions – Major Outdoor Programming Event Day. As shown therein, maximum localized operational emissions for sensitive receptors would not exceed the localized thresholds for NOX, CO, PM10 and PM2.5. Therefore, with respect to localized operational emissions, impacts would be less than significant.

(2) Carbon Monoxide Hotspots

Traffic congestion has the potential to expose sensitive receptors to high levels of CO. Localized areas where ambient CO concentrations exceed state and/or federal ambient air quality standards are termed CO "hotspots." The potential for the Project to cause or contribute to CO hotspots is evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison provides evidence that the Project would not cause or contribute to the formation of CO hotspots, that CO concentrations at Project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As shown in Draft EIR Table 4.B.1-2, CO levels in the Project area are substantially below the federal and state standards. Maximum CO levels in recent years are 3 ppm (one-hour average) and 2.4 ppm (eight-hour average) compared to the thresholds of 20 ppm (one-hour average) and 9.0 (eight-hour average). Carbon monoxide decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

The SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin. These include: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; (d) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County with an average daily traffic volume of about 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing background CO concentrations, these values would be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average).

None of the intersections in the Project area have peak hour traffic volumes that exceed those at the intersections modeled in the 2003 AQMP nor do they have any geometric qualities that would result in higher concentrations than the intersections modeled by the SCAQMD. Based on the Traffic Study, the top two most congested intersections of the 64 study intersections would have traffic volumes of about 66,000 per day at under future with Project event (Friday) conditions. As a result, CO concentrations are expected to be less than 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), which would not exceed the thresholds. Thus, this comparison provides evidence that the Project would not contribute to the formation of CO hotspots and no further CO analysis is required. Therefore, the Project would result in less than significant impacts with respect to CO hotspots.

As described in Draft EIR Appendix M-2 Supplemental Traffic Analysis, in the Draft EIR, the City's 2010 Bicycle Plan Second Year Implementation phase on Sixth Street (between Fairfax Avenue and La Brea Boulevard) would remove one travel lane in each direction. This would effectively locate vehicular traffic on the interior portions of the roadway further away from sensitive receptors (the outer portions of the roadway would be dedicated for bicycle traffic). Therefore, the City's 2010 Bicycle Plan Second Year Implementation phase on Sixth Street

would not result in an increase in impacts with respect to CO hotspots and impacts would remain less than significant.

(3) Toxic Air Contaminants

The SCAQMD recommends that a health risk assessment ("HRA") be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The CARB siting guidelines, Air Quality and Land Use Handbook, which the SCAQMD cites in its own guidelines, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 2005), defines a warehouse as having more than 100 truck trips or 40 refrigerated truck trips per day. The Project would generate minor amounts of diesel emissions from delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce PM and NOX emissions from existing diesel trucks. The Project would not generate diesel emissions equivalent to 100 or more truck trips per day. Therefore, the Project would not be considered a substantial source of diesel particulates. In addition, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The Project does not propose these activities on-site. Minimal emissions of air toxics may result from maintenance, such as from the use of architectural coatings and other products. Toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the site, potential long-term operational impacts associated with the release of TACs would be less than significant.

e. ODORS

i. CONSTRUCTION

Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Therefore, construction of the Project would result in less than significant impacts.

II. OPERATION

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 Project does not include any uses identified by the SCAQMD as being associated with substantial odors. Operation of the Project could include potential sources of odors associated with the preparation and disposal of food products. However, food would be prepared and disposed of in accordance with local regulations relating to ventilation control and refuse disposal. In addition, the food would normally be prepared within an enclosed kitchen area, and not outdoors. Therefore, it is unlikely for substantial nuisance odors to permeate to the outside environment. It is assumed that the Museum Café and catering kitchen would charbroil meat during food preparation. Such charbroiling activities would be required to comply with applicable provisions of SCAQMD Rule 1138, which requires the control of smoke (PM10 and PM2.5) and gas (VOCs) generated by the cooking of meat. Compliance with Rule 1138 would reduce the

emissions of odorous compounds. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the Project would not create adverse odors affecting a substantial number of people and impacts would be less than significant.

f. CONSISTENCY OF THE PROJECT WITH APPLICABLE PLANS AND POLICIES

The City's General Plan defines Citywide policies regarding a range of City resources and services, some of which are relevant to air quality. Draft EIR Table 4.B.1-10, Comparison of the Project to Applicable Air Quality Policies of the General Plan, evaluates the consistency of the Project with the applicable air quality goals, objectives, and policies in the Air Quality Element of the General Plan. Based on the analysis contained in Table 4.B.1-10, Project uses during Design Day Attendance and major Outdoor Programming event would be consistent with adopted regulatory policies and guidance regarding air quality. Impacts would be less than significant.

g. CUMULATIVE IMPACTS

i. CONSTRUCTION

There are a number of related projects in the Project area that have not yet been built or are currently under construction. Since the Academy 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 speculative. For this reason, the SCAQMD's methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed elsewhere in the Draft EIR.

With respect to the Project's short-term construction-related air quality emissions and cumulative conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. As such, construction of the Project would comply with SCAQMD Rule 403 requirements and the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. In addition, the Project would utilize a construction contractor(s) that complies with required and applicable Best Available Control Technology ("BACT") and the In-Use Off-Road Diesel Vehicle Regulation. 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 in the Air Basin, which would include each of the related projects in the Project area. As shown in Draft EIR Table 4.B.1-4 and Table 4.B.1-7, regional and localized construction emissions associated with the Project would not exceed the SCAQMD numeric indicators. As such, the Project's contribution to cumulatively significant construction impacts to air quality would be less than cumulatively considerable, and therefore less than significant.

Potential sources that may emit odors during short-term construction activities would include the use of architectural coatings and solvents. SCAQMD Rule 1166 is designed to control VOC emissions, including odorous compounds, during architectural coating activities. Mandatory compliance with SCAQMD rules would also control short-term odorous emissions. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively in conjunction with the Project.

ii. OPERATION

The SCAQMD's approach for assessing cumulative impacts related to operations or long-term implementation is based on attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the Los Angeles County portion of the Air Basin is currently in nonattainment for ozone, NO2, PM10, and PM2.5, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD.

For purposes of the cumulative air quality analysis with respect to the State CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts was determined based on compliance with the SCAQMD adopted 2012 AQMP. The Project would not conflict with or obstruct implementation of AQMP and would be consistent with the growth projections in the AQMP.

The Project would not exceed the SCAQMD regional numeric indicators on a Design Day Attendance or a major Outdoor Programming event day for ozone precursor emissions. Therefore, the Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with related projects, would not be cumulatively considerable, and therefore impacts would be less significant.

With respect to potential odor impacts, neither the Project nor any of the related projects (which are primarily institutional, general office, recreational, residential, retail, and restaurant uses) have a high potential to generate odor impacts. Furthermore, any related project that may have a potential to generate objectionable odors would be required by SCAQMD Rule 402 (Nuisance) to implement control measures to limit potential objectionable odor impacts to a less than significant level. Thus, no cumulatively significant odor conditions are anticipated, and the Project would not result in a cumulatively considerable contribution to such conditions.

E. GREENHOUSE GAS EMISSIONS

1. DESCRIPTION OF EFFECTS

a. PROJECT CHARACTERISTICS

The Project would be located at an infill location near to existing off-site destinations and in close proximity to existing and future public transit stops, which would result in reduced vehicle trips and VMT, as compared to a Business As Usual ("BAU") project of similar size and land uses at a greenfield site without close access to off-site destinations and public transit stops. As such, the Project would result in a corresponding reduction in transportation-related emissions compared to a BAU project.

The Project Characteristics listed at VI4.1.1, above, are consistent with the CAPCOA guidance document, and would reduce vehicle trips to the Project site by approximately 26 percent compared to a BAU project without these Project Characteristics. They would therefore result in a corresponding reduction in VMT and associated air pollutant and GHG emissions.

b. GREENHOUSE GAS EMISSIONS

Total GHG emissions from the Project were quantified to determine whether the associated emissions would substantially help or hinder the state's ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020).

CARB believes that consideration of so-called indirect emissions provides a more complete picture of the GHG footprint of a facility. As such, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the Office of Planning and Research directs lead agencies to "make a good-faith effort, based on available information, to calculate, model, or estimate...GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities." Therefore, direct and indirect emissions have been calculated for the Project.

For purposes of the EIR analysis, it was considered reasonable and consistent with criteria pollutant calculations to consider those GHG emissions resulting from Project-related incremental (net) increase in the use of on-road mobile vehicles, electricity, and natural gas compared to existing conditions. This includes Project construction activities such as demolition, hauling, and construction worker trips. The analysis also considered indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis. In order to report total GHG emissions using the CO2e metric, the GWP ratios corresponding to the warming potential of CO2 over a 100-year period is used in this analysis.

Construction emissions were forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The emissions are estimated using the California Emissions Estimator Model ("CalEEMod"), Version 2013.2.2, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from OFFROAD2011 and EMFAC2011, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The output values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis to generate GHG emissions values for each construction year (refer to Appendix E of the Draft EIR). CalEEMod outputs construction-related GHG emissions of CO2, CH4, N2O, and CO2e. The values are derived from factors published in the 2006 Intergovernmental Panel on Climate Change Guidelines for National Greenhouse Gas Inventories. These values are then converted to metric tons for consistency. The CO2e emissions are calculated for the construction period and future Project build-out conditions in order to estimate the net change in GHG emissions for Project construction and operation. In accordance with SCAQMD guidance, GHG emissions from construction have been amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions).

Operational emissions were estimated for two separate operating scenarios: 1) the Design Day Attendance scenario, which represents the average of the top 10 percent attendance days annually, estimates emissions from Museum operation, including the Museum Café and Museum Store, View Deck, and Theater Programming events with 1,350 Academy member attendees and on-site charbroiled food preparation, and 2) the maximum Outdoor Programming event scenario estimates emissions from Museum operation, including the Museum Café and Museum Store, View Deck, plus events with up to 2,500 general public attendees and no on-site

charbroiled food preparation. The Project Site would not allow for simultaneous operation of Theater Programming events with 1,350 Academy members and a maximum Outdoor Programming event with up to 2,500 general public attendees since both types of operating scenarios would utilize much of the same physical space and amenities. The operational GHG emissions for two separate operating scenarios are summed to provide total GHG emissions on an annual basis. Since the annual emissions are estimated based on each day representing either the Design Day Attendance scenario or the maximum Outdoor Programming event scenario, annual GHG emissions are likely overestimated since most days would have attendance that would be less than these two operating scenarios. Thus, this assessment is considered to be a conservative estimate of the Project's GHG emissions.

Mobile source emission calculations associated with operation of the Project are also calculated using the CalEEMod model. In calculating mobile-source emissions, the trip length values for the Theater Programming events were based on zip code data for Academy members that have previously attended similar events. Trip length values for other land uses (Museum, Museum Café, and Museum Store) were based on the distances provided in CalEEMod. The trip distances for the various operational activities were multiplied by the average daily trip estimates for each land use based on the data provided in the Traffic Study, prepared for the Project and provided in Appendix M-1 of the Draft EIR, to estimate the average daily vehicle miles traveled ("VMT"). Since GHG emission impacts are assessed on an annual basis, the average daily VMT for each land use were multiplied by the number of days each land use would be in operation in a year. The Project is expected to operate with the Museum, including Museum Store and Museum Café, open 363 days per year. For the purposes of this analysis, the emissions calculations assume Theater Programming (including outdoor events) every day with maximum Outdoor Programming events occurring for up to two days out of a year.

The trips estimated take into account trip reductions based on applicable physical and operational Project Characteristics including internal capture from co-locating commercial uses on the Site and transit and pedestrian trips. Mobile source calculations utilize EMFAC2011 and The Climate Registry General Reporting Protocol, Version 2.0, to generate emission factors for CO2, CH4, and N2O. These emission factors are then applied to the annual VMT to obtain annual mobile source GHG emissions.

With regard to energy usage, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Future fuel consumption rates are estimated based on specific square footage of the museum/cafe/retail units, as well as predicted water supply needs of the Project. Energy usage (off-site electricity generation and on-site natural gas consumption) for the Project is calculated within CalEEMod using the California Energy Commission Commercial Energy Use Survey data set. This data set provides energy intensities of different land uses throughout the state and different climate zones. As a conservative assumption, emissions associated with energy usage were assumed to occur year-round as building interior would be expected to be climate-controlled and automatic security/nighttime lighting and sprinklers would operate even if the Museum is closed. Area sources of GHG emissions also include the combustion of natural gas from portable outdoor heaters (e.g., patio heaters) that may be used during an outdoor event. Emissions from portable outdoor heaters were estimated based on up to 28 outdoor heaters anticipated to be used during a typical outdoor event with 800 attendees, which assumes an area of 7,200 square feet (nine square feet per attendee) and one portable outdoor heater every 15 feet, and the natural gas heat input rating of 46,000 British thermal units for a commercial-sized heater. For a maximum Outdoor Programming event with 2,500 attendees, the number of portable outdoor heaters was estimated at 100, which assumes an area of 22,500 square feet (nine square feet

per attendee). Outdoor heaters would primarily be used during evening outdoor events. For the purposes of this emissions analysis, it was conservatively assumed that the outdoor heaters would be used year-round for up to five to six days per week (272 days per year for typical outdoor events and two days per year for maximum Outdoor Programming events).

Water and wastewater generated from the Project require energy to supply, distribute and treat. CalEEMod calculates water usage based on annual rates in the Pacific Institute Waste Not Want Not report. The California Energy Commission's estimate for energy intensity of the water use cycle in Southern California is used to calculate the energy usage related to water conveyance. Emission factors from The Climate Registry General Reporting Protocol, Version 2.0, are implemented in calculating the associated GHGs. Because water conveyance associated with the Project is regional in nature, the emission factors used in this component of the analysis represent a State-wide average of known power producing facilities, utilizing various technologies and emission control strategies.

Emissions from solid waste handling generated from the Project are also accounted for in the GHG emissions inventory. Annual waste disposal rates from the California Department of Resources Recycling and Recovery data for individual land uses were used to estimate the amount of waste generated by the Project. GHG emissions from solid waste are calculated based on decomposition of waste into methane based on the USEPA AP-42, Compilation of Air Pollutant Emission Factors.

Emissions calculations for the Project include credits or reductions for the Project Design Features and GHG reducing measures which are required by regulation, such as reductions in energy and water demand. Since the Project is subject to the City's Green Building Code, Project Design Features will be incorporated consistent with the minimum United States Green Building Council ("USGBC") Leadership in Energy and Environmental and Design® ("LEED®") Certified rating as well as the Silver Certification or its equivalent to which the Project is committed.

Operational GHG impacts are assessed based on the Project-related incremental increase in GHG emissions compared to baseline conditions. Under CEQA, the baseline environmental setting is established as the time that environmental assessment commences. The trip generation forecasts provided in the Traffic Study do not account for the current uses or employees housed within the existing building. Thus, Project trips are all net new trips and that GHG emissions from operation of the Project are considered to be net new emissions. Similarly, it is conservatively assumed that GHG emissions from operation of the Project buildings are net new emissions and that the existing building generates negligible or no emissions from electricity demand, natural gas combustion, water demand, wastewater and solid waste generation, and landscaping equipment.

The California Air Pollution Control Officers Association ("CAPCOA") has provided guidance on mitigating or reducing GHG emissions from land use development projects. In September 2010, CAPCOA released a guidance document titled Quantifying Greenhouse Gas Mitigation Measures which provides GHG reduction values for recommended mitigation measures. The CAPCOA guidance document was utilized in this analysis for quantifying reductions from physical and operational Project Characteristics and Project Design Features in CalEEMod.

A hypothetical comparable and representative BAU scenario is used to simulate development for comparison with Project-generated GHG emissions. The BAU scenario assumes construction and operation of comparable uses similar in scale and size to serve the regional need. A BAU case does not consider the site-specific benefits resulting from co-location of uses, availability of public transportation, project design features, and prescribed mitigation measures.

The BAU scenario emissions estimates assume energy and water consumption in accordance with the minimum regulatory requirements in place at the time CARB updated their 2020 BAU emissions estimate pursuant to AB 32. The base years CARB used for updating the 2020 BAU emissions estimate is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008. The BAU scenario accounts for GHG regulations adopted during this time, including the Low Carbon Fuel Standard and the AB 1493 vehicle standards (Pavley Regulations). The BAU scenario also accounts for compliance with the energy requirements of the Title 24 Building Standards Code but does not account for measures that would exceed the code, such as LEED® Certification measures.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Greenhouse Gas Emissions of the Project. These features were taken into account in the analysis of potential impacts.

PDF-AQ-1, Green Building Measures: The Project will be designed to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification or its equivalent. The Project would incorporate measures and performance standards to support its LEED® Silver Certification or its equivalent, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. (LEED® Materials and Resources Credit 2);
- The Project would be designed to optimize energy performance and reduce building energy cost by 13 percent compared to ASHRAE 90.1-2007, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Credit 1);
- The Project would include water efficient landscaping and reduce potable water used for irrigation by 50 percent. (LEED® Water Efficiency Credit 1);
- The Project would reduce building water use by 39 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 3); and
- The Project would implement a green cleaning plan consistent with the requirements of the LEED® standards for Existing Building Operations and Maintenance. (LEED® Innovation in Design Credit 1.2)

PDF-AQ-2, Piazza Electricity Infrastructure: The Applicant shall install sufficient electrical wiring and outlets in the Piazza to support lighting, amplified sound, and other electricity-powered Academy and vendor needs as required for outdoor events. All electrical wiring and outlets shall be equipped with appropriate outdoor insulation and covers, as needed. The use of an on-site diesel generator shall be limited to back-up and/or emergency purposes.

PDF-TRAF-2, Parking and Traffic Management Plan: A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic

Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spalding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;

- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting, including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidized transit passes provided to eligible Project employees;
- Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;

- Incentivize the use of transit for Project visitors through discounted entrance fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. FINDINGS

Construction and operation of the Project would generate GHG emissions, either directly or indirectly, that would not exceed the draft SCAQMD Tier 4 indicators of significance. As a result, construction and operation of the Project would generate GHG emissions that would have a less than significant impact on the environment.

Construction and operation of the Project would not conflict with applicable GHG emissions reductions plans, policies, or regulations. As a result, construction and operation of the Project would not have a significance impact with respect to consistency with GHG reduction plans and impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Greenhouse Gas Emissions impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. GREENHOUSE GAS EMISSIONS

i. CONSTRUCTION

The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity. Detailed emissions calculations are provided in Draft EIR Appendix E. Results of the GHG emissions calculations are presented on Draft EIR Table 4.B.2-3, Estimated Unmitigated Construction Greenhouse Gas Emissions. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to consider them when assessing all of the long-term GHG emissions associated with a project. The draft SCAQMD indicators of significance recommend that construction-related GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. In accordance with this methodology, the estimated Project's construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions.

ii. OPERATIONS

The Project will comply with the portions of City's Green Building Code applicable to non-residential development. The Project will incorporate Project Design Features in a manner so as to qualify for USGBC LEED® Silver Certification or its equivalent. Additionally, physical and operational Project Characteristics for which sufficient data is available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis, and include but are not limited to the following measures: installation of energy efficient appliances; low-water fixtures; water efficient irrigation; and reduced building energy usage by 13 percent compared to ASHRAE 90.1-2007, Appendix G, and the Title 24 Building Standards Code.

Project operation is expected to result in reduced vehicle trips by approximately 26 percent compared to a similarly-sized BAU project without these Project Design Features. These

characteristics would result in a corresponding reduction in transportation-related GHG emissions and were incorporated into the quantitative analysis. A summary of the estimated annual average daily trips is provided in Draft EIR Table 4.B.2-4, Estimated Unmitigated Annual Average Daily Trips.

The Project is expected to be operational as early as 2017. Maximum annual GHG emissions resulting from motor vehicles, energy (i.e., electricity, natural gas including portable outdoor heaters), water conveyance, and waste sources were calculated for the expected opening year. The maximum annualized GHG emissions from construction and operation of the Project are shown in Table 4.B.2-5, Estimated Unmitigated Annual Greenhouse Gas Emissions.

The annualized GHG emissions from construction and operation of a representative BAU project are also shown in Draft EIR Table 4.B.2-5. This analysis compared the Project to the three BAU scenarios as was defined by CARB in its 2008 Scoping Plan estimate, which uses a 2002-2004 baseline, the revised 2008 Scoping Plan estimate taking into account the economic recession, and the 2011 Supplement to the Scoping Plan estimate, which uses a 2006-2008 baseline. In accordance with AB 32, CARB projected the State's 2020 GHG emissions under BAU conditions. The 2008 Scoping Plan forecasted the State's 2020 BAU emissions at 596 MMTCO2e. The revised 2008 Scoping Plan estimate taking into account the economic recession and associated future fuel and energy demand forecasted the State's BAU emissions at 545 MMTCO2e. The 2011 Scoping Plan forecasted the State's BAU emissions at 507 MMTCO2e, which takes into account the reductions achieved through implementation of mandatory regulations adopted for motor vehicles (i.e., AB 1493 vehicle emissions standards and Low Carbon Fuel Standard) and power production (the Renewables Portfolio Standard), and applicable standards for building energy efficiency. In order to meet 1990 level emissions, the State would need to reduce its BAU emissions by approximately 28.4 percent under the 2008 Scoping Plan estimate, by approximately 21.7 percent under the revised 2008 Scoping Plan estimate taking into account the economic recession, and by approximately 15.8 percent under the 2011Supplement to the Scoping Plan estimates. These BAU projections do not account for energy efficiency measures that would exceed the Title 24 Building Standards Code, such as LEED® Certification measures, and does not account for trip reductions from co-location of uses and availability of public transportation within a quarter-mile.

With regard to transportation emissions, the Project was estimated to result in a reduction in vehicle trips of approximately 26 percent as compared to a BAU project. This corresponds to a reduction of approximately 19 percent in transportation-related GHG emissions. This reduction exceeds SCAG's reduction targets in the Sustainable Communities Strategy. With the incorporation of physical and operational Project Characteristics and the implementation of GHG-reducing Project Design Features, the Project would meet the BAU reduction target indicator of 28.4 percent under the 2008 Scoping Plan estimate, 21.7 percent under the revised 2008 Scoping Plan estimate taking into account the economic recession, and 15.8 percent under the 2011 Supplement to the Scoping Plan estimate. Therefore, since the GHG emissions resulting from Project construction and operation would reduce its GHG from a comparable BAU project consistent with CARB's AB 32 Scoping Plan estimates, the Project would result in a less than significant impact on the environment.

b. GREENHOUSE GAS REDUCTION PLANS

The GHG analysis was performed in accordance with SCAQMD and CARB guidance. Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the Project's less-than-significant GHG emissions would actually cause a measurable increase in global GHG emissions necessary to influence

global climate change. 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; however, the net effect is difficult to quantify. Thus, the estimated net increase in emissions resulting from implementation of the Project presented above may be an over- or under-estimation. The GHG emissions of the Project alone would not likely cause a direct physical change in the environment. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective." It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone. Because of the incremental amount of GHG emissions estimated for this Project, the lack of evidence indicating that those emissions would cause a measurable increase in global GHG emissions necessary to exacerbate global climate change, and the fact that the Project incorporates physical and operational Project Characteristics and Project Design Features that would reduce potential GHG emissions to a less-than-significant level, the Project is considered not to conflict with the GHG reduction goals of AB 32.

The Project incorporates Project Design Feature PDF-AQ-1 that will reduce GHG emissions by increasing energy-efficiency beyond requirements, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. The Project will also incorporate characteristics that would reduce transportation-related GHG emissions by locating Project-related jobs and retail, restaurant, and recreational uses near residential and commercial uses and within a quarter-mile of transit, thereby encouraging alternative forms of transportation and pedestrian activity. These measures are consistent with the City's GHG reduction, sustainability, and smart-growth goals of improving energy and water efficiency in buildings, decreasing per-capita water use, using energy efficient appliances and equipment, and creating a more livable city.

When implemented, the following planned City actions, as presented in the LA Green Plan, may further decrease emissions of GHGs from the Project. These actions are not under the control of the Project; however, they would nonetheless further reduce Project-related GHG emissions:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Promoting walking and biking to work, within neighborhoods, and to large events and venues; and
- Expanding the regional rail network to reduce VMT.

The Project will be constructed and operated in a manner consistent with a Silver Certification (or its equivalent) from the USGBC's LEED® program. The LEED® features that would be incorporated in the Project would include transportation measures to reduce vehicle trips, building efficiency measures to reduce energy consumption, and water saving measures. The Project will be designed to optimize energy performance and reduce building energy cost by 13 percent. Trees planted on the Project site as part of the planned landscaping would sequester CO2 as they age (not included in the quantitative analysis). The average tree can sequester approximately 330 pounds of carbon dioxide from the atmosphere every year. Water-efficient landscaping features would be implemented to reduce potable water used for irrigation by 50 percent. The Project would reduce building water use by 39 percent by installing water fixtures that exceed applicable standards. Overall, the Project's green building and sustainability features, as a result of its LEED® certified rating and incorporation of Project Design Features, would reduce both energy demand and VMT associated with the Project resulting in a reduction of GHG emissions.

c. CUMULATIVE IMPACTS

The emissions of a single project will not cause or exacerbate global climate change. It is possible that a substantial increase in GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs from even relatively small (on a global basis) increases in GHG emissions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. A cumulatively considerable impact is the impact of a proposed project in addition to the related projects. However, in the case of global climate change, the proximity of the project to other GHG-generating activities is not directly relevant to the determination of a cumulative impact. Although the State requires Metropolitan Planning Organizations and other planning agencies to consider how region-wide planning decisions can impact global climate change, there is currently no established non-speculative method to assess the cumulative impact of proposed independent private-party development projects.

As shown in Draft EIR Table 4.B.2-6, the Project would be consistent with applicable GHG reduction strategies recommended by the City and State. In addition, the Project would support and be consistent with relevant and applicable GHG emission reduction strategies in SCAG's Sustainable Communities Strategy. These strategies include providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fueled and electric vehicles. As a result, the Project would be consistent with the State's goals and result in a GHG emissions profile that is better (lower) than BAU. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

F. HISTORICAL RESOURCES

1. DESCRIPTION OF EFFECTS

a. THE MAY COMPANY BUILDING

The May Company Building was determined eligible for listing on the National Register in 1983, although the determination did not reference the 1946 Addition. As a result of this eligibility determination, the May Company Building was also automatically listed on the California Register upon its enactment in 1992 by operation of law; and therefore the same ambiguity exists as to the eligibility of the 1946 Addition. The three primary façades of the Original Building were subsequently designated as City Monument No. 566 on September 30, 1992. The City Monument Designation includes only the Original Building and therefore the 1946 Addition is not designated. The Assessment Report finds that the 1946 Addition, which is now over 50 years old, also contributes to the building's historical significance. Due to passage of time and renovations to the building that occurred in 1993, the Assessment Report in Appendix F-3 of the Draft EIR includes an evaluation of historic resources that addresses the entirety of the May Company Building.

As determined through the Assessment Report, the May Company Building satisfies National Register Criterion A and California Register Criterion 1 for its contributions to the broad patterns of our cultural history during the second quarter of the twentieth century, specifically for its significant contribution as a commercial cornerstone of the Miracle Mile. As previously stated,

The May Company Wilshire store was the first freestanding department store constructed by The May Company in Los Angeles and in the United States (an earlier May Company store in downtown Los Angeles occupied a pre-existing building), and it was strategically sited and designed to appeal to the automobile culture developing along Miracle Mile.

The May Company Building also satisfies National Register Criterion C and California Register Criterion 3 for Streamline Moderne architecture and association with a master architect. The May Company Building is an important work by notable Los Angeles architect Albert C. Martin and Chicago architect Samuel A. Marx. It is an outstanding example of the Streamline Moderne style applied to the department store building type in the Miracle Mile and a distinctive example of early twentieth-century fireproof reinforced concrete engineering and construction for a large Streamline Moderne commercial department store utilizing complex foundation engineering in the vicinity of the La Brea Tar Pits.

The 1946 Addition was conceived by the architects in 1938 as part of an expansion that was fully built out in 1946 and seamlessly continued the architectural design. The completion of the Original Building and subsequent 1946 Addition was a reflection of the store's strong merchandising success and made it the largest May Company store in Los Angeles at the time. The period of significance identified for the resource is from 1939, the date of construction of the Original Building, through 1946, when the 1946 Addition was completed. Thus, the May Company Building exemplifies the broad cultural, economic, and social history of the Miracle Mile district of Los Angeles from the late 1930s through the 1940s.

i. CHARACTER-DEFINING FEATURES

(1) Significant: Massing and Location of Original Building

The Streamline Moderne massing including the parallelogram form of the Original Building (four stories plus mezzanine, Penthouse, and basement), Corner Tower, smooth façades, rounded corners, balanced proportions, and horizontal lines along with strategic corner placement at the prominent Wilshire and Fairfax intersection that "anchors" the west end of the Miracle Mile, as well as the building's spatial and visual relationship with the Wilshire and Fairfax corridors.

(2) Contributing: Massing of 1946 Addition

The Streamline Moderne massing including the smaller parallelogram form of the 1946 Addition (four stories, Penthouse and basement), smooth façades, rounded corners, balanced proportions and horizontal lines, and the building's spatial and visual relationship with the Fairfax corridor, seamlessly carries through the original design elements of the Fairfax Avenue façade to the north of the Original Building and encompasses approximately two-thirds of the North (rear) façade. Designed by the architects of the Original Building, the 1946 Addition reflects the original design intent, Streamline Moderne style and commercial design aesthetic in its similarity to and consistency with the original.

(3) Contributing: Penthouse and Stepped Massing

On the roof there is an original Penthouse (fifth level and rooftop mechanical room) with a 1946 rear one-story north addition and rooftop equipment room (the 1946 cooling tower has been removed). The southwest corner of the penthouse contains the Tearoom (intact). The elevator lobby and former beauty salon (altered) are east of the Tearoom, and the kitchen (altered) is off the Tearoom on the north. Following the 1946 Addition, the footprint of the Penthouse was enlarged and the May Company roof sign above the North façade was removed. Over the years, the Penthouse and roof have been reroofed and utility and lighting upgrades completed.

ii. EXTERIOR FEATURES: FAÇADES

(1) Significant: Primary (South) Façade of Original Building

The Wilshire façade is a significant character-defining feature of the Original Building. The Wilshire façade consists of Texas Shell Limestone Cladding on the upper stories with contrasting Southern California Black Granite accents at ground floor level; tall parapet with horizontal limestone cap; rounded corner wrapping to East façade; fenestration pattern of three rows of steel-frame ribbon windows (casements) set in protruding concrete frames (two windows may be altered with louvered vents); rows of four steel flag masts at 45-degree angles below second-story windows. The main Wilshire façade entrance has three sets of glass doors (milk glass is later replacement) with bronze door pulls; bronze door frame around a set of three double doors; recessed bronze "ship duct" light trough with riveted bronze cladding above entry; granite paving; the projecting curved awning above storefront windows; floor-to-ceiling storefront windows with bronze frames (milk glass is later replacement); periodic blank granite recesses (altered) between storefront windows with original curb; and a bronze-framed storefront window and door framing. The granite cornerstone for the building, south of the entrance, is inscribed "Albert C. Martin Architect, Samuel A. Marx Associate Architect, MCMXXXVIIII."

(2) Significant: Fairfax Façade of the May Company Building (1939-1946)

The Fairfax façade is a significant primary character-defining feature of the May Company Building. The Fairfax façade consists of Texas Shell Limestone Cladding on the upper stories with Southern California Black Granite accents at ground floor level; tall parapet with horizontal limestone cap; fenestration pattern of three rows of ribbon windows set in protruding frames; four steel flag masts at 45-degree angles below second-story windows; projecting curved awning above storefront windows; floor-to-ceiling storefront windows with bronze frames (milk glass is a later alteration); rhythm of periodic blank granite recesses between storefront windows; milk glass (later alteration) entry doors with bronze hardware; bronze storefront window and door framing; recessed "ship duct" light troughs with riveted bronze cladding above pedestrian entries; dark stained concrete sidewalks with bronze strip detailing.

iii. SIGNIFICANT: CORNER TOWER

The Corner Tower is a significant primary feature which consists of a large-scale cylindrical "perfume bottle" design set within a frame and attached to the northwest corner of the Original Building. The "perfume bottle" has horizontal Streamline Moderne detailing and is clad with ornamental gold leaf and glass mosaic tile ("Tile"), and is set within a rectangular concave black granite frame or bracket (May Co lettering removed). The flag pole on the roof is a part of the overall composition of this corner feature. The mast-like flag pole visually tops the Corner Tower. Below the Corner Tower, a curved storefront window within a bronze frame sits beneath a projecting curved awning.

iv. SIGNIFICANT: EAST FAÇADE

The East façade of the Original Building is also a significant primary feature of the building. Similar to the other two primary façades, the East façade consists of Texas Shell Limestone Cladding with contrasting Southern California Black Granite accents; parapet with horizontal limestone cap; rounded corner wrapping from the Wilshire façade with projecting curved awning; fenestration pattern of four rows of four steel-frame single-pane windows with protruding frames. A distinctive feature of the East façade is the set of four vertically aligned Streamline Moderne balconies which mark the presence of an interior staircase. The balconies

have cantilevered concrete floor slabs with steel-pipe ship railings and pairs of matched flat panel doors with single-pane windows. The door openings have heavily molded painted concrete frames which protrude from the surface. There are no display windows on the East façade. The ground level has a black granite water table or off-set. There is an exterior door opening under the balconies at ground level which is surrounded by a black granite frame and bronze trim. There is a rectangular vent in the wall south of the door opening (alteration).

v. CONTRIBUTING: NORTH FAÇADE

The North (rear) façade is contributing and consists of a section of the original 1939 North façade and the 1946 Addition, which projects northward from the 1939 North façade and covers approximately two-thirds of the Original Building's North façade. The North façade seamlessly carries through the architects' original 1939 design concept for the Original Building into the 1946 Addition and includes several distinctive Streamline Moderne motifs. Texas Shell Limestone Cladding wraps around the corners from the west (1946) and east (1939) façades; there is a tall parapet with horizontal limestone cap (1939); Southern California Black Granite accents (1939 and 1946); cantilevered concrete Streamline Moderne detailing at parapet level (1946); steel pipe ship railings on painted concrete parapet (1939); fenestration pattern of three rows of steel-frame ribbons windows with protruding frames (1939 and 1946); cantilevered balconies with steel pipe ship railings and flat panel doors with single-pane windows similar to the East façade (1939); rear 1946 entrance with cantilevered plastered awning and tall plate glass windows (replaced with two panes of glass where originally there was one). The North and East façades of the 1946 Addition are painted concrete, not sheathed in Texas Shell Limestone Cladding like the other façades. This is the same treatment previously used on the North façade of the Original Building, presumably to allow for later building expansion.

vi. CONTRIBUTING: INTERIOR FEATURES

The interior retains few features from the Original Building. Those notable contributing features that remain are described below.

- The contributing elevator bays and lobbies on the first floor are from the Original Building, as well as the bronze elevator doors, "This Car Up" sign above first floor elevator bays, wall-mounted lights above elevator bays, clocks, control panels, and wall mounted ashtrays.
- The contributing interior rectangular display windows with rounded corners at mezzanine level (covered by later tenant improvements but still extant and accessible from mezzanine).
- The third floor in the Original Building has a contributing women's Powder Room washroom and toilets located along the western wall that includes a circular Powder Room with domed ceiling, wide door jamb with curved sculptural corners and smooth finish, curved privacy screen with triangular footprint, wall-mounted light fixtures, original curved counter, and painted plaster wall and ceiling finishes. The washroom and toilet room have original fixtures, tile and wall finishes.
- The southern portion of the Penthouse in the Original Building retains the plan configuration of rooms (Lobby, Tearoom, Reception, Beauty Parlor, Bath Shop, Employee's Dining Room, Kitchen) although the interiors have been substantially altered with the exception of the Tearoom.
- The contributing Tearoom retains the floor plan, ceiling height, plaster wall finishes, heavily molded and coved plaster cornice, two black granite, Cordova shell stone and marble fireplace mantels (painted) with Streamline Moderne detailing and concave

circular niche and decorative plaster urn over-mantel, door openings into kitchen and lobby, and steel Streamline Moderne multi-pane windows and doors on the south and west walls.

- The significant Streamline Moderne reinforced concrete commercial structure with open plan, mezzanine, regularly spaced structural piers, mushroom columns in the mezzanine, concrete floor plate, curved concrete walls at corners, molded concrete trim and detailing.
- The basic plan and relationship of spaces including the entrance lobby through the building on the north-south axis, mezzanine, secondary pedestrian lobby off Fairfax Avenue, secondary pedestrian lobby east of the main Wilshire Boulevard entrance, and elevator lobbies.
- Main Wilshire Boulevard entrance lobby including door openings, bronze trim and detailing, door hardware and black floor tiles. The glass doors were refurbished for use by LACMA and the glass may not be original.
- Stone floor in main lobby (first floor) that extends through the building on north-south axis.
- Linoleum floor finish on mezzanine with star-shaped linoleum inscribed with employee names.
- Freight elevators and dumbwaiter.
- Staircases including stairs with streamline handrails, Streamline Moderne-style stairways, and stairs with stone treads.
- Escalators from the 1946 Addition.
- Original doors and door hardware where remaining.
- Original windows and window hardware where remaining.
- Original painted concrete finishes where remaining.
- Original plastered wall and ceiling finishes where remaining.

vii. SETTING

(1) Significant: Frontal and Oblique Views of the May Company Building from Wilshire Boulevard and Fairfax Avenue

The significant primary façades of the May Company Building are visible as was historically intended from the east and west along Wilshire Boulevard and from the north and south along Fairfax Avenue. The optimum views are generally within a radius of 300 feet (100 yards) of the buildings' exterior walls. Beyond this radius, the distance and intervening buildings reduce visibility and impede views of the building (setting altered by removal of the May Company filling station, parking structure and Home Appliance Store).

(2) Contributing: Façade and Oblique Views From Sixth Street and Fairfax Avenue

The contributing North (rear) façade of the Original Building, and its significant character-defining curved northeast corner (1939), and the 1946 Addition's contributing curved northwest corner, are visible as was historically intended from Sixth Street and from Fairfax Avenue (setting altered by removal of the May Company filling station, parking structure, and Home Appliance Store).

b. THE PROJECT

The Project proposes to rehabilitate and adaptively reuse the Original Building and construct the New Wing, which would include a Sphere containing a Main Theater with pedestrian bridges connecting to the Original Building, and a Piazza and related improvements. As allowed by the City Monument Designation, the 1946 Addition would be demolished to construct the New Wing at the north side of the Original Building.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential impacts to Historical Resources from the Project. These features were taken into account in the analysis of potential impacts.

PDF-HIST-1, Materials Conservation and Preservation Plan ("Preservation Plan"): A Preservation Plan would be incorporated into the Project to help support conformance with the Standards during rehabilitation of the Original Building, and to ensure that it would retain its significance as a historic resource. The Preservation Plan would include:

- Architectural recordation of existing conditions prior to the commencement of Project construction,
- Materials conservation and treatment during rehabilitation of the Original Building,
- Plan reviews and construction monitoring by a qualified preservation consultant,
- An interpretive program to communicate the cultural history of the May Company Building.

The Preservation Plan would include architectural recordation to document existing conditions prior to the commencement of Project construction. The architectural recordation would record character-defining architecture, spaces, elements and features of the May Company Building through archiving of existing built or original drawings, 35mm photographs of architectural details, materials and features to record color, materials and texture and Section III and Appendices C, D, E and F of the Assessment Report to document the architectural description of the building and narrative history of construction, alterations, and statement of significance. The architectural recordation would provide important source material for any repair or restoration of the building that may be undertaken in the future. The architectural recordation report would be archivally produced and deposited in a publically accessible library or museum archive such as the Library of Congress, LACMA, the Museum, or the Los Angeles Public Library.

The Preservation Plan would develop and implement a materials conservation and treatment program for the exterior Cladding and Tile which would involve conditions investigations, testing, research, and repairs by a team of qualified historic architects and conservators, to assist in compliance with the requirement that the treatment of the primary façades of the Original Building conform to the Standards. The performance standards for the materials conservation and treatment program, in accordance with the Standards, are to: 1) retain and preserve the exterior Cladding and Tile materials to the extent feasible and avoid their removal; 2) if they have deteriorated or are otherwise damaged, they shall be repaired rather than replaced; and, 3) if the severity of deterioration or damage requires replacement, the new materials shall match the old in

design, color, texture, and other visual qualities and, where possible, materials, including use of replacement limestone for Cladding from the original quarry.

Over the long-term, the Preservation Plan would guide changes made to primary façades of the Original Building and would provide information for maintenance procedures. The Preservation Plan would serve as a primary planning document for decision-making about treatments, and would provide a summary of information known and conditions observed at the time of the conditions investigations survey and a bibliography of archival documentation relevant to the structure.

The Preservation Plan would require the Applicant to retain a qualified preservation consultant to review the final construction plans, provide necessary guidance and oversight for preservation treatment, and conduct periodic monitoring during demolition and construction for the purpose of protecting and preserving character-defining features that would be retained under the Project. The consultant would identify items from the demolition of the 1946 Addition and rehabilitation of the Original Building appropriate for salvage, if any, and develop a salvage program for preservation of artifacts.

The Preservation Plan would also develop a publically accessible interpretive program on the history and architecture of the May Company Building to make the cultural history available to the public.

PDF-NOISE-4, Construction Period Vibration Monitoring Plan. As a precaution to avoid or minimize potential construction vibration damage to finish materials on the Original Building, such as limestone cladding and mosaic tile work, the condition of such materials shall be documented by a qualified preservation consultant, prior to initiation of construction. Monitoring for potential damage to the finish materials of the Original Building shall occur during demolition and excavation activities within 50 feet of the Original Building and during placement of augercast piles (or equivalent) planned for the foundation of the Sphere. In the event damage to finish materials occurs, the monitor shall be authorized to halt construction activities until such activities are adjusted to avoid or minimize damage to the Original Building. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards and the intent of PDF-HIST-1, the Materials Conservation and Preservation Plan.

3. FINDINGS

The Project would not demolish, destroy, relocate, or alter a historical resource such that it would be rendered ineligible for the National Register, California Register, or as a City Monument with implementation of Preservation Plan. Therefore, impacts would be less than significant.

The Project would not reduce the integrity or significance of important historical resources on the Project Site or in the Project vicinity. Therefore, direct and indirect impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Historical Resources impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. ORIGINAL BUILDING – HISTORICAL RESOURCE

i. DIRECT IMPACTS

(1) Removal of the 1946 Addition

Although the 1946 Addition is not explicitly identified in previous designations as a character-defining feature of the May Company Building (and was in fact explicitly excluded from the City Monument Designation), given its current age and the factors presented in the evaluation of significance described above, the 1946 Addition is considered to have attained significance over time as contributing to the historical and architectural significance of the May Company Building. Removal of the contributing 1946 Addition would therefore result in an adverse impact to the May Company Building; however, this change would not be a significant impact under CEQA because it would not materially impair the significance of the Original Building such that it would be rendered ineligible for the National Register, California Register, or as a City Monument. Although the 1946 Addition would be removed, as further described below, it would be replaced with a façade that reinstates key features of the Original Building's North façade. The Project would retain and rehabilitate the significant features of the Original Building such as the primary façades, building entrances, bulkheads and window assemblies, parapets, horizontal rooflines, Corner Tower, and flag pole. The Original Building would continue to embody and convey the distinctive features of its Streamline Moderne style, and there would be limited changes to the distinctive features, spaces and spatial relationships of the Original Building.

As required by the City Monument Designation, and as proposed in Project Design Feature PDF-HIST-1, the Preservation Plan, the exterior Wilshire, Fairfax, and East façades of the Original Building would be rehabilitated in accordance with the Standards. In addition, the Preservation Plan would serve to improve the condition of the historical resource through rehabilitation, conservation and treatment; provide archival architectural documentation of existing conditions prior to Project construction; include plan reviews and construction monitoring by a qualified preservation consultant; and further add to the public's understanding of the history of this important cultural icon on the Miracle Mile in Los Angeles. Furthermore, the Preservation Plan would improve the overall condition and integrity of the significant features of the Original Building and ensure it remains eligible as a historical resource.

Circulation elements, including, escalators, elevators and potentially stairs, would be accommodated within the Original Building in the area along the North façade where the 1946 Addition would be removed. On the exterior in this area between the reconstructed northwest corner and the retained northeast corner of the Original Building, a wall that is predominantly windows with bands of painted concrete between the windows would be constructed that would allow natural light and views into the Museum interior while also accommodating the Museum entrance off the Piazza. The infill wall would be located in the same location as the original North façade of the Original building, a portion of which remains to the east of the 1946 Addition, and would be similar in materials and finish to the original wall that was removed to allow for the 1946 Addition. At the fifth floor level, the original ribbon windows and parapet, which remain partially intact east of the 1946 Addition, would be reconstructed. The color, finish, materials and design of the new concrete-and-glass wall in the area between the reconstructed northwest corner and the retained northeast corner would be subtly differentiated from the Original Building, and a joint, offset, or reveal would mark the juncture between historic fabric and the new wall so that the design intent and architectural features of the Original Building would remain visually prominent.

The significance of the Original Building as a historical resource would be retained under the Project because PDF-HIST-1 would protect and rehabilitate the Wilshire, Fairfax and East façades. Furthermore, changes to the North façade would replace missing features including

the northwest corner, north parapet, and fifth-floor ribbon window of the Original Building that were removed when the 1946 Addition was constructed. While the original North façade would not be fully reconstructed, the Project would protect historic materials, features and spatial relationships that characterize the property and the new north facing wall would be in keeping with the Original Building's North façade and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity and significance of the property while allowing for the new use. The Sphere would be accessed by pedestrian bridges from the Original Building but otherwise would be free-standing so that if removed in the future, the essential form and integrity of the Original Building would be unimpaired. Therefore impacts due to the removal of the 1946 Addition would be less than significant.

(2) Tearoom and Rooftop Terrace Alterations

The Tearoom would be expanded to contain a Special Event Dining Room and a Rooftop Terrace to accommodate meetings, conferences, and receptions along with space for catering and other support services. The south wall of the Tearoom would be removed and the new location of the south wall would be one structural bay to the south (approximately 20 feet), retaining similar height and detailing such that it would not appear noticeably different from off-site vantage points from which it is currently visible. The new south wall would have a similar exterior finish, parapet and cornice, and would relocate the Streamline Moderne pipe railing from the Penthouse roofline to the new south wall, so that the massing, setback, and Streamline Moderne style of the Tearoom and Penthouse roofline would not appear substantially changed from vantage points within the public right–of-way from which it is visible. The joint where new construction would meet the original would be marked by a simple wall reveal. The interior of the Tearoom would be removed, and one structural bay in the north wall of the fifth-level Penthouse would be opened to provide access for a pedestrian bridge from this level to the View Deck within the Sphere. Changes to the Tearoom exterior and Rooftop Terrace would not be visually prominent due to their rooftop location and the height of the surrounding parapet because the Streamline Moderne roofline and its visible stepped profile and massing would be retained. These changes would remove interior contributing character-defining features, but would avoid removal of distinctive primary exterior character-defining features that characterize the property, such as the primary Wilshire, Fairfax, and East façades. The Tearoom and Rooftop Terrace would be recorded and documented under Project Design Feature PDF-HIST-1, the Preservation Plan, which would also include a salvage program for materials and artifacts. Based on the integrity thresholds of the National Register and California Register and requirements for designation as a City Monument, the significance of the May Company Building would not be materially impaired and impacts would be less than significant.

(3) Façade Rehabilitation

The Cladding is a significant character-defining feature of the May Company Building. The Preservation Plan would investigate the condition of the existing Cladding and determine the extent of repairs that are required. The Cladding panels exhibit limited cracking, spalling, and staining indicative of localized water damage and metal corrosion, which suggests that repair or replacement may be required. In addition, work may be required to improve the thermal performance of the building envelope and to introduce a vapor barrier, necessary to maintain humidity levels consistent with required museum conditions. This could require temporary removal and replacement of the exterior Cladding. Under the Preservation Plan, Project Design Feature PDF-1, the Cladding and the other significant exterior materials and features of the Original Building in need of repair would be rehabilitated in conformance with the Standards. The Preservation Plan would develop and implement a materials conservation and treatment program for the exterior Cladding and Tile which would involve conditions investigations, testing,

research, and repairs by a team of qualified historic architects and conservators, to assist in compliance with the requirement that the treatment of the primary façades of the Original Building conform to the Standards. The goals of the Preservation Plan would be to retain and improve the integrity of the primary façades of the Original Building, protect and preserve the significance of the Original Building, and avoid significant impacts associated with façade rehabilitation through conformance with the Standards.

(4) New Wing

Under the Project, the 1946 Addition to the Original Building, which contains the north entrance that was designed for shoppers arriving by automobile, would be removed. The historic setting associated with the automobile use north of the May Company Building, including the gasoline filling station and parking garage, is no longer extant. Similarly, the adjacent May Company Home Appliance store was demolished for the construction of the adjacent LACMA Campus. Despite these changes to the property setting, the May Company Building remains visually predominant on the corner of Wilshire and Fairfax and clearly visible to passing motorists or pedestrians, as it was historically. With removal of the 1946 Addition, the Original Building would continue to be visually predominant along Wilshire Boulevard and Fairfax Avenue and within the Miracle Mile CDO. The north entrance would be reconfigured for pedestrian access; however, restricted vehicle access to the north entrance would be retained, similar to existing conditions. While removal of the 1946 Addition and alteration of the north entrance would detract to an extent from the property's significant historical associations in relation to automobile culture, the significance of the Original Building would be retained.

The New Wing would include the Sphere, which would be constructed predominantly of glass and structural steel, and would be located to the north of the Original Building. Because of its location, it would not obstruct significant primary views of the Original Building along Wilshire Boulevard or Fairfax Avenue. The contemporary design, spherical form and metallic and glass materials of the Sphere would differentiate it from the Original Building but the Sphere would still be compatible in terms of scale and massing. Although the north entrance and contributing views of the North façade would be altered by removal of the 1946 Addition and construction of the Sphere, the significant massing, primary elevations and location of the Original Building would still be retained, including the Wilshire, Fairfax and East facades, the "perfume bottle" Corner Tower and the other three rounded corners of the Original Building, and would be visible to passers-by. The original northwest corner of the Original Building which was removed by the 1946 Addition would be recreated. The Sphere would step back from the northwest corner and would reveal the reconstructed corner of the Original Building. This would allow the Fairfax façade and the northwest corner to remain visually predominant. Likewise, the Sphere would also step back from the northeast corner of the Original Building which would allow the East façade and northeast corner to remain visible. The Original Building's Corner Tower and the primary Wilshire, Fairfax, and East façades and three rounded corners (northwest, northeast and southeast) would remain visible which together would preserve the form, scale and massing of the Original Building.

Circulation elements, including, escalators, elevators and potentially stairs, would be accommodated within the Original Building in the area along the North façade where the 1946 Addition would be removed. The Original Building would be linked to the Sphere by pedestrian bridges to minimize the physical and visual connection between the New Wing and the Original Building.

The Sphere would be up to approximately 165 feet in width and up to approximately 130 feet in height above adjacent grade. In comparison, the roof parapet of the Original Building is 87 feet

above adjacent grade, and the heights of the fifth level, the mechanical room atop the fifth level, and the ventilation stack along Fairfax Avenue are 94 feet, 111 feet, and 117 feet above adjacent grade, respectively. The Sphere would be elevated a minimum of 12 feet above grade to accommodate the Museum entrance and a Piazza linking the Museum entrance with LACMA's Dwight M. Kendall Concourse and Pritzker Garage to the east and accommodating street-level pedestrian access from Fairfax Avenue to the west.

While the contemporary design of the Sphere would be dramatically different than the Streamline Moderne architecture in its style, materials and form, it would still be visually compatible in scale and massing with the Original Building. As indicated in the visual simulations in Draft EIR Figures 4.A.1-10 through 4.A.1-16, the Wilshire, Fairfax and East façades of the Original Building would remain visually predominant and the Sphere would read as a north annex, respecting the form and massing of the Original Building, and the shape of the Sphere would be compatible with the curved corners of the Original Building, all four corners of which would be visible. Furthermore, the Project would both objectify and support the importance of the Original Building within the LACMA Campus, repurposing and incorporating it into the existing collection of iconic museum architecture, sculpture, and landscape on the LACMA Campus. The differentiation in form, massing and scale between the Original Building and Sphere would create spatial relationships between these distinct building components. The contrast in heights between the Original Building (87 feet to the roof parapet), and Sphere (up to 130 feet) would be visible from Sixth Street and north Fairfax Avenue where the relationships of scale and massing between the Original Building and Sphere would be readily apparent. While the Sphere would be taller than the Original Building, it would not obstruct primary views of the Wilshire, Fairfax, or East façades from Wilshire Boulevard or South Fairfax Avenue.

Visual simulations from key vantage points along Fairfax Avenue illustrate that the Original Building would remain visually predominate when approaching or viewing the building from the south. Views of the Original Building when approaching from the south along Fairfax would remain nearly unchanged, with the Wilshire and Fairfax facades clearly visible (Figure 4.A.1-10) and the Sphere only slightly visible behind the Original Building. From the intersection of Wilshire Boulevard and Fairfax Avenue looking northeast, the primary facades of the Original Building would be unobstructed. Likewise, the Wilshire and East façades of the Original Building would be unobstructed and remain visually predominant as viewed from the south side of Wilshire Boulevard across from the Project Site or when traveling westbound on Wilshire Boulevard approaching Fairfax Avenue. The only vantage points where the Sphere would be visually prominent would be from the north, outside the Miracle Mile CDO. When approaching the Project Site from the north along Fairfax Avenue, the Sphere would be highly visible; however, the Fairfax façade of the Original Building would remain visible as the Sphere would be stepped back from the Fairfax façade. More direct views looking south to the Project Site across Sixth Street and from Park La Brea would be dominated by the Sphere, with partial views of the northwest and northeast corners of the Original Building. However further to the east along Sixth Street, the Original Building would be largely obscured with the exception of the northeast corner of the Original Building.

(5) Sign District

The Sign District incorporates the outline of an Oscar Statuette, banner signs, digital displays, projected image signs, a canopy sign fronting Wilshire Boulevard and Fairfax Avenue and flag pole signs. Historically, The May Company utilized advertising displays in the May Company Building. The existing flag poles were originally intended for hanging banners. The storefront windows were originally intended to display May Company department store goods and advertising materials to attract customers into the store. There were large May Company signs

attached to the black granite fins flanking the "perfume bottle," and May Company signs existed at one time on top of the May Company Building.

(a) Oscar Statuette

The Oscar statuette would be permitted at the Corner Tower of the Original Building at Wilshire Boulevard and Fairfax Avenue in conformance with the Standards so as not to harm architectural materials such as the Tile. The design of the Oscar statuette sign would be an outline of the statuette's figural sculpture shape, which would be illuminated at night, and would be compatible with the Original Building and "perfume bottle," and the character-defining features and materials of the Original Building would not be obscured from view. The Oscar statuette installation would be reversible and if removed in the future the integrity of the Original Building would be intact and unimpaired.

(b) Banner Signs

As conceptually proposed, the Project may include banner signs installed on the upper wall area of the Original Building, and on the Sphere. The banners themselves would be reversible and would be installed in conformance with the Standards so as not to damage or obscure the building fabric. In addition, it is expected that banner signs would change fairly frequently. The areas shown for placement of the banner signs have been designed and scaled in a manner that is proportional to the building's architectural elements and to ensure compatibility with its character defining features. The banner signs would not obscure windows, the Corner Tower, or distinct architectural details, and would be placed such that they would be surrounded by the façade limestone cladding and pulled back from windows, the roofline, and the ground level storefront. Therefore, inclusion of banner signs on the Original Building is considered a less than significant impact.

(c) Digital Displays

Digital displays may be located on a regular basis in two of the Original Building storefront windows on either side of the Wilshire Boulevard entrance and along the south façade of the Sphere. Digital displays are a contemporary version of advertising and are compatible with the historic function of the storefront windows. The digital displays would revive the use of the storefront windows, and the digital displays would be temporary and reversible. Thus, the digital displays would conform to the Standards. Therefore, the location of reversible digital displays in the two storefront windows of the Original Building on an ongoing basis is considered a less than significant impact.

(d) Projected Image Signs

Projected image signs are proposed for occasional use in association with special events, and may cover portions of the Original Building. Projected images displayed across the Original Building facades would have no physical or material impact on the Original Building and their occasional use would occur only at night in association with special events that would occur up to 6 times per calendar year. Normally, the Original Building would be dark at night and the exterior features would be illuminated by architectural or street lighting. Therefore, the projected image signs would not materially impact the Original Building and their occasional use would be immediately reversible as soon as the image projector was turned off. Thus the projected image signs would have a less than significant impact.

(e) Canopy Signs

There may also be a canopy sign fronting Wilshire Boulevard and another along Fairfax Avenue. Under the Preservation Plan, permanent signage proposed for the building would be

reviewed by a qualified preservation consultant to ensure the designs for the canopy signs are in conformance with the Standards. In light of the Preservation Plan and conformance with the Standards, the canopy signs would not result in a significant impact.

(f) Flag Pole Signs

Flag pole signs are proposed on each of the six existing flag poles on the Original Building. Historically, the existing flag poles were used as part of advertising displays. The use of flag pole signs through retention and reuse of the original flag poles would conform with Standards, would be reversible, and would continue their historic use. Thus the flag pole signs would have a less than significant impact.

(6) Construction Period Vibration

The Original Building is located adjacent to where demolition of the 1946 Addition and construction of the Sphere would take place and therefore would be subject to vibration. The Original Building would be exposed to vibration velocities that range from approximately 0.85 to 0.995 inches per second peak particle velocity ("PPV"). Vibration at these locations would be well below the 2.0 inches per second PPV significance threshold (potential building damage for a commercial building). Therefore, vibration impacts associated with construction would be less than significant. Although, a structural engineering evaluation of potential construction vibration effects on the Original Building supports this finding and indicates that damage to the structure is not expected, as a precautionary measure the Project includes a Project Design Feature, PDF-NOISE-4, which includes monitoring of finish materials on the Original Building during vibration intensive periods of construction. PDF-NOISE-4 authorizes the monitor to halt construction if any damage, such as cracking of finish materials, is identified, and, mandates repair of damaged materials if it were to occur, with input from a qualified preservation consultant and in a manner that meets the Standards and the intent of the Project Preservation Plan.

(7) Integrity After Project Completion

Although the integrity of the existing May Company Building would be impacted by the removal of the 1946 Addition, the Original Building would remain eligible for listing in the National Register, listed in the California Register, and as a designated City Monument. After Project completion, the Original Building would still retain its seven aspects of integrity including location, design, setting, materials, workmanship, feeling, and association, as discussed below.

Following removal of the 1946 Addition and construction of the New Wing, the Original Building would still retain its original location and the majority of its design, workmanship and materials would remain intact. The Sphere would be minimally visible from the Miracle Mile corridor and the Project would retain and rehabilitate the significant features of the Original Building. The Original Building would continue to embody and convey the distinctive features of its Streamline Moderne style, and there would be limited changes to the distinctive features, spaces and spatial relationships of the Original Building. The Preservation Plan would ensure ongoing maintenance and treatment and further add to the public's understanding of the history of this important cultural icon on the Miracle Mile in Los Angeles.

Furthermore, the Original Building would continue to exhibit a high degree of workmanship as a whole, and in its individual exterior components, as well as its exterior and interior concrete construction. The Original Building would retain the majority of its key original exterior materials.

The 1930s-40s Miracle Mile setting has been eroded over the years because of subsequent development and redevelopment, most notably the removal of The May Company Home

Appliance Store (1946), gasoline station (1939), and parking garage (1946), and the post-World War II development of the LACMA Campus to the east, as well as commercial development along Wilshire Boulevard in the immediate Project vicinity and creation of Museum Row in what was once Los Angeles's premier shopping district. The removal of the 1946 Addition and construction of the New Wing would change the North façade of the Original Building, although as previously stated, it had already been largely removed to accommodate the 1946 Addition. Construction of the New Wing would create a new north entrance to the Original Building and retain the north-south entrance hall through the Original Building and reopen the mezzanine overlooking the ground floor. The important curved corners at the northeast corner of the building would be retained and the northwest corner would be reconstructed. After Project completion, the integrity of setting of the Original Building would not be adversely impacted because the eligibility of the Original Building would be retained, as would the Miracle Mile setting. The Fairfax Avenue setting would be impacted by removal of the 1946 Addition and construction of the New Wing, although this impact would be less than significant because it would not detract from the eligibility of the Original Building.

With regard to feeling and association, the Original Building would continue to express the Streamline Moderne aesthetic and historic period resulting from the presence of character-defining features that, taken together, would still convey the property's historic character. The Original Building would retain its association as one of the places in the Miracle Mile where commercial activities and automobile culture occurred and the Original Building and Miracle Mile would remain sufficiently intact to convey that relationship.

Based on the above, impacts on the integrity of the Original Building would be less than significant.

b. PROJECT SITE/VICINITY HISTORICAL RESOURCES

i. DIRECT IMPACTS

Removal of the contributing 1946 Addition would result in an adverse impact to the May Company Building. However, this change would not result in a significant impact under CEQA because it would not materially impair the significance of the Original Building such that it would be rendered ineligible for the National Register, California Register, or as a City Monument. The 1946 Addition is only minimally visible from the Miracle Mile corridor. Furthermore, the Project would retain and rehabilitate the significant features of the Original Building as discussed above under Section (e), Integrity After Project Completion. The Original Building would continue to embody and convey the distinctive features of its Streamline Moderne style and there would be limited changes to the distinctive features, spaces, and spatial relationships of the Original Building. As required by the City Monument Designation, and as proposed in Project Design Feature PDF-HIST-1, the Preservation Plan, the exterior Wilshire, Fairfax, and East façades of the Original Building would be rehabilitated in accordance with the Standards. As discussed above, the Preservation Plan would improve the overall condition and integrity of the significant features of the Original Building and ensure it remains eligible as a historical resource.

ii. INDIRECT IMPACTS

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources within the Project vicinity, which are identified in the Assessment Report in Chapter III.B.1, Tables 1 and 2. As shown and further evaluated in the Assessment Report in Table 3, in Chapter IV, Part B, Section 2, Historic Resources with Views of the Project, the Project would have no impact or a less than significant

impact on the six historical resources in the Project vicinity that would have views of the Project. Further, the Project would have no impact on the other historical resources in the Project vicinity which do not have views of the Project.

The Project would have no impact on the following historical resources as they generally do not have views of the Project:

- Arthur Murray Office and Studio, 5828 Wilshire Boulevard, (CHR Status Code 3S) No view of Project. No impact.
- Egg & Eye Restaurant, Craft & Folk Art Museum, (CHR Status Code 3S) No view of Project. No impact.
- Buck House, 805 S Genesee Avenue (CHR Status Code 3S) No view of project. No impact.
- The Miracle Mile CDO: While views along the Wilshire Corridor are a characteristic of the Miracle Mile CDO, none of the buildings listed in the Miracle Mile CDO would have views of the Project. As further described in Chapter V, Standards and Design Guidelines Conformance, of the Assessment Report, the Project would comply with all applicable design requirements in the Miracle Mile CDO with regard to historical resources. There would be no substantial material visual change to the public experience of the building or Wilshire Boulevard within the Miracle Mile. Furthermore, the 1946 Addition is set back from the primary Wilshire Boulevard corridor, and its removal would not negatively impact the character of the Miracle Mile. No impact.

The Project would have no impact or a less than significant impact on the following five historical resources with limited distant views of the Project:

- Carthay Circle HPOZ The May Company Building does not materially contribute to the significance of the setting of the Carthay Circle HPOZ. No impact.
- Hancock Park La Brea, 5801 Wilshire Boulevard, La Brea Tar Pits (CHR Status Code 3S and CA Historic Landmark #170): Limited distant view of Project. The May Company Building does not materially contribute to the significance of the setting of the La Brea Tar Pits. No impact.
- Mutual Benefit Life Building (Variety Building), 5900 Wilshire Boulevard (CHR Status Code 3CB and 5B) Limited distant view of Project. The May Company Building may contribute to the significance of the setting of the Mutual Benefit Life Building, given that the May Company Building is a notable part of the streetscape that has been historically associated with Wilshire Corridor. Views of the Project would be largely obscured by the intervening Original Building. Less than significant impact.
- LACMA, 5905 Wilshire Boulevard (CHR Status Codes 3B, 3CD and 5B) The Project would be visible from within the western portion of the LACMA Campus but views would be blocked by intervening museum buildings. Rehabilitation of the Original Building and construction of the New Wing would not materially or visually impair potential eligibility of the LACMA Campus. Changes to the setting caused by the Project would have no effect on the eligibility of these resources. Furthermore, the New Wing and its distinctive architecture would not materially or visually impair the potential significance of the LACMA Campus, if any, or the other historical resources in the Project vicinity. Less than significant impact.
- Park La Brea (CHR Status Code 3CB and 5B): Limited distant views of Project from within housing development. Less than significant impact.

The Project would have a less than significant impact on historical resources with a direct view of the Project:

- Johnie's Coffee Shop Restaurant, 6101 Wilshire Boulevard (CHR Status Code 3S and 3CS and City Monument): Direct view of Project. Views from Johnie's are oriented toward Wilshire Boulevard and Fairfax Avenue. The Original Building would remain visually prominent, preserving the auto-oriented character of the streetscape that contributes to the significance of Johnie's. Less than significant impact.

iii. CUMULATIVE IMPACTS

Chapter 3.0, General Description of Environmental Setting, of the Draft EIR provides a ist of projects that are planned or under construction in the Project area. Based on the evaluation provided in Chapter IV.B.3, Tables 4 and 5, of the Assessment Report, impacts on historic resources associated with each of the related projects are considered less than significant. It is anticipated that Related Project No. 2, which involves the rehabilitation of Desmond's Tower, a 1928 Art Deco department store, would adhere to the Standards and Miracle Mile CDO guidelines, and therefore impacts on this resource and the department store property type would be less than significant.

Related Project No. 17 is the build-out of new retail and restaurant uses in the existing 5410 Wilshire building, an Art Deco high-rise known as the Dominguez-Wilshire Building, that is being renovated in conformance with the Standards and would adhere to the Miracle Mile CDO guidelines therefore impacts on this resource and related 1930s Art Deco commercial buildings would be less than significant.

It remains speculative whether the LACMA vision project proposed by Peter Zumthor, identified as Related Project No. 28 (LACMA Redevelopment Plans), may have a significant impact on historical resources. The original LACMA buildings that could be demolished under LACMA Redevelopment Plans may or may not be eligible as potential historical resources. For purposes of conservative analysis, the Draft EIR treats those buildings as potentially significant. Even if determined eligible, the LACMA buildings that would be removed do not contribute to the historic setting of the May Company Building.

Finally, the proposed temporary staging for the Metro Westside Purple Line Extension to be located at Johnie's and south of Wilshire Boulevard, between Orange Grove Avenue and Ogden Drive, would not modify the May Company Building's setting or have an adverse impact on any other historical resources in the Project vicinity. The Final EIR/EIS for the Metro Westside Purple Line Extension concluded that vibration impacts to nearby buildings including the Original Building would be less than significant, and furthermore, PDF-NOISE-4, which addresses potential vibration effects of the Project on the Original Building, would further ensure that any cumulative impacts associated with concurrent construction vibration from the Metro project would be avoided or reduced such that impacts would be less than significant.

While it is conservatively concluded that these projects could collectively have adverse cumulative impacts on historic resources, the Project would have a less than a significant impact on the May Company Building as a historical resource, and a less than significant impact on the five historic resources in the Project vicinity. With respect to the May Company Building's status as a department store property type, both the Project and Related Project No. 2, at the Desmond's Tower would retain or rehabilitate historic buildings in accordance with the Standards and would comply with the design requirements in the Miracle Mile CDO governing historic resources. Accordingly, the Project's contribution to cumulatively significant impacts on historic resources in the Project vicinity and on the department store type would not be cumulatively considerable.

iv. STANDARDS AND GUIDELINES CONFORMANCE

(1) SECRETARY OF THE INTERIOR'S STANDARDS

The Standards are codified at 36 CFR Section 67.7. The City Monument Designation requires compliance with the Standards only on the three primary facades of the Original Building. However, as an evaluation method, the Standards apply to both the exterior and interior of historic buildings, as well as encompassing related landscape features. The Project was reviewed by PCR's qualified architectural historians for conformance with the Standards. The proposed rehabilitation work on the Original Building is intended to ensure that it would retain its significance as a historic resource, and the Preservation Plan is incorporated as Project Design Feature PDF-HIST-1. The Project would retain and rehabilitate the Original Building's significant façades as well as the Corner Tower, as required by the City Monument Designation, and all rehabilitation work would conform to the Standards and plans would be approved by the City Office of Historic Resources.

A detailed discussion of how the Project conforms to the Secretary of the Interior's Standards is provided in Chapter V.A of the Assessment Report in Appendix F-3 of the Draft EIR. The Project would conform to Standards 1, 2, 3, 5, 6, 7, 8, and 9; however, the Project would not conform to Standard 4 or Standard 10. The 1946 Addition has attained significance in its own right as contributing to the historical and architectural significance of the May Company Building. The Project would not meet Standard 4 due to demolition of the 1946 Addition. The Original Building, which is the Primary resource, would be retained and rehabilitated to protect its integrity and significance. If the Sphere and/or the improvements to the Original Building are removed in the future, the significance of the Original Building and its environment would be unimpaired. Because of the demolition of the 1946 Addition, the Project would not conform to Standard 10. As discussed above under Section 3.d, Project Impacts, removal of the contributing 1946 Addition would result in an adverse impact to the May Company Building; however, this change would not be a significant impact under CEQA because it would not materially impair the significance of the Original Building such that it would be rendered ineligible for the National Register, California Register, or as a City Monument.

(2) MIRACLE MILE CDO

The May Company Building is included in the Miracle Mile CDO. Therefore, the Project was reviewed for plan consistency with the Miracle Mile CDO. The Project would conform with the intent of the Miracle Mile CDO with regard to historic resources in the Miracle Mile, as evaluated in Table 6, in Chapter V.B of the Assessment Report. The Miracle Mile CDO guidelines and standards are planning guidelines that "have the overall goal of preserving the unique Art Deco character of the District while attracting new businesses and customers, and providing for the comfort, convenience, and safety of workers, residents and shoppers."

The Miracle Mile CDO provides Design Guidelines and Development Standards for public and private development projects in commercially zoned areas along the Miracle Mile, including the design of new and rehabilitation of existing buildings and storefronts, to improve the appearance, enhance the identity and promote the pedestrian environment of the District. Section 7 of the Miracle Mile CDO specifically addresses rehabilitation of historic structures and includes standards that apply to all structures that are City Monuments as well as structures that are listed in or determined to be eligible for listing on the National and/or State Register of Historic Places. The guidelines included in Section 7 of the Miracle Mile CDO are based upon the Standards and therefore are generally congruent with them, while the other sections of the Miracle Mile CDO treat other design topics. The Design Guidelines pertaining to historic resources are presented in the Assessment Report in Table 6, Project Conformance with

Miracle Mile CDO Guidelines, and corresponding Development Standards are presented in their entirety in Appendix H of the Assessment Report.

G. GEOLOGIC HAZARDS & EROSION

1. DESCRIPTION OF EFFECTS

The Original Building and 1946 Addition are both supported by 2.5-foot-thick concrete mat slab foundations that lie between one and four feet below four-inch-thick concrete basement topping slabs, or basement floors; the spaces between the concrete topping slabs and concrete mat slab foundations are backfilled with soil. The existing concrete mat slab foundation beneath the Original Building would remain, and micropiles, the recommended deep foundation support for seismic retrofit of the Original Building, would be installed to support new shear walls and elevator pits. The construction of shear walls and elevator pits, the installation of micropiles, and the installation of the new Gas Mitigation and Monitoring System would require demolition of the existing concrete topping slab in the Original Building basement and, in some cases, penetration through the underlying concrete mat slab foundation. The estimated maximum depth for each micropile is approximately 40 feet below the concrete basement topping slab of the Original Building.

The 1946 Addition, including the concrete basement topping slab, would be demolished to allow construction of the Sphere; the existing basement walls and underlying concrete mat slab foundation would remain. New building columns and a Gas Mitigation and Monitoring System would be installed in the 1946 Addition basement. The Sphere is proposed to be supported by a new concrete mat slab foundation. Augercast piles, which can be used in a variety of soil and bedrock materials, are currently the recommended deep foundation support for the Sphere. The estimated maximum depth of each augercast pile is approximately 100 feet below the concrete mat slab foundation.

Additionally, a proposed utility corridor between the Original Building and New Wing would necessitate excavation. The depth of the utility corridor would be approximately 10 to 15 feet below ground surface and the width would be approximately 10 feet.

Project construction would not require mass grading or modification of existing grade on the Project Site and minimal import of soils is anticipated. Approximately 5,862 cubic yards of excess soil generated by excavation would require export from the Project Site.

The depth of excavation for the new mat slab foundation supporting the Sphere would be approximately seven feet below grade, which is approximately three to four feet above the anticipated high groundwater level. However, the basement concrete slabs of the Original Building and 1946 Addition lie approximately 15 feet below existing grade, and therefore five feet below the anticipated high groundwater level. Therefore, excavation for the elevator pits, micropiles, augercast piles, shear walls, and Gas Mitigation and Monitoring System is expected to encounter shallow groundwater and therefore require temporary dewatering. Excavation for the utility corridor between the Original Building and Sphere could also intercept shallow groundwater.

During Project construction, the use of temporary shoring systems may be necessary where excavation takes place adjacent to existing subsurface and at-grade structures (i.e., on the LACMA Campus) and adjacent to public rights-of-way. Temporary shoring system options may include soldier pile and timber lagging, soldier pile and steel sheets, a soldier pile system with tie-backs, or secant walls.

In accordance with Municipal Code requirements, a final geology/geotechnical report with final design recommendations would be prepared by a California-registered geotechnical engineer and submitted to the City Department of Building and Safety for review prior to issuance of a grading permit. Final foundation design recommendations would be developed during final Project design, and other deep foundation systems that may be suitable would also be evaluated at that time and addressed in this final geotechnical report.

2. PROJECT DESIGN FEATURES

No Project Design Features are identified in the EIR for this environmental issue.

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Geologic Hazards & Erosion impacts of the Project to less than significant levels.

a. GEOLOGIC HAZARDS

The Project would not cause or accelerate geologic hazards (i.e., fault rupture, seismic ground shaking, groundwater, liquefaction, expansive and compressible soils, and tar sands) that could result in damage to structures or infrastructure or expose people to substantial risk of injury, with compliance with regulatory requirements applicable to Project construction and operation that address these potential hazards. Therefore, impacts associated with these geologic hazards would be less than significant.

b. EROSION AND SEDEMENTATION

The Project would not cause geologic hazards related to instability from erosion, due to compliance with regulatory requirements that address these potential hazards during Project construction and operation and require development and implementation of a Storm Water Pollution Prevention Plan ("SWPPP") and Standard Urban Stormwater Mitigation Plan ("SUSMP"), and compliance with regulations that require preparation of a final geology/geotechnical report which defines Project Site-specific design criteria related to the nature of foundation materials and geological conditions. Impacts would be less than significant.

The Project would have a less than significant impact related to the containment of erosion or sedimentation on-site, due to compliance with applicable State and City regulations that require preparation and implementation of a SWPPP and SUSMP, and the incorporation of BMPs that meet the City's Low Impact Development ("LID") standards.

4. RATIONALE FOR FINDINGS

a. GEOLOGIC HAZARDS

ii. FAULT RUPTURE

No known active or potentially active faults underlie the Project Site and the Project Site is not located within a designated earthquake fault zone. Thus, the potential for surface ground rupture at the Project Site is considered low. Based on current information, development of the Project would not result in substantial damage to structures or cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Therefore, impacts regarding fault rupture would be less than significant, and no mitigation measures would be necessary.

ii. SEISMIC GROUND SHAKING

As previously stated, the Project Site is located within a seismically active region of Southern California, and the most likely sources for ground motion are known faults (e.g., Newport-Inglewood Fault, Hollywood Fault, and Santa Monica Fault) that are located within four miles of the Project Site. Moderate to strong ground motion (acceleration) at the Project Site could be caused by an earthquake at these or any of the local or regional faults.

During the Project design phase, a final geology/geotechnical report would be prepared by a California-registered geotechnical engineer and submitted to the Department of Building and Safety for review and approval. The report would evaluate known and potentially active faults and ground-motion parameters in compliance with Chapter IX, Div. 16 of the Municipal Code (including applicable sections of California Building Code, Chapter 16), and Chapter IX, Div. 88, which applies to the reduction of earthquake hazards through seismic reinforcement of the Original Building. The estimated peak ground acceleration at the Project Site would be based on probabilistic seismic hazard analysis tools available from the U. S. Geological Survey, that estimate ground motions while taking into account uncertainties and randomness in potential earthquake source, size, location, recurrence, and source-to-Project Site attenuation. Ground motions may be amplified or attenuated in the softer alluvial deposits at the Project Site depending on the level of ground shaking of the underlying bedrock, soil type, depth to bedrock, and other factors.

The final geology/geotechnical report would also contain complete evaluations of Project Site foundation conditions and recommendations for foundation type and design criteria, including but not limited to bearing capacity of natural soil or compacted fill materials, provisions to remove or mitigate the effects of expansive soils, differential settlement and varying soils strength, and the effects of adjacent loads. As with any new construction in the City, the foundation and structural design of the Project would conform to the Municipal Code's current seismic design provisions, including Chapter IX, Div. 16, Section 91.1613. These regulations incorporate seismic safety provisions of the California Building Code (and the American Society of Civil Engineers) by reference, and Municipal Code Div. 88, Section 91.8807, which require that all existing structures, including historical buildings such as the Original Building, be analyzed and constructed to resist minimum total lateral seismic forces. Finally, Project design and construction would comply with Municipal Code Div. 17, Section 91.1707, which requires structural inspections for seismic resistance. Compliance with these regulatory requirements would ensure that final design would incorporate adequate foundation support during seismic events and would ensure that structural design of the Sphere, as well as seismic reinforcement of the Original Building, would be consistent with seismic loading and other structural design standards set forth in the Municipal Code and the California Building Code. Therefore, in the event of an earthquake, the Project is not anticipated to result in substantial damage to structures or cause or accelerate geologic hazards that would expose people to substantial risk of injury. Impacts from seismic ground shaking would be less than significant.

iii. GROUNDWATER

For purposes of preliminary Project design, groundwater is assumed to be present approximately 10 feet below grade. Excavation in limited areas, for construction of elevator pits, installation of micropiles, construction of shear walls, elevator pits, in the basement of the Original Building, installation of deep augercast piles to support the Sphere, installation of the Gas Mitigation and Monitoring System, and the underground utility corridor between the Original Building and Sphere, is anticipated to be sufficiently deep to intercept groundwater and temporary dewatering is expected to be necessary. Dewatering would involve the construction of temporary dewatering wells, the lowering of well points to lower groundwater during construction, and installation of sumps and/or trenches in limited areas; dewatering wells are

expected to extend at least 20 feet into the tar sands or approximately 40 feet below the concrete basement topping slabs in the Original Building. Because the groundwater encountered would most likely be impacted with hydrocarbons, dissolved methane and hydrogen sulfide gases, and other urban pollutants testing and treatment of contaminated dewatering effluent would be required prior to disposal of groundwater discharge. Permanent dewatering for these temporary excavations is not anticipated.

The Applicant is required to prepare a final construction dewatering plan and water treatment system prior to the commencement of Project construction, in accordance with National Pollution Discharge Elimination System regulations. With compliance with this regulatory requirement, the potential for substantial damage to structure or infrastructure related to the presence of shallow groundwater during construction would be less than significant.

A drainage system would be required as part of the Gas Mitigation and Monitoring System proposed for the Project, unless a waiver is granted by the Los Angeles Department of Building and Safety. The drainage system is intended to address the potential for groundwater infiltration. In the event groundwater were to infiltrate into the Gas Mitigation and Monitoring System, only limited quantities are expected, and they would be collected in the sump of the Gas Mitigation and Monitoring System. The water collected may be treated prior to discharge into the sewer system in accordance with Bureau of Sanitation, Industrial Waste Management Division, Industrial Waste Water Discharge Permit requirements. Compliance with regulatory requirements would ensure that impacts due to the treatment and disposal of groundwater during operation would be less than significant.

iv. LIQUEFACTION

The Project Site is not within a State- or City-designated liquefaction zone, and despite the shallow depth of groundwater, is not considered susceptible to liquefaction, given the types and thicknesses of the underlying soils. Therefore, the potential for substantial damage to structures or infrastructure as a result of liquefaction is considered less than significant.

v. EXPANSIVE AND COMPRESSIBLE SOILS

Potential construction-related impacts on existing structures and infrastructure include damage to existing adjacent buildings (the Original Building itself as well as the Broad Contemporary Art Museum, Resnick Exhibition Pavilion, and Pritzker Garage on the western portion of the LACMA Campus), roadways, service driveways, walkways and underground utilities. Renovation of the Original Building may require temporary cuts including slopes and/or shoring to facilitate construction. Potential impacts of temporary cuts include damage to existing buildings, roadways, service driveways, sidewalks and underground utilities from temporary slope failures or settlement associated with deflection by temporary shoring. However, with isolated exceptions, most excavations are anticipated to extend to less than 10 feet below grade on the Project Site, and the distance to the nearest off-site buildings and subterranean structures is a minimum of 50 feet. Moreover, the safety and protection of existing abutting buildings is also regulated under Chapter IX, Division 18 (Soils and Foundations), Sections 1804 (Allowable Load-Bearing Values) and 1807 (Foundation Walls, Retaining Walls), of the Municipal Code, and as stated therein, required practices to protect abutting structures include including proper slope cut and shoring standards. For these reasons, and through compliance with Municipal Code requirements, the potential for construction activities to substantially damage off-site buildings and infrastructure is considered less than significant.

Some areas of the Project Site contain alluvial or non-engineered fill that may be weak and compressible, particularly when saturated. These materials may also be subject to settlement

and would not be suitable for support of foundations, slabs on grade, paving or new compacted fills. The proposed concrete mat slab foundation supporting the Sphere would remove up to seven feet of the existing 10 feet of fill, which constitutes the majority of the existing fill. The underlying dense, stiff nature of the near-surface alluvial deposits is likely not to be compressible. With proposed deep foundations in dense, stiff soils that underlie the existing fill (which would be removed), the potential for building settlement from compressible existing fill materials is unlikely.

Existing moderately expansive soils also present a potential impact to lightly loaded foundation elements and flatwork (e.g., sidewalks, service driveways). Excavation and replacement of moderately expansive soil with soils of low or non-expansive potential, in accordance with Municipal Code requirements, would address this condition. Alternately, the design of flatwork and other lightly loaded structures in accordance with Chapter IX, Division 18 requirements of the Municipal Code would also address this condition.

On-site clay soils within the alluvium and some of the fill are also subject to expansion and shrinkage and could affect the structural integrity of pilings or other foundation structures. The Geology and Soil Discipline Report prepared for the Project indicates that development would be feasible through compliance with applicable regulations and with construction and design performed to address the Project Site's geologic characteristics and soils. Preliminary design recommendations include spread footings or mat foundations founded in stiff or dense alluvial deposits. With implementation of recommendations in the final geology/geotechnical report to be prepared in accordance with Municipal Code requirements, such as Chapter IX, Division 18, Soils and Foundations (which incorporates California Building Code Chapter 18), Section 91.1802, (standards for foundation and soils investigation), Section 91.1803, (required geotechnical investigation), Section 91.1804 (allowable bearing values of soils), and Section 91.1807 (pier and foundation pilings), subject to City review and approval, the Project would not cause or accelerate geologic hazards relating to expansive and compressible soils. Therefore, the Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury. Impacts with respect to soils would be less than significant.

vi. TAR SANDS

Soil excavated above existing groundwater is primarily fill and alluvium that are not expected to contain natural tar or oil and could be disposed of as clean soil, absent other conditions. However, spoils from excavation that extends below the groundwater level could contain natural tar that would require chemical analysis prior to off-site disposal. Excavation activities associated with the Original Building could penetrate tar sands during installation of micropiles to support new shear walls for seismic upgrades, the construction of elevator pits, and the installation of the Gas Mitigation and Monitoring System. In addition, excavation could penetrate tar sands during installation of augercast piles to support the Sphere. Excavation for utility trenches and the utility corridor proposed between the Original Building and Sphere could also penetrate tar sands. The new concrete mat foundation for the Sphere would require excavation to a depth of only about seven feet and is therefore not expected to penetrate tar sands, and excavation for the Piazza and other related surface improvements would also be sufficiently shallow to avoid tar sands. Excavated and stockpiled soils would be tested, treated, and disposed of in accordance with Project Design Feature PDF-HAZ-2, Soil Management Plan, which would ensure compliance with regulatory requirements. Therefore, impacts associated with excavation, removal, and disposal of tar sands would be less than significant.

vii. SUBSIDENCE

Although there is a potential for subsidence due to groundwater withdrawal for temporary construction dewatering, the volume of extracted groundwater would be limited to small exaction areas to produce a localized drawdown around the deep foundations, elevator pits, deep utility trenches, and Gas Mitigation and Monitoring System. Furthermore, the relatively stiff and dense soil below the existing basement is unlikely to settle from temporary dewatering. Therefore, impacts related to subsidence from construction dewatering activities would be less than significant.

The drainage system proposed as part of the Gas Mitigation and Monitoring System is not expected to involve regular dewatering and in the event groundwater is encountered, the volume is expected to be limited such that impacts related to subsidence from operation would be less than significant.

b. EROSION AND SEDEMENTATION

i. CONSTRUCTION

Construction activities may require temporary cuts and shoring of excavations. Potential impacts associated with temporary cuts include structural damage to the Original Building from temporary slope failures or settlement associated with deflection of temporary shoring or other geologic hazards related to instability of the temporary cuts through erosion. No other land features that might be subject to erosion are located between the Project Site and adjoining off-site properties; the LACMA Campus is either paved or landscaped with turf or ornamental plantings, and the Project Site is otherwise bordered by sidewalks and roadways. The Applicant is required to prepare a site-specific SWPPP that identifies appropriate Best Management Practices ("BMPs") for erosion control, wind erosion control, and tracking control. The Applicant is also required to comply with Municipal Code Chapter IX, Div. 70, Section 91.7013 regarding erosion control and drainage and Section 91.7005.2 pertaining to shoring and other retaining structures. Therefore, Project construction activities would have a less than significant impact with respect to instability from erosion.

Construction activities have the potential to result in soil erosion during demolition, clearing of the construction area, excavation, grading, and any soils stockpiling. Exposed soils can be transported off-site as wind-borne dust or as sediment in sheet flow during rain events. The Project Site consists of approximately 2.2 acres, more than half of which would be disturbed by construction, including demolition of the 1946 Addition and construction of the Sphere and hardscape and landscape features. Disturbance of more than one acre is covered under the State General Construction Activities Stormwater Permit, which requires filing a Notice of Intent with the SWRCB and development and implementation of a SWPPP that specifies BMPs intended to prevent construction pollutants from discharging off-site. This is enforced by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division. With regulatory compliance, Project construction is not anticipated to accelerate erosion or sedimentation or result in sediment runoff or deposition that cannot be contained or controlled on the Project Site, and impacts would be less than significant.

ii. OPERATION

With respect to Project operation, the Applicant is required to prepare and implement a SUSMP that would ensure post-development runoff rates do not increase the potential for downstream erosion. Additionally, the Applicant is required to comply with recommendations of the final approved geology/geotechnical report with respect to building and foundation design, including, but not limited to, bearing capacity of natural or compacted soil, provisions to mitigate the effects of expansive soils, differential settlement and varying soils strength, and the effects of

adjacent loads. With regulatory compliance, Project operation would have a less than significant impact with respect to instability from erosion.

The Applicant is required to develop and implement a SUSMP to control the discharge of pollutants, including sediment, within stormwater generated following new construction or redevelopment. The Applicant is also required to comply with the City's LID Ordinance (Ordinance No. 181,899), which is intended to reduce the quantity and intensity of stormwater flows and minimize the off-site transport of pollutants in stormwater. LID standards promote the use of natural infiltration systems (biofiltration is proposed for the Project Site), evapotranspiration, and the reuse of stormwater. With regulatory compliance, Project operation is not anticipated to accelerate erosion or sedimentation or result in sediment runoff or deposition that cannot be contained or controlled on the Project Site, and impacts would be less than significant.

iii. CUMULATIVE IMPACTS

Geological and geotechnical impacts are defined by site-specific conditions for the Project and related projects, and are therefore typically confined to contiguous properties or a localized area in which concurrent construction projects in close proximity could be subject to the same fault rupture system or other geologic hazard, or exacerbate erosion impacts. The Project Site is not underlain by an active earthquake fault, and regulations in the City as well as other local city building codes already require the consideration of seismic loads in structural design. For these reasons, Project implementation is not expected to result in a cumulatively considerable contribution to cumulatively significant impacts related to substantial damage from fault rupture or seismic ground shaking to structures, infrastructure, or human safety, when considered together with the related projects.

The nearest related projects that could be under construction concurrently with the Project and have the potential to result to contribute to cumulative soil erosion impacts include the following:

- Related Project No. 1: Wilshire Skyline
- Related Project No. 12: Wilshire and Crescent Heights Mixed Use
- Related Project No. 2: Desmond Tower
- Related Project No. 27: Museum Square
- Related Project No. 16: Wilshire La Brea High Rise Mixed Use
- Related Project No. 28: LACMA Redevelopment Plans
- Related Project No. 30: Shalhevet School and Alliance Residential Project

The concurrent development of any of these projects could contribute to cumulative geologic hazards related to soil erosion, shoring, and other soil and foundation issues. As with the Project, Municipal Code standards for shoring, SCAQMD's requirements for dust control, and Regional Water Quality Control Board regulations pertaining to surface water runoff and water quality (which would require BMPs for construction projects greater and smaller than one acre of disturbance), would prevent significant cumulative impacts related to erosion and other geological impacts. In addition to the projects referenced above, cumulative geologic hazards could also result from the construction of the Metro Westside Purple Line Extension and station entrance. The Final EIS/EIR for the Metro Westside Purple Line Extension concluded that with implementation of design requirements, geologic recommendations and mitigation measures, impacts related to geologic hazards would be less than significant. The EIR for the Museum Square Office Building similarly concluded that impacts related to geologic hazards would be

less than significant with mitigation and compliance with regulatory requirements. Therefore, the Project would have a less than considerable contribution to cumulatively significant impacts related to erosion and sedimentation.

H. HAZARDS & HAZARDOUS MATERIALS – EMERGENCY PREPAREDNESS

1. DESCRIPTION OF EFFECTS

The Project includes the rehabilitation and adaptive reuse of the Original Building, the demolition of the 1946 Addition, and construction of the New Wing. Project construction would also involve the grading and excavation, soft demolition and abatement of hazardous materials within the Original Building, abatement of hazardous materials within the 1946 Addition, and outdoor hardscape and landscape improvements. Project improvements would comply with existing regulations that govern water quality, treatment of soils, asbestos, lead-containing materials, PCBs, and other potentially hazardous materials during construction. Construction dewatering discharge analysis and treatment would be required for groundwater that may be encountered during deeper excavations.

The Project Site is located within a City-designated Methane Zone, as a result, and as further described below, special controls would need to be in place to address potential hazards associated with subsurface gases (i.e., Methane and Hydrogen Sulfide) during construction and operation of the Project. In the unlikely event any ACMs or lead-containing materials are not removed during construction, they would be managed in place in accordance with regulatory requirements.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential impacts of the Project on Hazards – Emergency Preparedness. These features were taken into account in the analysis of potential impacts.

PDF-HAZ-5, Emergency Plan. In accordance with the Methane Code, Section 91.7107, an Emergency Plan would also be developed to address emergency situations resulting from gas detections. The Emergency Plan would identify the responsible individual for interfacing with the Fire Department in the establishment, implementation, and maintenance of the Emergency Plan. Conspicuous postings of the Fire Department phone number and emergency plan procedures in locations designated by the Fire Department would be outlined in the Emergency Plan. The Emergency Plan would be submitted to the Fire Department for review and approval.

PDF-TRAF-1, Construction Traffic Management Plan. A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;

- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibiting construction-related vehicles to park on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;
- Scheduling of construction-related deliveries, to reduce travel during commuter peak hours as identified in the Traffic Study contained in Appendix M-1 of the EIR;
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project;
- Participating in regular coordination meetings with local stakeholders, including Metro, LACMA, and Los Angeles Department of Transportation regarding construction activities in the area, including such issues as temporary lane closures and potential concurrent construction activities along Wilshire Boulevard; and
- Provisions for safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as required.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;

- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;

- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. FINDINGS

The Project would not require a new, or interfere with an existing, risk management plan, emergency response plan, or evacuation plan that could result in a significant impact related to emergency preparedness. As a Project Design Feature and in compliance with the Methane Code, an Emergency Plan would be prepared to reduce the risks associated with gas emissions during operation and improve emergency preparedness. In addition, the Project would not interfere with emergency access routes. Impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Emergency Preparedness impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

As specified in Project Design Feature PDF-HAZ-5 and in compliance with the Methane Code, operation of the Project would require the preparation and implementation of an Emergency Plan. The Emergency Plan would address emergency situations resulting from gas detections, such as high concentrations of methane and hydrogen sulfide gases or failure of the Gas Mitigation and Monitoring System due to earthquakes, fires, or other disruptive events. The Emergency Plan would identify the individual responsible for working with the Fire Department

in the establishment, implementation, and maintenance of the Emergency Plan. Conspicuous postings of the Fire Department phone number and emergency procedures in locations designated by the Fire Department would be outlined in the Emergency Plan. The Emergency Plan would be submitted to the Fire Department for review and approval. The Emergency Plan is required for all new development within the Methane Code. Although operation of the Project and Gas Mitigation and Monitoring System would require the preparation of an Emergency Plan, this would improve emergency preparedness and address on-Site emergency incidents. There is currently no Emergency Plan or Gas Mitigation and Monitoring System in place at the Project Site.

The Project would not adversely affect emergency access routes or emergency response. Implementation of Project Design Feature PDF-TRAF-1, Construction Traffic Management Plan, would minimize disruptions to traffic flow and emergency vehicle access. Implementation of Project Design Feature PDF-TRAF-2, Parking and Traffic Management Plan, would manage traffic during peak Museum operations and events associated with Theater Programming. As set forth in Section VI.12, (Public Services (Police, Protection, Fire Protection, and Emergency Medical Services.) below, the Project would implement an Emergency Plan to address fire safety and establish procedures to assist the Fire Department during an emergency. The Project Site is not located along a Selected Disaster Route as indicated in the General Plan Safety Element; the nearest such route is La Brea Avenue and Olympic Boulevard.

Based on the above, construction and operation of the Project would not require new emergency plans beyond those are required to address on-Site emergency situations and existing methane gas conditions. Development of the Project would avoid adverse impacts regarding the implementation of existing evacuation plans. Therefore, impacts would be less than significant.

I. HYDROLOGY AND WATER QUALITY

1. DESCRIPTION OF EFFECTS

The amount of pervious area on the Project Site would increase from approximately 6 percent under current conditions, to approximately 15 percent of the Project Site's area. Among other BMPs to be proposed for LID compliance, at-grade stormwater flow-through planters are planned to cover approximately 5 percent of this pervious area and would collect runoff from building roof drains and hardscape areas. Given that there are currently no stormwater runoff treatment systems on the Project Site, the BMPs incorporated into the Project would improve water quality compared to existing conditions. On-site storm drain improvements, including new underground storm drain pipes, would collect and convey runoff from the Project Site north of the Original Building and New Wing to the existing off-site storm drain system. Roof drains would continue to collect and convey runoff from the roof of the Original Building to curb drains along Fairfax Avenue and Wilshire Boulevard.

The State Water Resources Control Board's ("SWRCB's") GeoTracker Groundwater Monitoring and Assessment Program website indicates that the depth to groundwater is variable in the Project vicinity but typically ranges between 10 and 15 feet below grade. Groundwater monitoring wells installed in conjunction with construction of the Broad Contemporary Art Museum on the LACMA Campus indicated that groundwater was at a depth of approximately 10 feet below grade between August and October of 2004. Readings taken in June 2011 from monitoring wells installed the Metro Westside Purple Line Extension within Wilshire Boulevard, approximately 300 feet west and slightly south of the Project Site, encountered groundwater at depths of approximately 13.5 feet and 17.5 feet, respectively. As stated in the Geology and Soil Discipline Report provided in Appendix G of the Draft EIR, the variations in reported estimates

and monitored depth to groundwater may be attributed to seasonal fluctuations, rainfall levels, and boring well distance from the Project Site. Groundwater flow directions range from southwesterly to southeasterly.

A design groundwater depth of approximately 10 feet below grade (approximately 157 feet above mean sea level) was conservatively assumed by the Project geotechnical engineers at the Project Site, to reflect the historically shallowest groundwater depth encountered at the Project Site during prior monitoring and reported for the Project area by the California Geological Survey and the State Water Resources Control Board.

Construction activities are therefore expected to encounter limited groundwater during deeper excavations for the shear wall foundations, elevator pits, and underground utility corridor, as well as installation of micropiles, augercast piles, and the Gas Mitigation and Monitoring System, and therefore temporary dewatering would be required. Drainage of small quantities of groundwater may be necessary in association with the operation of the Gas Mitigation and Monitoring System.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Hydrology and Water Quality impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-WQ-1, Construction Dewatering Discharge Analysis and Treatment. Groundwater is expected to be encountered during deeper excavations for the shear wall foundations, elevator pits, installation of micropiles and augercastpiles, underground utility corridor, and installation of the Gas Mitigation and Monitoring System which would require dewatering. The extracted groundwater is anticipated to contain dissolved methane and hydrogen sulfide gases, Total Recoverable Petroleum Hydrocarbons ("TRPH"), Total Petroleum Hydrocarbons ("TPH"), Metals, and volatile organic compounds ("VOCs") which exceed water quality standards. In addition, vapor encroachment caused by the release of vapors from contaminated groundwater due to previous uses of hazardous materials in the basement of the May Company Building may occur. Therefore groundwater vapors would be monitored and extracted groundwater would require treatment prior to discharge into the storm drain system. Dewatering, treatment, and disposal of groundwater would be conducted in accordance with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The dewatering program for the Project is expected to implement the following:

- Dewatering would include one or two dewatering wells or well points to lower groundwater level at each excavation site.
- Each dewatering well would extend at least 20 feet into the tar sand stratum or approximately 40 feet below the concrete basement topping slab.
- Each dewatering well would be capable of operating continuously and be equipped with controls to avoid the well running dry.
- Dewatering wells would be designed to reduce the potential for plugging from tar.
- The proposed groundwater treatment system for dewatering would consist of a frac tank, a bag filter and two carbon filter units. Compliance with LARWQCB permit requirements require treatment of effluent prior to discharge and

implementation of a monitoring and reporting program to ensure that effluent limitations are not exceeded.

In addition, sumps and/or trenches could also be used for dewatering smaller excavation areas.

PDF-WQ-2, Nitrate Control. As the majority of pollutants of concern for stormwater runoff are captured and filtered out by soils, except for nitrates often used in landscaping fertilizers, the Applicant would voluntarily control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers for landscape maintenance.

PDF-HAZ-1, Health and Safety Plan. Given the Project's susceptibility to naturally occurring methane and hydrogen sulfide gas, a Health and Safety Plan would be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the Department of Building and Safety. The Health and Safety Plan would address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and construction. The Health and Safety Plan would also address potential vapor encroachment from the possible contamination of soil and groundwater due to past storage and use of hazardous materials within the basement of the May Company Building. Gas monitoring devices would be in place to alert workers in the event elevated gas or other vapor concentrations occur when basement slab demolition or soil excavation is being performed. Contingency procedures would be in place in the event elevated gas concentrations are detected, such as the mandatory use of personal protective equipment, evacuation of the area, and/or increasing ventilation within the immediate work area. Workers would be trained to identify exposure symptoms and implement alarm response. Areas of soil and groundwater that are exposed during excavation would be minimized by staggering exposed demolition areas to reduce to potential for off-gassing or other vapor encroachment. Construction fencing would be installed to limit public access to the Project Site and provide additional distance between the public and excavation activities to allow for gas and vapor dilution. The Health and Safety Plan would have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan would be signed by all workers on-site to demonstrate their understanding of the construction risks.

PDF-HAZ-2, Soil Management Plan. Due to the high potential for excavated soil to contain methane and hydrogen sulfide gases, tar sands, and other contaminants that may result in vapor encroachment conditions, a Soil Management Plan would be prepared. Excavated soils would be sampled and tested for disposal in a timely manner. The Soil Management Plan would specify the testing parameters and sampling frequency. Anticipated testing includes TPH and TPH-diesel, VOCs, vapor encroachment conditions, and certain metals. If such metals are elevated, additional testing may be required. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan. All impacted soils would be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements.

PDF-HAZ-3, Gas Mitigation and Monitoring System. Given the Project's susceptibility to naturally-occurring methane and hydrogen sulfide gases, a Gas Mitigation and Monitoring System would be installed and maintained as part of the Project to ensure subsurface gases do not pose a significant health or safety risk. Design and construction of the Gas Mitigation and Monitoring System would be subject to review and approval by the Department of Building and Safety, the Fire Department, and the Bureau of Sanitation, Industrial Waste Management Division, and would meet requirements set forth in the Methane Code, Building Code Sections 91.106.4.1, 91.3404.1.1, and Fire Prevention Bureau Requirement No. 71. The Gas Mitigation and Monitoring System would be integrated into the architectural and landscape designs for the Project and would include a combination of passive and active systems. Per Methane Code Site Design Level V requirements, the Original Building (including the remaining below grade portions) and underground utility corridor are required to have the following:

- Dewatering system (unless a waiver is granted by the Department of Building and Safety)
- Passive system
    - Impervious membrane
    - Sub-slab vent system
        - Perforated horizontal pipe within a gravel trench
        - Gravel blanket
        - Vent Risers
- Active system
    - Sub-slab vent system: mechanical extraction
    - Lowest occupied space:
        - Gas detection system
        - Mechanical ventilation
        - Alarm system
        - Control panel
- Miscellaneous components
    - Trench dam
    - Conduit or cable seal fitting

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Hydrology & Water impacts of the Project to less than significant levels.

a. SURFACE WATER HYDROLOGY

The Project would have a less than significant impact related to flooding during a 50-year storm event with compliance with applicable regulatory requirements, including an at-grade stormwater flow-through planter to collect and control runoff and implementation of the required

SWPPP and SUSMP and corresponding BMPs. These regulatory requirements would ensure no increase in surface water runoff volumes compared to existing conditions.

The Project would have a less than significant impact related to a substantial reduction or increase in the amount of surface water in a water body, due to the increase in pervious area on the Project Site and compliance with regulatory requirements which would ensure there is no increase in stormwater runoff volumes, including groundwater discharge from construction dewatering activities, compared to existing conditions.

The Project would not substantially change the current or direction of surface water flows, due to compliance with regulatory requirements which would ensure there is no increase in stormwater runoff volumes compared to existing conditions; planned on-site storm drain improvements that would capture, convey, and discharge surface water runoff to off-site City and County storm drain facilities; and the existence of adequate capacity in City and County facilities to serve the Project at buildout. Impacts would be less than significant.

b. SURFACE WATER QUALITY

Project construction and operation would result in less than significant impacts on surface water quality related to pollution, contamination, or nuisance or violation of regulatory standards, due to Project Design Features and regulatory requirements that include preparation of a Soil Management Plan, implementation of SWPPP BMPs, SUSMP BMPs, and LID BMPs; compliance with City grading regulations; and control of nitrate in stormwater runoff to protect surface water quality.

Project construction would result in a less than significant impact on surface water quality resulting from discharges from dewatering due to Project Design Features and regulatory compliance which would require analysis and treatment of the effluent prior to discharge to protect surface water quality.

4. RATIONALE FOR FINDINGS

a. SURFACE WATER HYDROLOGY

Under existing conditions approximately 6 percent of the Project Site is pervious and 94 percent of the Project Site is impervious. Implementation of the Project would involve the demolition of the 1946 Addition and the construction of the New Wing generally within the same building footprint area. The Project would also include landscaping, the Piazza, and pedestrian paths. Overall, the Project would increase the amount of pervious area to 15 percent and decrease the amount of impervious area to 85 percent. As presented in Draft EIR Table 4.F-2, Post-Project 50-Year Storm Event Flow Rate, a comparison between existing and proposed conditions indicates that the Project would not increase stormwater runoff flows and therefore would not cause flooding during a 50-year storm event. As shown on Draft EIR Figure 4.F-2, Proposed Project Drainage Areas, although there would be a slight change to the drainage areas, runoff from the Project Site would follow the same discharge paths and drain to the same storm drain facilities as under existing conditions. In addition, as a Project Characteristic and LID BMP, approximately 5 percent of the planned pervious landscape area on-Site would be developed with at-grade stormwater flow-through planters, which would contribute to controlling stormwater runoff. Additional SUSMP and LID BMPs would be implemented throughout the operational life of the Project to ensure that, at a minimum, no increase in flows would result from Project development compared to existing conditions. LID BMPs proposed for the Project include capture and use, and biofiltration, since the presence of tar sands and shallow groundwater precludes the use of infiltration BMPs. Therefore, compliance with regulatory requirements

would ensure that the Project would not cause flooding during a 50-year storm event and impacts would be less than significant.

b. SURFACE WATER QUALITY

i. CONSTRUCTION

Project construction activities would temporarily disturb portions of the Project Site during demolition, grading and excavation, stockpiling of soils, and construction of new Project components. Such activities have the potential to disrupt existing surface drainage. The Applicant would be required to address stormwater runoff during construction at the Project Site through the preparation and implementation of a Site-specific SWPPP, which would specify BMPs to minimize the amount of impervious area on-Site and control stormwater and nonstormwater discharges during construction. As per Project Design Feature PDF-WQ-1, the Applicant would also be required to comply with NPDES regulations governing the discharge of groundwater from dewatering operations during construction. For these reasons, Project construction would have a less than significant impact related to a substantial increase or decrease in the amount of surface water in a water body.

Project construction activities would include demolition of the 1946 Addition, grading and excavation, construction of the New Wing, and paving and landscaping. It is anticipated that approximately 5,862 cubic yards of soil would be excavated and require export to construct the Project. Such activities have potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable. During construction a SWPPP and associated BMPs would be implemented to provide for temporary stormwater management and prevent construction activities from adversely affecting the amount or direction of flow of surface water. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Therefore, with preparation of a SWPPP and implementation of the associated BMPs, and compliance with applicable City grading regulations, the Project would not result in a permanent, adverse change to the movement of surface water. As such, construction-related impacts to surface water hydrology would be less than significant.

ii. OPERATION

Project buildout would increase the amount of pervious area on-Site over existing conditions. Although the New Wing and Piazza would occupy the current locations of the existing 1946 Addition and otherwise impervious hardscape, additional landscape areas would be provided. Approximately 15 percent of the Project Site would therefore be pervious following Project buildout, an increase of 7 percent over existing conditions. In addition, SUSMP and LID BMPs implemented for the Project would ensure that, at a minimum, there would be no increase in stormwater flows discharged off-site compared to current conditions. Project operation would have a less than significant impact related to a substantial increase or decrease in the amount of surface water in a water body.

The areas of pervious surface would increase and impervious surface would decrease on the Project Site compared to existing conditions and approximately 5 percent of the pervious area would be developed with stormwater flow-through planters to collect runoff from building roof drains and hardscape areas. Furthermore, development of the Project Site would not increase stormwater runoff flows during a 50-year storm event and runoff from the Project Site would follow the same discharge paths to the same storm drain facilities as under existing conditions. Therefore, the Project would not 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, and operational impacts to surface water hydrology would be less than significant.

c. CUMULATIVE IMPACTS

i. SURFACE WATER HYDROLOGY

In compliance with City requirements, related projects and other future development projects would be required to implement BMPs such that post-development peak stormwater runoff discharge rates would not exceed the estimated pre-development rates. Furthermore, the County Department of Public Works would review each future development project on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Therefore, the Project's contribution to a significant cumulative impact on surface water hydrology would be less than cumulatively considerable.

ii. SURFACE WATER QUALITY

Similar to the Project, development projects associated with forecasted growth in the Ballona Creek Watershed would be subject to NPDES requirements to protect water quality. In addition, because the Project Site is located in a highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional surface water quality. Furthermore, it is anticipated that the Project, related projects, and other future development projects would also be subject to SUSMP and LID requirements and implementation of measures to comply with TMDLs. Related projects located within the Methane Zone would be required to comply with applicable LARWQCB and Bureau of Sanitation, Industrial Waste Management Division regulations if dewatering is required for operation of a methane mitigation system. Increases in regional controls associated with the Los Angeles County Municipal Separate Sewer Permit would improve regional water quality over time. Implementation of Project Design Features and compliance with regulatory requirements would ensure that the Project's contribution to a significant cumulative impact on surface water quality is less than cumulatively considerable.

J. LAND USE

1. DESCRIPTION OF EFFECTS

a. PROJECT CHARACTERISTICS

The Museum would be dedicated to films and filmmaking. It would include permanent and changing exhibition space; three theaters; banquet and conference space; a Museum Café; a Museum Store; and ancillary spaces including administrative offices, educational spaces, exhibit preparation, a conservation laboratory, and maintenance and receiving areas. Key Project characteristics that would affect the Project's siting and relationship to surrounding uses include the proposed restoration, rehabilitation, and adaptive reuse of the Original Building to accommodate Museum uses; demolition of the 1946 Addition to allow construction of the New Wing to the rear of the Original Building, including development of a Sphere, View Deck, pedestrian bridges, Museum entrance and an open-air Piazza beneath the Sphere.

Project implementation would require several discretionary entitlements that pertain to Project consistency with applicable land use policies and guidelines. These include a zone change to remove the existing [Q] conditions related to prior entitlements on the Project Site; a Zoning Administrator's Interpretation that museum and related uses (for profit and not-for-profit) are permitted in the C2 Zone consistent with the City Use List, and a Master Conditional Use Permit to allow for the on-site sale and consumption of alcoholic beverages.

Other anticipated Project actions pertain to other specific environmental topics or constitute procedural approvals to ensure Project conformance with the City's regulatory requirements. These include Cultural Heritage Commission approval of permits for work on the Original Building; a Director's Determination of consistency with the Community Design Overlay and such other approvals or actions as may be required; approvals for the Project' Sign District; approval of a haul route permit; and, reduction of off-street parking due to proximity to the Metro Westside Purple Line Extension entrance.

b. COMMUNITY PLAN LAND USE AND ZONING DESIGNATIONS

The Project Site is located in an established urban area of the City. The Community Plan land use designations for the Project Site and surrounding land uses are shown in Figure 4.G-1, General Plan Land Use Designations. The zoning designations for the Project site and surrounding area are shown in Figure 4.G-2, Generalized Zoning. As indicated in Figure 4.G-1, the Project Site is designated Regional Center Commercial. The Project Site is within an area centered along Miracle Mile that is designated for "Regional Center Commercial" uses. Regional Centers are defined as providing focal points of regional commerce, identity and activity and containing a diversity of uses, which include among others, major cultural facilities.

The Project Site and the larger parcel within which it sits are zoned [Q]C2-2-CDO, as shown in Figure 4.G-2. The "C2" denotes a commercial zone designation allowing, among other uses, not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafés, cafeterias, restaurants, and offices. The "-2" represents Height District 2, which corresponds to a 6:1 FAR, unlimited maximum building height, and no property line building setbacks in C2 zones. The "CDO" in the zoning designation indicates that the Project Site is located within the Miracle Mile Community Design Overlay District.

A [Q] or "Qualified Classification" designation indicates development restrictions imposed as the result of a zone change, to ensure compatibility with surround land uses. In this instance, a zone change from C4 to C2 and amendment of the preceding General Plan Regional Center Commercial and Parking Buffer designation were adopted in 1993 for the parcel bounded by Wilshire Boulevard, Fairfax Avenue, Sixth Street, and the now-vacated Ogden Drive; the parcel was designated Parcel D in City documents related to its rezoning. The [Q] conditions were imposed in conjunction with planned development on the parcel of more than one million square feet of commercial office, hotel, retail, and restaurant uses in a complex envisioned to include a pair of 17- and 23-story office high-rises, a 250-room, ten-story/175-foot-tall hotel building, and up to four stories of above-ground structured parking. The [Q] conditions limited the FAR on the parcel to 3:1, established a 15-story and 200-foot building height limit within 100 feet of Fairfax Avenue and a 23-story and 315-foot building height limit on the remainder of the parcel, defined building setbacks and landscape buffers from surrounding streets, required construction of a childcare center to serve the office towers, and imposed numerous other development standards specific to this plan, which was never realized.

The [Q] conditions have been modified over the years to reflect changing circumstances and dramatically altered development plans for the parcel. First, a 1994 Zoning Administrator's Interpretation, issued at the request of Museum Associates in conjunction with its pending purchase of the parcel from the May Company, deemed museum uses to be permitted and included under the commercial office designation established by Ordinance 168,993, and also allowed retail and restaurant uses originally planned for the commercial office complex to be transferred to the May Company Building, proposed for use as LACMA West museum. It was expected at that time that LACMA would develop the parcel as a museum and cultural complex. A Clarification of [Q] Conditions was subsequently issued by the City in 2006, which modified

and removed certain [Q] conditions deemed inapplicable to LACMA's multi-phased Expansion Project (aka Transformation) to construct the Broad Contemporary Art Museum, BP Grand Entrance, Dwight M. Kendall Concourse, and Pritzker Garage (Phase I, completed in 2008), followed by the Resnick Exhibition Pavilion, installation of 'Levitated Mass', garden and open space rehabilitation, and reconfiguration of the BP Grand Entrance (Phase II, completed 2010-2012). Located within the parcel and the Ogden Drive right-of-way, which was vacated in 2006, (with the exception of the BP Grand Entrance which is partially located on County land), these collectively represented a much smaller project than that contemplated in 1993. The Clarification of [Q] Conditions modified the open space and landscaping requirements, delayed construction of the childcare center until such time as the originally proposed office towers might be constructed, and removed requirements specific to Ogden Drive frontage.

2. PROJECT DESIGN FEATURES

No Project Design Features are identified in the EIR for this environmental issue.

3. FINDINGS

Proposed Project uses, including Museum operations and Academy programming, and physical Project Characteristics, including Original Building rehabilitation and adaptive reuse, and the siting, massing, height, and architectural design of the New Wing, would be consistent with adopted regulatory policies and guidance governing the relationship between land uses in the Project vicinity. Impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Land Use impacts of the Project to less than significant levels.

4. RATIONALE FOR FINDINGS

a. PLAN CONSISTENCY

Project consistency with applicable land use regulations, policies, and guidelines contained in the City's General Plan Framework, Wilshire Community Plan, Miracle Mile CDO, Do Real Planning, Walkability Checklist, Bicycle Plan, Zoning Code, SCAG's 2012 RTP/SCS and Growth Vision is evaluated in detail in Draft EIR Tables 1 through 7 provided in Appendix J, Land Use Policy Consistency Analysis, incorporated herein and summarized below.

i. GENERAL PLAN FRAMEWORK ELEMENT

The City's General Plan Framework defines Citywide policies regarding a range of City resources and services, some of which are relevant to land use planning. Table 1, Comparison of the Project to Applicable Policies of the General Plan Framework, in Appendix J, Land Use Policy Consistency Analysis, evaluates the consistency of the Project with policies of the General Plan Framework. Specifically, Table 1 in Appendix J evaluates Project Characteristics and Project Design Features to applicable Goals, Objectives, and Policies that are relevant to the arrangement of land uses within the City and in the Project vicinity. Applicable Goals, Objectives and Policies are contained in the Land Use, Urban Form and Neighborhood Design, Open Space and Conservation, Economic Development, and Transportation Chapters of the General Plan Framework. The analysis identifies 59 goals, policies or objectives that are applicable to the Project. As determined by this analysis, the Project would support the applicable goals, policies and objectives of these chapters of the General Plan Framework. Therefore, the Project is considered substantially consistent with the land use relationships anticipated in the General Plan Framework. The following determinations were made based on policy consistency analysis contained in Draft EIR Table 1 in Appendix J:

- The Project would support the Framework Element designation of Regional Center. The Project would represent a regionally important institution that would enhance the identity of, and help anchor, the Project area as a Regional Center.
- The Project would represent a unique cultural amenity for the City and the population of the larger metropolitan region, in addition to serving as a tourist destination that would contribute to the City and regional economies. Project implementation would create new jobs and generate revenue.
- The Project would introduce a new Museum use on the LACMA Campus in a location outside of existing residential neighborhoods, thus avoiding displacement of, or other adverse changes to, the surrounding neighborhoods, in particular nearby low-density residential neighborhoods, whose protection is addressed in numerous Framework Element provisions.
- The Project would increase on-site activity and density with a use that is compatible with adjacent existing museum uses. In so doing, it would increase the number of City and regional cultural amenities that are easily accessible via public transportation, most notably Metro Local and Rapid public transit service, LADOT DASH local circulator service, and the future subway station for the Metro Westside Purple Line Extension. This would contribute to reductions in vehicle miles traveled by travelers to such facilities.
- The Project would ensure continuity in terms of use of the Project Site for Museum uses.
- The Project would retain the Original Building, which would be rehabilitated and adaptively reused, including the visually prominent Wilshire Boulevard and Fairfax Avenue façades. In so doing, the Project would maintain and enhance the Art Deco architectural character and integrity of Miracle Mile.
- The Project would include a Museum entrance on Wilshire Boulevard, thus maintaining the historical role of Wilshire Boulevard as an active pedestrian thoroughfare. It would also provide a northern Museum entrance off of the publicly accessible Piazza, which would support pedestrian access from neighborhoods to the north and west of the Project Site as well as from within the LACMA Campus to the north and east. As such, the Project would facilitate and attract pedestrian traffic and activity for the large number of residents within walking distance of the Project Site. The Project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet or exceed requirements of the Bicycle Parking Ordinance. These would accommodate bicyclists along adjacent roadways that are designated for bicycle use (Wilshire Boulevard and Fairfax Avenue are designated as future bike lanes in the Bicycle Plan and Sixth Street is designated as a future bicycle route).
- Project Site design would preserve and rehabilitate the Original Building enhancing its prominence as an iconic historic building at a gateway to Museum Row, while providing new cultural facilities on the north side of the Original Building. The New Wing, with the Sphere, View Deck, pedestrian bridges, Museum entrance, and Piazza, would allow views into and from the Museum interior, while enlivening the west end of the LACMA Campus. The Sphere's planned elevation above an open-air, publicly accessible Piazza would allow a substantial portion of the Project Site to remain open space. Thus, Project design would complement adjacent LACMA facilities and maintain the tradition of publicly accessible open space adjacent to museum facilities within the LACMA Campus.

ii. WILSHIRE COMMUNITY PLAN

Local Plans and Zoning, land use policies and standards in the General Plan Framework and other General Plan Elements are implemented at the local level through Community Plans. The Wilshire Community Plan defines standards and criteria for the land development as well as circulation and service systems in the Project area. The Wilshire Community Plan contains neighborhood-level detail, relevant policies, and implementation strategies.

Draft EIR Table 2, Comparison of the Project to Applicable Policies of the Wilshire Community Plan, of Appendix J, Land Use Policy Consistency Analysis, provides a listing of the specific Wilshire Community Plan provisions that most directly relate to the distribution and characteristics of land use arrangement in the Project vicinity. The analysis in Table 2 in Appendix J identifies several goals, policies, and objectives contained in Chapter III of the Community Plan, Land Use Plan Policies and Programs, that are applicable to the Project as they encourage strong and viable commercial activity within the Wilshire Community Plan area. Other policies and objectives relevant to land use are contained in Chapter V, Urban Design under Site Planning, and are also evaluated in Table 2 in Appendix J.

The analysis of Project consistency with Community Plan land use goals, objectives, and policies in Table 2 in Appendix J determined that the Project would generally be consistent with those that are applicable, including those that address the viability of Wilshire Boulevard/Miracle Mile and Fairfax Avenue, and those that address the ability of new development to serve as a local neighborhood resource for area residents. The following determinations were made based on policy consistency analysis contained in Table 2 in Appendix J:

- The Project would enliven the western end of the LACMA Campus and Museum Row, supporting the Regional Center character of the area and increasing visitation and tourism for LACMA and other nearby cultural and commercial establishments within Museum Row.
- The Project would retain the Original Building, which would be rehabilitated and adaptively reused, maintaining its Wilshire Boulevard and Fairfax Avenue façades. In so doing, the Project would maintain and enhance the Art Deco architectural character and integrity of Miracle Mile as a distinctive commercial district.
- The Project would improve the pedestrian environment along Wilshire Boulevard and Fairfax Avenue, thus supporting pedestrian traffic and linkages to other commercial services in the Project area.

The design policies in the Community Plan are intended to encourage commercial development that is pedestrian-friendly and inviting to site users. The analysis in Table 2 in Appendix J indicates that the Project would support these policies. The following determinations were made based on this policy consistency analysis:

- The Project would improve the pedestrian environment along Wilshire Boulevard and Fairfax Avenue. The Museum entrance on Wilshire Boulevard would maintain the historical role of Wilshire Boulevard as a pedestrian thoroughfare and provide access for pedestrians approaching the Project Site from the south. The publicly accessible Piazza would provide an additional pedestrian-friendly Museum entrance off of Fairfax Avenue and points north and west of the Project Site.

- The Project would not add new parking areas to the Project Site that would hinder access to new development. Rather, residential Park La Brea development would be buffered from the Project Site by the Resnick North Lawn, and the Project would be set back farther from Sixth Street than LACMA's existing Resnick Exhibition Pavilion.
- The Project would improve the pedestrian environment by undergrounding new utility lines and by ensuring the number of existing curb cuts on Fairfax Avenue, which can present opportunities for pedestrian/vehicular conflicts, does not increase compared to exiting conditions.

iii. MIRACLE MILE CDO

The Project Site is located within the Miracle Mile CDO, which provides design guidelines and standards for commercially-zoned properties that are intended to preserve the Art Deco architectural character of the area while allowing for new commercial development. The guidelines and standards in the Miracle Mile CDO relevant to land use are listed in Table 3, Comparison of the Project to the Applicable Provisions of the Miracle Mile CDO, in Appendix J, Land Use and Planning Policy Consistency Analysis. Table 3 also provides an analysis of the Project's consistency with the Miracle Mile CDO provisions.

The design guidelines and standards of the Miracle Mile CDO identify specific measures for enhancing the character of the Miracle Mile, in particular, Wilshire Boulevard, through building orientation, maintenance of the integrity of the Art Deco character of the area, and pedestrian continuity. Based on the policy consistency analysis provided in Table 3 in Appendix J, the Project was determined to be consistent with Miracle Mile CDO guidelines and standards since it contains the following characteristics:

- The Project would retain the Original Building, which would be rehabilitated and adaptively reused in accordance with Project Design Feature PDF-HIST-1, Materials Conservation and Preservation Plan. Building restoration and rehabilitation would retain the building's significance as a historic resource, including but not limited to restoration of the Wilshire Boulevard and Fairfax Avenue façades. Therefore, the Project would contribute to the integrity of the Art Deco architectural character of the Miracle Mile.
- A Museum entrance would be provided on Wilshire Boulevard, thereby maintaining the historically pedestrian orientation of this thoroughfare and providing access from Wilshire Boulevard and points south and east.
- Pedestrian activity would also be accommodated in the north end of the Project Site, since the northern Museum entrance off of the publicly accessible Piazza would allow pedestrian access from Fairfax Avenue to the west, Sixth Street and LACMA's Resnick North Lawn to the north, and the interior of the LACMA Campus to the east.

iv. DO REAL PLANNING

The Planning Commission's Do Real Planning includes fourteen principles intended to set the City on a course toward sustainability. Many of the principles address procedures for the operation of the City Planning Department or issues specific to settings and project types that are not relevant to this Project. However, several principles address planning concepts that are relevant to the Project, including those that pertain to location of land uses and density (Principle 3), site design/walkability/parking location (Principles 1, 2, 9 and 12), and green

design with abundant landscaping (Principles 7 and 8). Principle 1, Demand a Walkable City has led to the development of a Walkability Checklist, discussed below. Principles raised in Do Real Planning that are applicable to the Project include the following:

- Principle 2, Offer Basic Design Standards, 8, Landscape in Abundance, and 9, Arrest Visual Blight, have an effect on the appearance of new development in the City. The Project's Sphere would be of contemporary design and is intended to be compatible with and complement the Original Building and the varied architectural styles of LACMA buildings, while still representing a unique and iconic building in its own right. Restoration and rehabilitation of the Original Building, to be performed in accordance with Project Design Feature PDF-HIST-1, Materials Conservation and Preservation Plan, would retain the building's significance as a historic resource, including but not limited to the Wilshire Boulevard and Fairfax Avenue façades. New landscaping would be provided to complement the Sphere and Piazza, including flow-through planters to aid with the treatment of storm water on-site. For further discussion refer to Sections 4.A.1 Aesthetics and Views and 4.C.3, Historical Resources.
- Principle 3, Require Density Around Transit, addresses the location of new development within the City. The Project would enliven the western end of the LACMA Campus enhancing its contribution to the Regional Center's fabric by adding diversity to the existing concentration of museum uses and enhancing its role as an important regional cultural facility, serving nearby residents, the larger metropolitan region, and tourists. It would do this in a location that will be served by the future Metro Westside Purple Line Extension station, and the Wilshire Boulevard transit corridor is already served by Metro regional and local bus routes and LADOT Dash lines.
- Principle 6, Locate Jobs Near Housing, addresses the traditional separation of commercial and residential use that has contributed to sprawl in the Los Angeles metropolitan region. The Project would create temporary construction jobs and permanent jobs related to Project operation on a Project Site that is currently underutilized, and in a location that is close to other commercial uses and residential uses and is well served by existing transit and a stop on the future Metro Westside Purple Line Extension.
- Principle 7, Produce Green Buildings, addresses the need to support sustainable development and, in particular, to encourage developers to commit to development pursuant to Leadership in Energy and LEED® standards. The Project would incorporate elements of sustainable design, construction, and operation to meet the standards of LEED® Silver Certification or its equivalent. Further, the Project would be constructed to meet the requirements of the City's Green Building Code. This City ordinance provides numerous requirements regarding building design features that support sustainability goals and exceed the requirements of the 2010 California Green Building Standards Code.
- Principle 12, Identify Smart Parking Requirements, addresses smart parking guidelines intended to avoid parking lots that occupy prime street frontage. The Project would replace a former street oriented parking area behind the May Company Building with a landscaped Piazza. The Project would not add new street oriented parking lots. The Spaulding Lot on Wilshire Boulevard is an existing facility that currently serves the LACMA Campus. Parking would occur primarily in the Pritzker Garage which is located within and integrated into the overall LACMA Campus facilities.

As indicated above, the Project would increase activity in a location already well-served by public transit, would replace a portion of the Project Site historically used for parking with a publicly accessible, pedestrian-friendly Piazza, and is planned to achieve LEED® Silver Certification or its equivalent. Therefore, the Project would be consistent with the Do Real Planning guidelines.

v. WALKABILITY CHECKLIST

The City's Walkability Checklist is not an adopted regulatory measure, but rather a series of design guidelines to be considered during the Site Plan Review process. It is intended to help achieve site designs that improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. As such, the guidelines address localized land use relationships and address such topics as building orientation; building setbacks; landscaping; off-street parking and driveways; building signage; lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

Project characteristics and Project Design Features are compared to the Objectives and Goals of the City's Walkability Checklist in Table 4, Comparison of the Project to the Objectives and Goals of the Walkability Checklist, in Appendix J, Land Use Policy Consistency Analysis. The analysis in Table 4 identifies 47 applicable goals and objectives and demonstrates that the Project would be consistent with those. In particular, the following relationships were identified:

- The Project would be easily accessible for pedestrians, and would improve accessibility to the LACMA Campus for pedestrians along Fairfax Avenue and neighborhoods to the west and north. The Project would maintain and strengthen the existing pedestrian nature of Wilshire Boulevard, through the provision of a Museum entrance and window displays, and enliven the pedestrian environment at the corner of Wilshire Boulevard and Fairfax Avenue. Project access would be provided via Wilshire Boulevard and a northern Museum entrance and publicly accessible Piazza providing pedestrian access from Fairfax Avenue and the neighborhoods to the north and east, and from Sixth Street and LACMA via the Dwight M. Kendall Concourse and Resnick North Lawn.
- Museum entrances would be provided through both the New Wing and Wilshire Boulevard. Both entrances would be well demarcated. The Piazza would serve as a publicly accessible open space amenity linking to off-site sidewalks and LACMA Campus pedestrian walkways to provide pedestrian access. The adaptive reuse of the Original Building, would support the historically pedestrian-oriented nature of Wilshire Boulevard and would enhance the pedestrian experience along Fairfax Avenue. New utility lines would be trenched and placed underground, and new landscaping would be provided to improve the visual quality of the Project. The continued use of the Original Building's ground level display windows and the construction of the Sphere over the Piazza would provide pedestrian scale experiences.
- The Project would include wayfinding signage and lighting to facilitate pedestrian circulation and enhance Project Site safety.
- The Project would not adversely affect existing pedestrian routes in the Project vicinity. It would not add new pedestrian or vehicular crossings. Access to the loading dock north of the May Company Building is an existing condition, and that crossing would not be used for new Site access; unless so

used for special events, in which case PDF-TRAF-2, Parking and Traffic Management Plan would be implemented. Crosswalks in the Project vicinity would continue to be operated under Department of Transportation and Public Works regulatory oversight.

As the Project would improve the pedestrian environment in the Project vicinity and a number of Project Characteristics and Project Design Features would serve to make the Project Site pedestrian-friendly, the Project would be consistent with the applicable policies of the Walkability Checklist.

vi. BICYCLE PLAN

Project characteristics and Project Design Features are compared to the Goals and Objectives of the City's Bicycle Plan in Table 5, Comparison of the Project to the General Plan Transportation Element Bicyle Plan, in Appendix J, Land Use Policy Consistency Analysis. As the Project would provide bicycle amenities on the Project Site or LACMA Campus, including 88 spaces for bicycle parking, which would meet or exceed Municipal Code requirements and satisfy LEED® requirements, and Project implementation would not remove or interfere with the existing designations of Fairfax Avenue and Wilshire Boulevard adjacent to the Project Site as future Class II Backbone Network bikeways (with dedicated bicycle lanes), and Sixth Street as a Class III Bicycle-Friendly Street included in the Neighborhood Network (in-road bikeways where bicycles and motor vehicles share the roadway). Project implementation would support the Project Site's designation as a Multi-Mobility Hub through the provision of bicycle facilities on the Project Site or in close proximity within the LACMA Campus or potentially adjacent areas. For these reasons, the Project would be compatible with the applicable goals and objectives of the Bicycle Plan.

vii. ZONING CODE

Project consistency with provisions of the Zoning Code governing permitted uses and applicable development standards is evaluated in Table 6, Comparison of the Project to Applicable Land Use Regulations of the City of Los Angeles Planning and Zoning Code, in Appendix J, Land Use Policy Consistency Analysis. Project compliance with Administrative Code and Zoning Code provisions specific to certain technical issues are addressed in other sections within Chapter 4, Environmental Impact Analysis, of the Draft EIR. These include historic resources (see discussion of the City's Miracle Mile CDO in Section 4.C.3, Historical Resources), the City's Green Building Code (see Section 4.B.2, Greenhouse Gas Emissions), and parking (see Section 4.J, Transportation and Parking). As indicated in those sections, the Project would be consistent with the applicable provisions.

A zone change to C2 and amendment of the preceding General Plan Regional Center Commercial and Parking Buffer designation were adopted in 1993 for the parcel bounded by Wilshire Boulevard, Fairfax Avenue, Sixth Street, and the now-vacated Ogden Drive; the parcel was designated Parcel D in City documents related to its rezoning. [Q] conditions were imposed in conjunction with planned development of more than one million square feet of commercial office, hotel, retail, and restaurant uses in a complex envisioned to include a pair of 17- and 23-story office high-rises, a ten-story/175-foot-tall hotel building, and above-ground structured parking. The [Q] conditions limited the FAR to 3:1, established a 15-story/200-foot building height limit within 100 feet of Fairfax Avenue and a 23-story/315-foot building height limit on the remainder of the parcel, defined building setbacks and landscape buffers from surrounding streets, required a childcare center to serve the office towers, and imposed numerous other requirements specific to this plan, which was never realized. The [Q] conditions

were subsequently modified in response to altered development plans for Parcel D following its acquisition and redevelopment by LACMA.

As shown in Draft EIR Table 6 in Appendix J, the Project would be consistent with the permitted uses in the C2 zone and with the applicable development standards (as modified by the [Q] conditions) governing FAR and building heights. The Project would also be consistent with [Q] conditions pertaining to vehicular access; archaeological, paleontological, and historical resources; landscaping; development of a TDM program; retention or replacement of street trees (partially consistent); and disposal of solid waste.

Although development on Parcel D, including the Project Site and this Project, is technically subject to the remainder of the 1993 [Q] conditions and subsequent Zoning Administrator Interpretation and Department of City Planning Clarifications of [Q] Conditions, as stated above and demonstrated in Table 6, the [Q] conditions were developed to address specific land use compatibility impacts associated with the 1993 redevelopment plans proposed for Parcel D. Most of Parcel D has since been built out by LACMA with museum uses, for which a zone change and modification of the [Q] conditions were approved in acknowledgment of the different uses and reduced density associated with LACMA's redevelopment plans. Likewise, the majority of the [Q] conditions are not applicable to this Project, which similarly proposes redevelopment of a portion of Parcel D with different uses and a considerably lower density than the [Q] conditions reflect.

Among the entitlements sought for the Project is a zone change to remove the existing [Q] conditions related to the prior entitlements on the Project Site that are no longer applicable. Since this zone change would not result in incompatibility with surrounding land uses or other physical environmental impacts, and instead the Project would complement existing uses on the LACMA Campus and Museum Row, the Project would have a less than significant impact with respect to zoning consistency.

viii. 2012 RTP/SCS AND GROWTH VISION

SCAG develops plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. As part of its planning obligations, SCAG prepared the Regional Comprehensive Plans, which served as a basis for preparation of the 2012 RTP/SCS and Growth Vision. The 2012 RTP/SCS presents the transportation vision for the region and provides a long-term investment framework for addressing the region's transportation and related challenges. The Growth Vision effort is intended to provide guidance on accommodating future development with land patterns that improve mobility, reduce vehicle miles traveled, and support the goals and policies established in the 2012 SCS/RTP. It includes the Compass Blueprint 2% Strategy that identifies 2% of the land in the region that is best suited for increased clustering and densification of population activity in proximity to certain transportation facilities.

The Project is not of a size, nor would it generate a sufficient population, to be generally considered a project of statewide, regional or areawide significance. As a result, the Project would not be expected to have regionally notable land use impacts. However, the Project would be a regionally identifiable Project and would serve a large regional population. Therefore, a consistency analysis of the Project with the policies and principals of the 2012 RTP/SCS and the Growth Vision statement is included in Table 7, Consistency of the Project with Applicable Policies of the 2012 RTP/SCS and Growth Vision, of Appendix J, Land Use Policy Consistency Analysis. Table 7 provides a detailed analysis of the Project's consistency with applicable 2012 RTP/SCS and Growth Vision policies in a side-by-side comparison.

The analysis in Table 7 indicates that the Project would be consistent with the eight goals of the 2012 RTP/SCS and the four Principals established in the Growth Vision. The Project serves SCAG's regional policies that seek to encourage densification of development along transit facilities, thus encouraging the use of alternative modes of transportation. This occurs as the Project is an infill project, both within the larger regional context and within the localized LACMA Campus context. Further, the Project would intensify the amount of activity within the LACMA Campus, which is served by Metro regional and local bus routes and LADOT Dash lines and, in the future, by the Metro Westside Purple Line Extension. Population throughout the region would be able to visit the cultural facility via alternative transportation. Further, the number of people visiting the LACMA Campus via alternative transportation would be increased, generating additional revenue for the operation of those transportation facilities. The Project would further serve the SCAG policies that seek to enhance green development through the design features that meet the LEED® Silver Certification standards or its equivalent by the U.S. Green Building Council, as well as other features consistent with the Los Angeles Green Building Code.

ix. OTHER REGIONAL PLANS

Regional Plans and Programs, regional planning activities are performed by the SCAQMD in the Air Quality Management Plan and Metro through the CMP. The former presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities. SCAQMD, Metro, and SCAG coordinate with each other to meet their respective and collective regional planning responsibilities. In particular, the SCAG 2012 RTP/SCS provides the population and transportation projections as well as policies that underlie the other regional plans. Therefore, the above analysis of the Project's consistency with the 2012 RTP/SCS above is reflective of consistency regarding the land use patterns and relationships in these latter plans.

As these plans pertain to specific environmental topics, they are discussed elsewhere in the Draft EIR in the corresponding technical sections. The most recent Air Quality Management Plan, last amended in 2012, is addressed in Section 4.B.1, Criteria Pollutants and Toxic Air Contaminants, together with a discussion of the Project's consistency with the Air Quality Management Plan. Project consistency with the CMP is discussed in Section 4.J, Transportation and Parking.

The Project's land use characteristics are consistent with the provisions of the documents and would support the land use arrangements anticipated therein. Key Project design characteristics and design features in relationship to the policies, regulations and guidelines include the following:

- The Project would develop a new museum within an existing museum complex (the LACMA Campus). Museum activities would be compatible with LACMA uses and the nearby Page Museum/La Brea Tar Pit uses, and would enliven the west end of the LACMA Campus. New construction would be of contemporary design intended to be compatible with and complement the Original Building and the varied architectural styles of LACMA buildings, while still representing a unique and iconic building in its own right. The Project would not alter existing land use relationships in the Project vicinity, but instead would support and reinforce them.

- The Project would be consistent with and contribute to fulfilling the Project Site's designation for uses permitted within a Regional Center, and as an intensification of established existing cultural activity within a transportation corridor. Further, the Project would serve as an additional draw to LACMA and this segment of Miracle Mile, increasing visitation and tourism for other nearby cultural and commercial establishments. Project operation would also generate sales tax revenue for the City.
- The Project would support Miracle Mile's Art Deco architectural heritage.
- The Project would improve pedestrian access to the LACMA Campus, enhance the quality of the pedestrian environment in the Project vicinity, and support bicycle transportation in the Project vicinity.
- Since the Project would be consistent with the policies, regulatory measures and design guidelines regarding land use relationships that are applicable to the Project Site, Project land use consistency impacts would be less than significant.

b. Cumulative Impacts

One hundred twenty-nine related projects have been identified in the Project's study area. Generally, these are urban infill projects with a mix of commercial, multi-family residential, and office uses. These are mainly infill or site intensification projects. Most are not located with the immediate vicinity (one mile or less) of the Project Site. While these projects would add increased population density in the Project vicinity, none would alter the basic land use relationships and land use patterns.

The nearest related project is Related Project 28, LACMA Redevelopment Plans, a conceptual redevelopment of a portion of its facilities. LACMA concept proposes to replace several LACMA buildings within LACMA East with a new building with an innovative design. It should be noted that these plans have been characterized as a work in progress; an application for the project has not been filed with the County and specific characteristics of the project are not yet known. Should this project be implemented it would replace museum buildings that are not directly adjacent to the Project and would replace museum uses with similar museum uses in new buildings; and maintain pedestrian connectivity and parking similar to that occurring today. Therefore, the land use relationships would be similar to those occurring today, and the impacts would be as described above.

Eight additional related projects are located in the Project vicinity. They lie along a stretch of Wilshire Boulevard between San Vicente Boulevard and La Brea Avenue and include:

- Related Project 1, Wilshire Skyline;
- Related Project 2, Desmond's Tower;
- Related Project 6, Office and Restaurant;
- Related Project 7, Existing Office-Restaurant and Office Expansion;
- Related Project 12, Wilshire and Crescent Heights Mixed Use;
- Related Project 15, Mixed Use;
- Related Project 17, Restaurant and Retail;
- Related Project 27, Museum Square; and

- Related Project 29, Petersen Automotive Museum.

These Projects contain a mix of commercial, multi-family residential and office uses, and while they would contribute to increased development density in the Project area, they would not substantially alter existing land use relationships or conflict with applicable Community Plan land use or zoning designations.

The Project would be consistent with the adopted plans, regulations and guidelines that are applicable to the Project Site. Most notably, the Project would add to the museum offerings already present on the LACMA Campus, enhancing its role as a cultural amenity. The Project is also consistent with the applicable plans and guidelines as it supports pedestrian activity in the Project vicinity, and enhances the integrity of the Miracle Mile. These relationships would be the case, regardless of other development occurring in the area; and no other related project would interact with the Project in a way that would adversely change these land use impacts. Therefore, the Project would not contribute to a cumulative significant land use impact in regards to the adopted plans, regulations and guidelines.

K. NOISE

1. DESCRIPTION OF EFFECTS

Several Project Characteristics have the potential to influence Project-generated noise and vibration and were taken into account in analysis of potential impacts. In accordance with Municipal Code requirements, construction hours for exterior construction and hauling activities would occur between the hours of 7:00 A.M. and 9:00 P.M., Monday through Friday, and 8:00 A.M. and 6:00 P.M. on Saturday. Also in accordance with Municipal Code requirements, the Project contractor(s) would coordinate with LACMA to avoid construction during special LACMA events at outdoor event locations. The Project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. Finally, engine idling from construction equipment such as bulldozers and haul trucks would be limited, to the extent feasible. With respect to Project operation, all building outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of Municipal Code, Chapter XI, Section 112.02.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Noise and Vibration impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-NOISE-1, Rooftop Terrace, Outdoor Sound Amplification Limits. The event-related sound level (sound amplification) shall be limited to a maximum sound level of 90 dBA and 93 dBC at approximately 30 feet from the center of the screening area on the Rooftop Terrace. Academy sound engineers/technicians will calibrate the sound system/speaker arrangement prior to each screening event.

PDF-NOISE-2, Piazza, Outdoor Sound Amplification Limits. The event-related sound level (sound amplification) shall be limited to a maximum sound level of 84 dBA and 87 dBC at approximately 30 feet from the boundary of the event area in the Piazza. Academy sound engineers/technicians will ensure the sound system is calibrated to these levels prior to each event and that speakers are oriented away from off-site receptors, and towards the Project Site buildings, to the extent possible.

PDF-NOISE-3, Amplified Sound Curfew. No outdoor amplified sound and/or music shall be allowed on the Project Site after 10 P.M.

PDF-NOISE-4, Construction Period Vibration Monitoring Plan. As a precaution to avoid or minimize potential construction vibration damage to finish materials on the Original Building, such as limestone cladding and mosaic tile work, the condition of such materials shall be documented by a qualified preservation consultant, prior to initiation of construction. Monitoring for potential damage to the finish materials of the Original Building shall occur during demolition and excavation activities within 50 feet of the Original Building and during placement of augercast piles (or equivalent) planned for the foundation of the Sphere. In the event damage to finish materials occurs, the monitor shall be authorized to halt construction activities until such activities are adjusted to avoid or minimize damage to the Original Building. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards and the intent of the Project Preservation Plan.

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Noise impacts of the Project to less than significant levels.

a. CONSTRUCTION NOISE

On-site construction noise generated by the Project would not increase the ambient noise levels at nearby residential uses by 5 dBA or more. Off-site construction traffic would not increase ambient noise levels at residential uses along the haul route by 5 dBA or more. Therefore, impacts would be less than significant.

b. OPERATIONAL NOISE

Project implementation would increase noise levels at adjacent noise-sensitive receptors in the Project area. However, Project-related traffic noise levels and Project-related operational noise levels would not exceed established thresholds and therefore impacts would be less than significant. Project parking activities would not substantially increase existing noise levels at adjacent noise-sensitive receptors in the Project area. Therefore, impacts in this regard would be less than significant.

c. VIBRATION

Construction activities would result in sporadic, temporary vibration effects within and adjacent to the Project area, which would not exceed established thresholds to the nearest commercial buildings and would not generate excessive levels to nearby residential receptors. Thus, construction vibration impacts would be less than significant.

Project implementation would not generate excessive vibration levels to nearby residential receptors. Thus, vibration impacts would be less than significant.

4. RATIONALE FOR FINDINGS

a. CONSTRUCTION NOISE

i. ON-SITE CONSTRUCTION NOISE

Noise impacts from construction activities are generally a function of the noise generated by construction equipment, equipment locations, the timing and duration of the noise-generating activities, and the sensitivity of nearby land uses. Project construction is planned in four phases: (1) Abatement and demolition of the 1946 Addition and hardscape in the northern portion of the

Project Site, (2) New Wing construction, (3) Original Building rehabilitation, and (4) Original Building interior finishing/exhibit space preparation. Each phase involves the use of different kinds of construction equipment and therefore has its own distinct noise characteristics. Abatement and demolition typically involves the use of excavators and rubber tired loaders. New Wing construction would involve the use of backhoes, water trucks, street sweepers, and dozers. Original Building rehabilitation would involve the use of aerial lifts, concrete pump trucks, air compressors, and forklifts. Original Building interior finishing/exhibit space preparation would involve the use of aerial lifts and air compressors. The Project would be constructed using typical construction techniques, and no blasting or impact pile driving would be used.

The Project would entail an approximately 30-month construction period. Construction is anticipated to commence pending Project approval in 2015 with an anticipated 2017 Museum opening.

Project construction would require the use of mobile heavy equipment with high noise level characteristics. Individual pieces of construction equipment that would be used for Project construction would produce maximum noise levels of 75 dBA to 82 dBA at a reference distance of 50 feet from the noise source, as shown in Draft EIR Table 4.H-3, Construction Equipment Noise Levels. These maximum noise levels would occur when equipment is operating under full power. However, equipment used on construction sites often operates under less than full power, or partial power, and construction activities are characterized by variations in the power expended by equipment, with resulting variation in noise levels with time. Variation in the power is expressed in terms of the "usage factor," as reflected in the second column of Table 4.H-3. The usage factor is the percentage of time during the workday that the equipment is operating at full power. As shown therein, the part power percentage (%) of construction equipment is based on the Construction Noise Control Specification developed for the Central Artery/Tunnel project in Boston. To more accurately characterize construction-period noise levels, the average (Hourly Leq) noise level associated with each construction phase is calculated based on the quantity, type, and usage factors for each piece of equipment that would be used during each construction phase and is typically attributable to multiple pieces of equipment operating simultaneously.

Construction noise levels were estimated based on the industry standard sound attenuation rate of 6 dB per doubling of distance for point sources (e.g., construction equipment). For purposes of analysis, all construction equipment was assumed to operate simultaneously at the construction area nearest to potentially affected residential receptors. These assumptions represent a conservative noise scenario, since construction activities would more typically be spread throughout the construction site and would be farther away from noise sensitive receptors. In addition, noise from different construction stages which have the potential to occur simultaneously were added together to provide a composite construction noise level. A summary of the construction noise impacts at the nearby sensitive receptors is provided in Table 4.H-4, Estimate of Construction Noise Levels (Leq) at Off-Site Sensitive Receiver Locations. Detailed noise calculations for construction activities are provided in Appendix K of the Draft EIR. As shown in Draft EIR Table 4.H-4, construction noise levels would not exceed the significance threshold at the nearest residential sensitive receptors (Monitoring Locations L1 and L2, the condominiums at 637 S. Fairfax Avenue and the garden apartments at Park La Brea, respectively). As such, construction noise impacts would be less than significant.

The Resnick North Lawn area north of the Project Site would be exposed to construction noise levels of up to 73 dBA, Leq. However, as previously stated, museums, including outdoor

grounds, are not regulated as noise-sensitive uses by the City. Therefore, no determination of significance was made regarding noise levels at this location.

In addition to the Resnick North Lawn, the Broad Contemporary Art Museum building is located approximately 50 feet east of the Project Site. The highest construction noise level that could be experienced outside the Broad Contemporary Art Museum, adjacent to the Project Site, would be up to 80 dBA. However, the building structure of the Broad Contemporary Art Museum would provide a minimum 40 dBA noise reduction, and therefore, the highest construction noise level would be approximately 40 dBA inside the Broad Contemporary Art Museum. This is below the recommended Noise Criterion of 40 (equivalent of 47 dBA) for open interior spaces such as libraries.

ii. OFF-SITE CONSTRUCTION NOISE

There would be truck trips for material delivery and removal throughout the construction period. The trucks will be instructed to use routes which comply with the approved truck routes designated by the City. Outbound traffic would travel southbound on Fairfax Avenue to the I-10 and inbound traffic would travel northbound on Fairfax Avenue from the I-10. It is estimated that there would be a maximum of approximately 27 truck trips per day. The Project's truck trips would generate noise levels of approximately 49 dBA, CNEL at a 25-foot distance along Fairfax Avenue. Based on the existing traffic noise levels, which range from 67.6 to 68.5 dBA, CNEL, from Table 4.H-5, the combined ambient noise level of 67.6 dBA and truck trip generating noise level of 49 dBA is 67.7 dBA CNEL along Fairfax Avenue. Therefore, traffic noise levels generated by truck trips would increase traffic noise levels along Fairfax Avenue by 0.1 dBA, which is well below the significance threshold of 5 dBA. Detailed noise calculations for off-site construction noise are provided in Appendix K.5 of the Draft EIR. Therefore, impacts would be less than significant.

b. OPERATIONAL NOISE

i. ROADWAY OPERATIONAL NOISE

Future roadway noise levels were calculated along various arterial segments adjacent to the Project. Roadway noise attributable to Project operation assuming Design Day attendance was calculated using the traffic noise model previously described and compared to baseline noise levels that would occur under the "No Project" condition.

As shown in Draft EIR Table 4.H-5, Off-Site Traffic Noise Impacts – Design Day Attendance, the maximum increase in Project-related traffic noise levels over existing traffic noise levels would be 0.7 dBA, which would occur along Sixth Street between Fairfax Avenue and LACMA Way/Ogden Drive. When compared to future traffic noise levels, the maximum Project-related noise increase would also be 0.7 dBA, occurring along Sixth Street between Fairfax Avenue and LACMA Way/Ogden Drive. All other roadway segments are predicted to experience traffic-related noise increases below these maxima.

The appropriate numeric threshold for impacts on sensitive receptors – an allowable 5 dBA increase or the more stringent 3 dBA allowable increase – is dependent on whether the existing noise environment for that land use type is classified as normally or conditionally acceptable or normally or clearly unacceptable. Without recent monitoring data, the classification of the study segments would be speculative. However, because noise-sensitive receptors at all studied roadway segments are predicted to experience increases which fall well below the more stringent 3 dBA, CNEL significance threshold, regardless of the existing noise environment classification, roadway noise level increases would be less than significant.

The maximum Outdoor Programming event scenario includes normal Museum operation, including the Museum Café and Museum Store, plus occasional outdoor events with up to 2,500 general public attendees on the Piazza. This results in maximum daily vehicular trips on an Outdoor Programming Day approximately 20 percent greater than vehicular trips for a Design Day. Given that the Design Day traffic results in a maximum increase over existing traffic noise levels of 0.7 dBA along Sixth Street, between Fairfax Avenue and LACMA Way/Ogden Drive as shown in Draft EIR Table 4.H-5, Outdoor Programming traffic is anticipated to result in a maximum ambient noise level increase of approximately 1.5 dBA (increase from the existing noise level of 64.3 dBA to 65.8 dBA with 20 percent more vehicular trips for an Outdoor Programming Day), well below the most stringent allowable increase of 3dBA. Impacts from Outdoor Programming Days would be less than significant.

As described in Appendix M-2 Supplemental Traffic Analysis, in the Draft EIR, the City's 2010 Bicycle Plan Second Year Implementation phase on Sixth Street (between Fairfax Avenue and La Brea Boulevard) would remove one travel lane in each direction. This would effectively locate vehicular traffic on the interior portions of the roadway further away from sensitive receptors (the outer portions of the roadway would be dedicated for bicycle traffic). Therefore, the City's 2010 Bicycle Plan Second Year Implementation phase on Sixth Street would not result in an increase in impacts with respect to off-site traffic noise levels and impacts would remain less than significant.

ii. NON-ROADWAY OPERATIONAL NOISE

(1) Outdoor Event Areas

The Project would include Outdoor Programming, including Museum and Academy events. Outdoor Museum Programming may include, but would not be limited to, exhibitions, hands-on student activities, and lectures. Outdoor Academy Programming may include outdoor screenings, concerts, exhibits, or other events during May through October. Outdoor Programming events would take place on the Original Building's Rooftop Terrace and/or on the Piazza.

The Rooftop Terrace would accommodate up to 800 persons; outdoor events on the Piazza would normally accommodate up to 1,350 attendees, with occasional events with up to 2,500 attendees. The use of amplified sound in conjunction with all Outdoor Programming would conclude by 10:00 P.M. and Outdoor Programming without amplified sound would conclude by 12:30 A.M., with campus vacation completed by The View Deck would be an enclosed area located in the Sphere atop the Main Theater and would be used for receptions, special events, and occasional exhibits which may include similar noise-generating activities as the Piazza (amplified speech or music, low background music, personal speech, and applause). The View Deck would accommodate up to approximately 1,200 attendees, which is fewer people than the Piazza. The nearest sensitive receptors would be approximately the same distance as described for the Piazza. Since the View Deck would be enclosed and would accommodate fewer people than the Pizza, resultant noise levels at sensitive receptors would be less than the noise levels described for the Piazza below.

Rooftop Terrace

The Rooftop Terrace would be used either as part of a pre- or post-event reception or for Outdoor Programming events, which could include activities that generate noise with the potential to adversely affect off-site sensitive receptors. During a reception, no amplified speech or music is anticipated outdoors, and noise would be primarily from attendee conversation. During Outdoor Programming events, the dominant noise source would be generated by an

amplified sound system operated by Academy staff. Secondary noise sources would be patrons' applauses, which are expected to be limited in frequency and duration during a screening. Noise generated on the Rooftop Terrace would be shielded from off-site noise sensitive receptors by the top floor of the Original Building to the north (approximately 94 feet above grade) and the seven foot high parapet walls to the east, south, and west.

As per Project Design Features, PDF-NOISE-1, the sound system sound level during screening events would be limited to 90 dBA and 93 dBC (measured at approximately 30 feet from the center of screening area) on the Rooftop Terrace and attendance limited to a maximum of 800 guests.

A summary of the event-related noise impacts at the nearby sensitive receptors is in Draft EIR Table 4.H-6, Event-Related Noise Impacts. As shown in Table 4.H-6, event-related noise levels would not exceed the Project significance thresholds for daytime or nighttime noise levels at nearby residential uses for events held on the Rooftop Terrace. As stated in Project Design Feature PDF-NOISE-3, no outdoor amplified speech or music would be allowed on the Project Site, including the Rooftop Terrace, after 10 P.M.

The nearest residential sensitive receptors along Sixth Street (Monitoring Location L1) and Fairfax Avenue (Monitoring Location L2) are located approximately 620 feet and 180 feet of the boundary of the event area of the Rooftop Terrace, respectively. In addition, multi-family residential uses (Monitoring Location S1) along Orange Grove Avenue and single-family residences (Monitoring Location S2) along Warner Drive are located approximately 300 feet and 420 feet of the boundary of the event area of the Rooftop Terrace, respectively.

Noise from receptions held on the Rooftop Terrace would consist primarily of unamplified speech. Resultant noise levels would be imperceptible at off-site -sensitive receptors, ranging from 16 to 31 dBA. Thus, impacts from pre- and post-event receptions held on the top floor, including use of the Rooftop Terrace, would be less than significant.

As shown in Draft EIR Table 4.H-6 and proposed in Project Design Feature PDF-NOISE-1, limiting the maximum amplified noise level during screenings on the Rooftop Terrace to 90 dBA and 93 dBC (as measured at approximately 30 feet from the center of screening area in the Roof Terrace) would result in noise level increases of less than 5 dBA over ambient average daytime levels of 61 dBA at Monitoring Location L1, 70 dBA at Monitoring Location L2, 57 dBA at Monitoring Location S1, and 61 dBA at Monitoring Location S2, at all off-site sensitive receptor locations. As per Project Design Feature PDF-NOISE-3, no outdoor amplified music or speech would be allowed after 10 P.M. Therefore, screening event-related noise levels would also be below the nighttime thresholds, as shown in Draft EIR Table 4.H-6. With implementation of these Project Design Features, potential impacts to off-site noise sensitive uses would be less than significant due to use of the Rooftop Terrace.

Piazza

The Piazza would provide opportunities for Museum and non-Museum hosted events. Noise sources would include amplified speech or music, low background music, personal speech, applause, guest vehicles and catering trucks, and event loading-in and loading-out. The noise levels would vary based on the type of event taking place.

The nearest property lines of residential uses along Sixth Street (Monitoring Location L1) and Fairfax Avenue (Monitoring Location L2) are located approximately 350 feet from the Piazza event area. In addition, multi-family residences (Monitoring Location S1) along South Orange Grove Avenue and single-family residences (Monitoring Location S2) along Warner Drive are located approximately 550 feet from the boundary of the Piazza event area.

To evaluate the variability of events which may take place in the Piazza, four general types of events were selected for analyses: catered events; music or screening events; exhibits; and an informal gathering. These event types and the assumptions used were developed with the goal of ensuring that worst-case noise levels are assessed. Details of each of these event types are provided in Table 4.H-6. Impacts are discussed below.

Catered Event: A catered event of up to 1,350 attendees plus staff on the Piazza could generate noise from amplified speech, amplified or unamplified music, occasional applause, general meal-related noises, and the personal speech of attendees and staff. Of these, amplified music or speech would be the dominant source of noise, with personal speech usually much lower. It should be noted that no portable generators are expected to be used during events on the Piazza. As per Project Design Feature PDF-NOISE-2, event organizers would be instructed to set and manage volume control settings on all sources of amplification so that the maximum event-related noise levels would be limited to 84 dBA and 87 dBC at approximately 30 feet from the boundary of the event area. As per in Project Design Feature PDF-NOISE-3, all outdoor amplified sources of noise would cease by 10 P.M. Given these limits, as shown in Draft EIR Table 4.H-6, the maximum resultant noise levels at the nearest off-site residential uses during a catered event on the Piazza would be 65 dBA, 73 dBA, 51 dBA, and 51 dBA at the residential uses to the north (Park La Brea, Monitoring Location L1), west (condominiums at 637 S. Fairfax Avenue, Monitoring Location L2), south (Monitoring Location S1) and southwest (Monitoring Location S2) of the Project site, respectively. These worst case noise levels associated with a catered event on the Piazza are below the applicable daytime thresholds (average ambient levels from 7 A.M. to 10 P.M., plus 5 dBA) of 66 dBA, 75 dBA, 62 dBA, and 66 dBA respectively. Because amplified noise would cease by 10 P.M., the resultant maximum noise levels at these receptors after 10 P.M. would be approximately 30 dBA lower than those reported with amplified music or speech, below the applicable nighttime thresholds of 56 dBA, 72dBA, 60 dBA, and 63 dBA at Monitoring Locations L1, L2, S1, and S2, respectively. Thus, noise levels predicted to occur at noise-sensitive receptors due to Project-related catered events in the Piazza are below applicable thresholds and impacts would be less than significant.

Music or Screening Event: A music or screening event would consist of amplified speech, live music, and/or recorded speech and music (movie dialogue and soundtrack). The Piazza would be set up in a stage arrangement, with speakers directed southerly, towards the buildings, and up to 1,000 attendees in an auditorium/lecture type arrangement of chairs. Catering is not anticipated as part of the music or screening events. Amplified music or speech would cease by 10 P.M. As shown on Draft EIR Table 4.H-6, music or screening events would result in off-site noise levels of 58 dBA, 68 dBA, 44 dBA, and 42 dBA at the nearest noise-sensitive receptors, L1, L2, S1, and S2, respectively, below the applicable daytime thresholds. After 10 P.M., noise levels would drop substantially without amplification, well below the applicable nighttime thresholds. Thus, impacts from screenings and music events on the Piazza would be less than significant.

Exhibit Event: Exhibits may also be hosted on the Piazza. Noise from these events would be from conversation between the attendees (up to 2,500), staff, and exhibitors. No amplified or unamplified speech or music is anticipated. The resultant maximum noise levels from exhibits would be 35 dBA at Monitoring Location L1 (Park La Brea, to the north), 46 dBA at Monitoring Location L2 (condominiums at 637 S. Fairfax Avenue, to the west), 22 dBA at Monitoring Location S1 (residences south of Wilshire), and 20 dBA at Monitoring Location S2 (residences along Warner Street, to the southwest). As shown on Draft EIR Table 4.H-6, the Project-related noise would be imperceptible compared to the existing noise environment, and well below day and night time thresholds. Impacts from exhibits would be less than significant.

Other types of gathering may occur on the Piazza. To evaluate the impact, a maximum of 2,500 attendees, plus staff, with soft background music being provided through ambient low-level speakers or by an unamplified small musical group was assumed. Speeches, applause, and catering activities are not anticipated to occur during these gatherings. As such, the maximum noise levels at the nearest off-site receptors would be 63 dBA at L1, 73 dBA at L2, 49 dBA at S1, and 47 dBA at S2. As with all other functions and events, amplified music would cease by 10 P.M., and the resultant noise levels would drop substantially. Thus, the potential impacts to off-site noise sensitive uses during gatherings on the Piazza would be less than significant during day and night time.

(2) Loading Dock and Refuse Collection Areas

The May Company Building is served by a loading dock just to its northwest, accessed from Fairfax Avenue. Loading dock and refuse collection activities such as truck movements/idling and loading/unloading operations would generate noise levels that have the potential to adversely impact adjacent land uses during long-term Project operations. Based on measured noise levels, delivery trucks (at the loading dock) and trash compactors (from refuse collection) would generate noise levels of approximately 71 dBA (Leq) and 66 dBA (Leq) at a 50-foot distance, respectively.

The nearest noise-sensitive receptors, Park La Brea residences on Sixth Street (Monitoring Location L1) and the condominiums on Fairfax Avenue (Monitoring Location L2), are approximately 400 feet and 320 feet from the loading dock and refuses service area, respectively. Based on a noise level source strength of 71 dBA and 66 dBA at a reference distance of 50 feet, and accounting for distance attenuation (minimum 18 dBA loss for L1 and 16 dBA loss for L2), loading dock and trash compactors noise would be 53 dBA and 48 dBA at L1 and 55 dBA and 50 dBA at L2, respectively, and would not increase the ambient noise environments at the nearest multi-family residential uses, L1 and L2. As this would not cause the existing daytime ambient noise level of 61 dBA at L1 and 70 dBA at L2 to increase by the 5 dBA significance criterion, impacts to surrounding uses would be less than significant.

(3) Fixed Mechanical Equipment

The operation of mechanical equipment such as air conditioners, fans, generators, and related equipment may generate audible noise levels. These types of equipment would likely be used within the Project Site. Mechanical equipment would typically be located on rooftops or within buildings, shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/ parapet walls, to comply with noise limitation requirements provided in the Municipal Code. Therefore, operation of mechanical equipment would not exceed the Project thresholds of significance and impacts would be less than significant. As such, no mitigation measures are required.

(4) Composite Noise Level Impacts from Project Operations

An evaluation of noise from all the Project's noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum Project-related noise level increase that may occur at the noise-sensitive receptor locations included in this analysis. The overall sound environment at the areas surrounding the Project is comprised of contributions from each individual noise source associated with the typical daily operation of the Project. Primary noise sources associated with the Project would include traffic on nearby roadways, on-

site mechanical equipment, on-site loading dock/refuse collection areas, parking areas, and event activities.

Based on a review of the noise-sensitive receptors and the Project noise sources, the only noise-sensitive locations where composite noise impacts could occur are the multi-family residences at Monitoring Locations L1 and L2. Due to a combination of distance and the presence of intervening structures that would serve as noise barriers, the predominant Project noise source that could potentially affect the other noise-sensitive locations is roadway noise.

Based on the traffic noise analysis, Project-generated traffic is expected to increase the traffic-related noise by a maximum of 0.7 dBA (CNEL) along 6th Street, between Fairfax Avenue and LACMA Way/Ogden Drive, which is represented by noise receptor L1. The existing loading docks and refuse collections would be used. Noise associated with activities at the loading docks and refuse collection transference would not increase the overall ambient noise levels in the Project vicinity. Mechanical related noise is expected to be a minimum of 10 dBA below the ambient noise levels, which would have a contribution of less than 1.0 dBA to the composite noise level since, according to industry engineering references, a 10 dB difference between two noise sources results in an increase of less than 1.0 dBA to the composite noise level of the two sources. The event-related noise levels would not increase the significant threshold at nearby multi-family residential uses (Monitoring Locations L1 and L2).

Overall, relative to the existing ambient noise environment, the Project would not increase the ambient noise levels at the nearest noise-sensitive receptors (Monitoring Locations L1 and L2). As such, the composite noise level impact due to the Project would be less than significant.

iii. PARKING STRUCTURE OPERATIONAL NOISE

Museum operations and cultural programs, member screenings, and premiere screenings would be provided through shared use of existing LACMA facilities, which include the Pritzker Garage and the nearby Spaulding Lot. In addition to the these existing parking facilities, other off-site parking facilities in the immediate vicinity would also be used, including but not limited to those at the Petersen Automotive Museum, Page Museum, Museum Square, and Ratkovich Tower. Bus staging, loading and circulation is planned to be accommodated in a similar manner to what presently occurs at the LACMA Campus, and may include use of the existing designated pick-up/drop-off area along the north side of Wilshire Boulevard between Spaulding Avenue and Ogden Drive, and the existing bus zone along the curb of Curson Avenue, between Sixth Street and Wilshire Boulevard, which can accommodate approximately eight buses.

The parking demand for the Project would be fully accommodated for each of the operational scenarios for both weekday and weekend conditions with implementation of PDF-TRAF-2, Parking and Traffic Management Plan. However, the Project would periodically increase the intensity of use of existing parking facilities in the area. For facilities such as the Petersen Automotive Museum, the parking is located within an enclosed structure that attenuates noise and is already heavily used. In regards to the Spaulding Lot, which currently has 263 parking spaces, up to 92 spaces could be added. However, the incremental increase in the use of this parking structure would not result in a noise level increase over average ambient noise levels in excess of 10 dBA. Supplemental noise analysis was conducted regarding off-site parking facilities which reached the same determinations (Appendix G, Supplemental Noise Analysis Memorandum to the Final EIR.). Since the Project related increase in parking represents an increase of approximately 35 percent at the Spaulding Lot, the use of this lot would increase parking related noise levels by only 1.3 dBA. Therefore, parking area related noise would be less than significant at the noise sensitive uses.

c. VIBRATION

i. BUILDING VIBRATION

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibration from construction activities rarely reach levels that damage structures. The augercast piles planned for the foundation of the Sphere are placed by drilling a large diameter shaft into the ground. This procedure produces much smaller vibrations than associated with the traditional driven pile foundations. The FTA has published standard vibration velocities for construction equipment operations. The PPV for construction equipment pieces anticipated to be used during Project construction are listed in Draft EIR Table 4.H-7, Typical Vibration Velocities for Potential Project Construction Equipment.

The construction of the Project would generate ground-borne construction vibration during site clearing, caisson drilling, grading activities, and large bulldozer operation. Based on the vibration data provided in Table 4.H-7, vibration velocities from operation of construction equipment would range from approximately 0.076 to 0.089 inches per second PPV at 25 feet from the source of activity. As shown in Table 4.H-4, the nearest off-site residential structures are the multi-family residential buildings located across Fairfax Avenue approximately 100 feet west of the construction site, which would be exposed to vibration velocities ranging approximately from 0.005 to 0.011 inches per second PPV. As these values are considerably lower than the 0.5 inches per second PPV significance threshold regarding potential building damage for older residential buildings, vibration impacts associated with construction would be less than significant at the nearest residential building.

The nearest on-site vibration sensitive receptor during construction of the Project would be the Original Building, which would be located adjacent to the construction site. The Original Building would be exposed to vibration velocities that range from approximately 0.85 to 0.995 inches per second PPV. Vibration at these locations would be well below the 2.0 inches per second PPV significance threshold (potential building damage for a commercial building). Therefore, vibration impacts associated with construction would be less than significant. Although, a structural engineering evaluation of potential construction vibration effects on the Original Building supports this finding and indicates that damage to the structure is not expected, as a precautionary measure the Project includes a design feature, PDF-NOISE-4, which includes monitoring of finish materials on the Original Building during vibration intensive periods of construction. PDF-NOISE-4 authorizes the monitor to halt construction if any damage, such as cracking of finish materials, is identified, and, mandates repair of damaged materials if it were to occur, with input from an architectural historian. As discussed above, the Original Building would be exposed to vibration levels up to 0.995 inches per second PPV, which is well below the 2.0 inches per second PPV significance threshold, damage on finish materials would not be expected.

The nearest off-site vibration-sensitive receptors are the Resnick Exhibition Pavilion and the Broad Contemporary Art Museum Building, which are both located approximately 50 feet east of the construction site. The Resnick Exhibition Pavilion and the Broad Contemporary Art Museum Building would be exposed to vibration velocities that range from approximately 0.0207 to

0.0315 inches per second PPV. Vibration at these locations would be below the 2.0 inches per second PPV significance threshold (potential building damage for a commercial building). Therefore, vibration impacts on these buildings associated with construction would be less than significant.

ii. RESIDENTIAL RECEPTOR VIBRATION

The nearest off-site residential structures are the multi-family residential buildings located across Fairfax Avenue approximately 90 feet west of the construction site, which would be exposed to vibration velocities ranging approximately from 0.005 to 0.011 inches per second PPV. As these values are below the 0.04 inches per second PPV perception threshold and would not be perceptible. Therefore, vibration impacts during construction would be less than significant.

The Project would include typical commercial-grade stationary mechanical and electrical equipment such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the parking area activity. Ground-borne vibration generated by each of the above-mentioned activities would be similar to existing sources (i.e., traffic on adjacent roadways) adjacent to the Project Site. Maximum potential vibration levels from all Project operational sources at the closest off-site buildings would be up to 0.01 inches per second PPV and would be less than the significance threshold of 0.04 inches per second PPV for perceptibility. As such, vibration impacts associated with operation of the Project would be below the significance threshold and impacts would be less than significant.

d. CUMULATIVE IMPACTS

There are 129 related projects in the surrounding areas. The potential for noise impacts to occur increases with proximity as well as intensity of noise-generating activities (on-site equipment and off-site traffic on the surrounding roadway network). Of the numerous related projects, four projects are located in close enough proximity to the Project to potentially impact receptors if construction occurred concurrently. Specifically these four projects are: the Metro Westside Purple Line Extension, approximately 50 feet from the Project Site along Wilshire Boulevard; Museum Square (No. 27), an office construction project at 5757 Wilshire Boulevard, approximately 1,800 feet from the Project Site; LACMA Redevelopment Plans immediately east of the Project site at 5905 Wilshire Boulevard (No. 28), and remodeling and construction plans at the Petersen Automotive Museum (No. 29), 120 feet from the site at 6060 Wilshire Boulevard.

i. CONSTRUCTION NOISE AND VIBRATION

Since LACMA Redevelopment Plans are still in an early conceptual design phase and an application for the project has not been filed with the County to initiate the environmental review process, the timing and nature of construction activities for this potential project cannot be defined. Similarly, the status of environmental review and the timing of construction for the Petersen Automotive Museum project are not known at this time. Thus, the specific characteristics of these projects are unknown and quantitative analysis that assumes concurrent construction with these projects would be speculative.

Noise from on-site construction activities are fairly localized in nature and perceptible increases above ambient conditions would normally be limited to areas within 500 feet or less of each construction site. The Museum Square project, which is currently under environmental review, is located approximately 1,800 feet east of the Project Site. Therefore, although construction of that related project could occur concurrently with the Project, noise generated by on-site equipment at each site would not contribute to a cumulative impact on receptors located

between the two sites. Furthermore, the Museum Square project would incorporate mitigation measures, such as temporary noise barriers to reduce construction noise to the extent feasible. Based on the EIR released by the City, the Museum Square project is not expected to involve substantial excavation (i.e. no subterranean parking) or demolition. Therefore the Museum Square project is not anticipated to generate substantial truck trips associated with hauling of materials. Thus, off-site construction activities from concurrent hauling from the Project and the Museum Square project if it were to occur, including use of similar truck routes is not expected to be cumulatively considerable, and cumulative haul truck trips are expected to result in cumulative noise level increases at roadway-adjacent sensitive uses below impact thresholds.

The Final EIR/EIS for the Metro Westside Purple Line Extension proposes five mitigation measures for construction vibration. With incorporation of those five mitigation measures, the Final EIR/EIS for the Metro Westside Purple Line Extension concludes that vibration impacts to nearby buildings, including the Original Building, from that Project would be less than significant. Construction period mitigation measures include prohibiting impact pile driving and requiring that the Metro contractor perform periodic vibration monitoring at the closest structure to any construction activity using approved seismographs. Thus, even if Project construction were to occur concurrently with construction of the Metro Westside Purple Line Extension, the Project's less than significant vibration impacts would not constitute a cumulatively considerable increase in vibration, and cumulative impacts would be less than significant. Furthermore, PDF-Noise-4, which addresses potential vibration effects of the Project on the Original Building, would further ensure that any cumulative impacts associated with concurrent construction would be avoided or reduced such that impacts would be less than significant. Due to the rapid attenuation characteristics of ground-borne vibration with distance, vibratory impacts from the Museum Square project would not reach vibration-sensitive receptors nearby the Museum Square site. Therefore, there is no potential for a cumulative construction impact with respect to ground-borne vibration.

ii. OPERATION NOISE AND VIBRATION

Once operational, the potential may exist for Project-related on-site noise-generating activities to coincide with on-site noise-generating activities from related projects. Operation of the proposed offices at Museum Square and the Metro portals are not expected to be sources of substantial noise, therefore, operational cumulative impacts associated with the Project and these most proximate related projects would be less than significant. Regarding the potential for cumulative impacts to occur due to operational Project noise in combination with other noise sources on the LACMA Campus, such impacts could result if large outdoor events with amplified noise were held within the Piazza concurrently with similar LACMA events, such as Jazz at LACMA or other programs. However, the Academy and LACMA would coordinate programming to avoid simultaneous large events, including those with amplified sound, pursuant to an Event Coordination Plan, as specified in the Parking and Traffic Management Plan contained in Attachment E to Appendix M-1, Traffic Study, of the Draft EIR and Appendix C to the Final EIR. Therefore, no cumulative noise impacts due to outdoor events are expected.

Cumulative noise impacts during Project operations could also occur as a result of increased traffic on local roadways due to the Project and other projects in the Project area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Project to the future cumulative base traffic volumes in the Project vicinity. The noise levels associated with cumulative base traffic volumes without the Project, and cumulative base traffic volumes with the Project are identified in Draft EIR Table 4.H-5. Noise level increases in the Project area would reach a maximum of 1 dBA, CNEL along Sixth Street, between Fairfax Avenue and LACMA Way/Ogden Drive, which would not exceed the most stringent 3 dBA

significance threshold and would be considered less than significant. As such, the Project would not contribution to cumulatively significant roadway noise impacts.

Due to Municipal Code provisions that limit stationary-source noise from items such as rooftop mechanical equipment, noise levels would be less than significant at the property line for each related project. For this reason, on-site noise produced by any related project 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.

Due to the rapid attenuation characteristics of ground-borne vibration, distance of the related projects to the Project, and low operational potential for vibratory effects, there is no potential for a cumulative operational-period impact with respect to ground-borne vibration.

L. PUBLIC SERVICES (POLICE PROTECTION, FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES)

1. DESCRIPTION OF EFFECTS

The Project would include the rehabilitation and adaptive reuse of the Original Building, the demolition of the 1946 Addition, and the construction of a New Wing, comprised of a Sphere, Museum entrance, View Deck, pedestrian bridges, and Piazza. The Sphere would be constructed predominately of glass and structural steel. The outdoor Piazza would be constructed beneath and north of the Sphere, adjacent to the Museum northern entrance, and would replace the service driveway and gravel area north of the Original Building. This space is intended to accommodate public access during the day in conjunction with Museum operations and special programs. There would be green metal fencing along the western and northern perimeter of the Project Site, similar to the existing LACMA Campus and Hancock Park fencing, and gated access would be provided along Fairfax Avenue at the location of the existing LACMA service driveway during Museum operation hours and for special programming. Gated access would also be provided from Sixth Street. The Piazza would be visible through the fencing from Fairfax Avenue, Wilshire Boulevard, and Sixth Street. Additional crime prevention features may be incorporated into the Project design based on consultation with the Police Department Community Relations Section, Crime Prevention personnel as requested by the Police Department. Furthermore, a diagram of each portion of the Project Site, including access routes and additional information to facilitate police response will be provided to the Wilshire Area commanding officer.

Development of the Museum would result in an increase in the number of visitors to the Project Site with an estimated annual attendance of 860,000 visitors, and an estimated daily attendance of up to approximately 5,000 visitors as an average of the top 10 percent of annual attendance days. The Project would also include approximately 135 employees. The proposed theaters would be used for Cultural and Educational Programs in conjunction with Museum operations and for Member Screenings which may overlap with Museum operations. The Main Theater and possible the two smaller theaters would also be leased out for Premiere Screenings and other special events for up to 1,350 persons twice per week throughout the year. Outdoor Programming, such as exhibitions, hands-on student activities, and lectures, and occasional outdoor screenings or concerts would also occur in conjunction with Museum operations and Theater Programming.

a. CONSTRUCTION

During construction of the Project, private security measures would include construction fencing, security lighting, locked entry and private security personnel to monitor access and patrol the

Project Site. Project construction activities would be coordinated with LACMA operations to ensure access to LACMA's loading docks is maintained during construction.

b. OPERATION

The Museum would be staffed with 24-hour private security personnel patrolling the Project Site perimeter and Museum, including entry and exit points. Approximately 30 security personnel would serve the Project, covering three shifts. Security personnel would be trained on all security equipment and related devices, in addition to specialized training related to sensitive collections. Member Screenings and Premiere Screenings would include additional security. Duties of the security personnel would include but would not be limited to monitoring exhibits, entrances and exits; managing and monitoring fire and life safety systems; patrolling the Project Site; and coordinating with the Police Department in the event outside assistance is needed.

Security systems within the Project Site would include closed-circuit televisions to provide surveillance of buildings, grounds, points of entrance/egress, the loading dock, and Project Site perimeter. Access control provisions would also be in place through use of keycards or touch screens to restrict movement of visitors to non-public areas, as well as use of intruder alarms (motion sensors, door contacts, etc.) strategically location throughout the Museum to identify unauthorized access during and outside of business hours. There would be a main security control room located in the basement that would support communication and coordination. The Project would also include features to enhance site security including high visibility of the Project Site from Fairfax Avenue and Sixth Street, fencing around the perimeter of the Project Site, and lighting of entry-ways and public areas.

Although the Project would be distinct from the adjacent LACMA Campus and would have its own security personnel and security systems, a high level of security on the LACMA Campus would be supported through LACMA's existing security personnel and security systems located in proximity to the Project Site.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Public Services impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-TRAF-1, Construction Traffic Management Plan. A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;

- Prohibiting construction-related vehicles to park on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;
- Scheduling of construction-related deliveries, to reduce travel during commuter peak hours as identified in the Traffic Study contained in Appendix M-1 of the EIR;
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project;
- Participating in regular coordination meetings with local stakeholders, including Metro, LACMA, and Los Angeles Department of Transportation regarding construction activities in the area, including such issues as temporary lane closures and potential concurrent construction activities along Wilshire Boulevard; and
- Provisions for safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as required.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;

- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;

- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Public Services impacts of the Project to less than significant levels.

i. POLICE PROTECTION

The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service due to the provision of on-site security features and security personnel, coordination with the Police Department, incorporation of crime prevention features, Project Design Features related to traffic management and adequate response times. Impacts would be less than significant.

ii. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service due to compliance with State and City regulatory requirements and guidelines that address fire flow, fire safety, emergency response times, and emergency access as well as the implementation of Project Design Features related to traffic management. Impacts would be less than significant.

4. RATIONALE FOR FINDINGS

a. POLICE PROTECTION

i. CONSTRUCTION IMPACTS

Construction-related activities due to construction traffic and temporary lane closures on adjacent streets could potentially affect emergency access to the Project Site and neighboring uses. Increases in construction traffic would be due to increases in truck traffic associated with export of fill materials, demolition debris, delivery of construction materials, and construction worker trips. Temporary lane closures for the curb lanes along Fairfax Avenue (north of the existing building to Sixth Street), Wilshire Boulevard, and Sixth Street (between Fairfax Avenue and the entrance to the Pritzker parking garage) may be necessary for new utility connections, "B Permit" street work, and in special, limited circumstances, for offloading and mobile crane placement. Some sidewalk closures and/or the temporary installation of pedestrian sidewalk canopies would also be necessary. As such, construction activities could temporarily increase response time for emergency vehicles to the Project Site and business and/or residences along Fairfax Avenue Wilshire Boulevard, and Sixth Street, due to travel time delays to through traffic.

However, the impacts of construction activities would be temporary and short-term. The majority of construction traffic would occur during off-peak traffic hours and construction staging would be accommodated on the Project Site. No construction worker, haul truck, or delivery truck parking would be allowed in the public right-of-way in the vicinity of the Project Site, including nearby residential neighborhoods. Parking for construction workers would be provided on the Project Site and in existing LACMA parking facilities, with potential use of other secured off-site parking facilities in the immediate vicinity. Construction workers would also not be allowed to park in nearby residential neighborhoods.

Project Design Feature PDF-TRAF-1, would minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and the majority of construction-related deliveries to avoid peak traffic hours. As a component of Project Design Feature PDF-TRAF-1, the times of day and locations of all temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic, are expected to limit the potential for significant delays in emergency response times during construction of the Project. Therefore, construction impacts on emergency access would be less than significant.

During construction, equipment, building materials, vehicles, and temporary offices, would be temporarily located on site, which could be subject to theft or vandalism. This could potentially require Police Department involvement unless adequate safety and security measures are implemented to secure the Project Site. However, as previously described security measures would be incorporated during construction including construction fencing, security lighting, locked entry, and private security. All entry and exit points would be monitored during construction. A security guard would log all workers and vehicles into and out of the Project Site. These Project Characteristics would reduce crime-related activity during construction thus reducing demand on the Police Department. Therefore, impacts to police protection services during construction would be less than significant.

ii. OPERATIONAL IMPACTS

The Project does not have a residential component and would not induce population growth that would generate demand for police services. However, Museum operations, cultural programs, member screenings, premiere screenings, and outdoor programming would attract additional

visitors and employees to the Project Site. The intensification of activity at the Project Site could potentially increase demand for police protection services due to theft from auto, crimes against person, traffic-related incidents, as well as the potential need for traffic and crowd control during special events. Recognizing the importance of Museum collections and associated provisions for on-site security personnel and extensive security systems incorporated into the Project, demands placed on the Police Department are expected to be limited, and not of a magnitude that would generate demand at a level that would require construction or expansion of police facilities.

The Project Site would be fenced and gated pedestrian access would be provided along Fairfax Avenue and Sixth Street. The Museum would provide extensive security features including 24-hour private security; security systems, including closed-circuit televisions; access control provisions; and intruder alarms, with increased security provided as warranted in association with special events. Although the Project would be distinct from the adjacent LACMA Campus and would use its own private security personnel and security systems, a high level of security would be supported through LACMA's existing security personnel and systems in proximity to the Project. All security features would be approved by the Police Department prior to issuance of a building permit. Furthermore, a diagram of each portion of the Project Site, including access routes and additional information to facilitate police response will be provided to the Wilshire Area commanding officer.

The Project would incorporate crime prevention features into the design of the building and public spaces, such as lighting of entryways and pubic areas. Furthermore, the Piazza would be visible through the fencing from Fairfax Avenue, Wilshire Boulevard, and Sixth Street. Additional crime prevention features may be included into the Project design based on consultation with the Police Department Community Relations Section, Crime Prevention Unit.

When an emergency call is received by the Police Department, the closest mobile police unit to the emergency incident location typically responds. The Police Department's ability to respond to a call requesting assistance is determined by their ability to navigate roadways successfully and efficiently. As such, response times are affected by traffic conditions. As described in Section 4.J, Transportation and Parking, Project-related traffic would significantly impact three intersections with implementation of all feasible mitigation measures. In addition, the development of future bicycle lane improvements on Sixth Street, north of the Project Site, would result in significant unavoidable impacts at three additional intersections along Sixth Street. Accordingly, traffic associated with the Project could potentially affect emergency vehicle response times in the area. Traffic impacts that could cause delays in emergency response times are addressed through mitigation measures, as well as through Project Design Feature PDF-TRAF-2, Parking and Traffic Management Plan, which includes traffic management strategies focused on event related parking and traffic during peak Museum operations, as well as events associated with Theater Programming on weekdays and weekends. PDF-TRAF-2 would also provide Transportation Demand Management strategies that would encourage visitors and employees to reduce vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs, bicycle amenities, and orientation that facilitates transit use. Even with implementation of PDF-TRAF-2, it is accepted that the Project would incrementally increase traffic, which could potentially delay emergency response times. However, as shown in Draft EIR Table 4.I.1-1, current response times within the Wilshire Area Police Station service area are well below the Citywide average. Furthermore, emergency response is also routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. Therefore, in light of current conditions where

emergency response times are being met by the Wilshire Area Police Station and the traffic related Project Design Features and mitigation measures being proposed for implementation, Project impacts on response times are considered less than significant.

Based on the discussion above, overall, with the provision of on-site security features, coordination with the Police Department, incorporation of crime prevention features, and Project Design Features PDF-TRAF-1 and PDF-TRAF-2 the Project would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. In addition, based on an initial review of the Project, the Police Department has indicated that the Project would have a minimal impact on police services in the Wilshire Area. Therefore, impacts on the Police Department would be less than significant.

iii. CUMULATIVE IMPACTS

(1) CONSTRUCTION

As with the Project, related projects also have the potential to result in construction activities that could impact emergency vehicle access to the Project area and within the Wilshire Area Police Station service area. However, like the Project, it is expected that the related projects would also implement a construction traffic management plan for review and approval by LADOT prior to commencement of any construction activity to limit the potential for significant delays in response times during concurrent construction activities. Projects with construction underway during the same timeframe as the Project may result in an increased demand on police services associated with theft or vandalism of construction equipment, building materials, vehicles, and temporary offices. However, related projects would be expected to implement similar security measures such as construction fencing, lighting, locked entry, and private security. Therefore, cumulative impacts to police protection services during construction would be less than significant.

(2) OPERATION

There are 129 related projects that are anticipated to be developed in the vicinity of the Project Site. For purposes of this cumulative analysis on police protection services, only those related projects located within the Wilshire Area Police Station service area are considered as related projects. Of the 129 related projects identified, 33 are located within the Wilshire Area Police Station service area as listed in Draft EIR Table 4.I.1-3, Related Projects within the Wilshire Area Police Station Service Area. The related projects include primarily residential, mixed use, retail, and office uses. The number of annual crimes anticipated to be generated by related projects was estimated based on a ratio of crimes per capita. As discussed above, the Project Site is served by the Wilshire Area Police Station, which consists of approximately 254 sworn officers and 18 civilian employees. As shown in Draft EIR Tables 4.I.1-1 and 4.I.1-2, the Wilshire Area Police Station provides police protection services to a residential population of approximately 150,963 people and reported 7,722 crimes. By dividing the number of annual crimes by the residential population of the West Los Angeles Area, a generation factor of 0.05 annual crimes per capita was derived. As shown in Draft EIR Table 4.I.1-3, related projects could potentially generate 588 more crimes per year compared to existing conditions. This represents an approximately 7.6 percent increase in annual crimes. However, related projects (particularly those of a larger nature) would likely be subject to discretionary review on a case-by-case basis by the Police Department to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Additionally, similar to the Project, related projects would generate revenue to the City's general fund that could be used to fund Police Department expenditures as necessary to offset the cumulative incremental impact

on police services. Furthermore, large projects would likely include on-site security features and coordinate with the Police Department to further reduce demand on police services. Therefore, cumulative impacts to existing police protection services would be less than significant.

b. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

i. CONSTRUCTION IMPACTS

Construction activities associated with demolition of the 1946 Addition and the construction of the New Wing may temporarily increase demand for fire protection and emergency medical services, and 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, and chemical reactions in combustible materials and coatings.However, in compliance with Occupational Safety and Health Administration and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. Additionally, Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, in light of State and City regulations and code requirements that would in part require personnel trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials, on the Project Site construction impacts on fire protection and emergency medical services would be less than significant.

Regarding emergency response times, construction staging associated with the Project would be accommodated on the Project Site, limiting potential conflicts with traffic on local streets. Notwithstanding, construction-related traffic on adjacent streets and temporary lane closures for the curb lanes along Fairfax Avenue (north of the existing building to Sixth Street), Wilshire Boulevard, and Sixth Street (between Fairfax Avenue and the entrance to the Pritzker Garage) could increase response times for emergency vehicles in the area. However, Project Design Feature PDF-TRAF-1, Construction Traffic Management Plan, would be prepared in order to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and the majority of construction-related deliveries to avoid peak traffic hours. As a component of the Construction Traffic Management Plan, the times of day and locations of all temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible. The Construction Traffic Management Plan would be prepared for review and approval by LADOT prior to commencement of any construction activity. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic, are expected to limit the potential for significant delays in emergency response times during construction of the Project.

Moreover, as demonstrated in Draft EIR Table 4.I.2-1, one fire station meets the response time criteria for emergency medical responses and fire incidence responses and one meets the criteria for fire incidence responses, and a third station meets the Fire Department distance criteria of 1.5 miles for a truck company.

Therefore, impacts regarding emergency access and emergency response times during construction would be less than significant with the incorporation of Project Design Feature PDF-TRAF-1.

ii. OPERATIONAL IMPACTS

(1) FIRE FLOW REQUIREMENTS

In general, fire flow requirements are closely related to land use, since the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard. As previously stated, the fire flow requirement for the existing Project Site, as a commercial use, is 6,000 to 9,000 gpm from four fire hydrants flowing simultaneously with a 20 psi minimum residual pressure. Also as previously stated, there are four hydrants within 300 feet of the Project Site that provide a minimum of 6,000 gpm with the required minimum residual pressure, as well as four additional hydrants in the Project vicinity.

Project implementation would intensify use of the Project Site, but the new uses would still be classified as commercial for purposes of determining the minimum fire flow requirement, and therefore the Fire Code requirement for fire flow would remain unchanged from existing conditions. New construction on the Project Site would still be within 300 feet of at least four hydrants that have the capability of delivering a minimum flow of 6,000 gpm with a residual pressure of 20 psi. The proposed fire service connection to the Project Site would be a 6-inch water line that would connect to the 12-inch water main located in Fairfax Avenue. Fire flow for the Project Site would therefore be in compliance with the requirements of Division 9, Section 57.09.06 of the Fire Code and subject to the review and approval of the Fire Department. No new hydrants are expected to be required as part of Project implementation. In light of Project improvements and Fire Code compliance requirements, subject to review and approval by the Fire Department, Project impacts with respect to fire flow requirements would be less than significant.

(2) FIRE SAFETY

Although the Project does not qualify as a high-rise structure, some of the standards applicable to high-rises would nonetheless be incorporated into proposed new construction, including a fire control station containing a public address system and telephones for Fire Department use, the provision of at least one emergency and fire control elevator in each bank of elevators, a fire alarm throughout the building, an emergency smoke control system, a standby and emergency power system, stairshaft doors for Fire Department use, pressurized stairshafts, and automatic sprinkler systems. New construction would also be subject to other requirements of the Fire Code, Building Code, and Fire Department that address structural design, building materials, site access, fire flow requirements, alarms, and smoke detectors. Rehabilitation of the Original Building would include upgrades of the existing fire protection and suppression systems to meet current Fire Code and Building Code requirements.

Furthermore, in accordance with Division 33 of the Fire Code, the Project would implement an Emergency Plan. The Emergency Plan would establish dedicated personnel and emergency procedures to assist the Fire Department during an emergency incident, and would also establish a drill procedure to prepare for emergency incidents. The Emergency Plan would also establish an on-site Emergency Assistance Center and outline the procedures that all occupants should follow during an emergency incident. To ensure that building occupants are aware of all exits and identified procedures, a drill would be conducted by the assigned building personnel at least once annually. This drill would be monitored and documented by a Fire Department Fire Safety Officer. The Emergency Plan would be resubmitted to the Fire Department annually, and revised when necessary.

Compliance with the applicable regulatory and Fire Department requirements would reduce Project impacts on fire safety to a less than significant level.

(3) EMERGENCY RESPONSE TIMES

The Project Site is served by four fire stations located between 1.5 to 2.6 miles from the Project Site. Although the nearest engine company is located more than 1 mile from the Project Site, the Project includes an automatic sprinkler system which would support compliance with the relevant requirements in Division 9, Table 9-C of the Fire Code.

Daily Museum operations would add to the visitor population of the area, which includes other museums within the LACMA Campus and along Museum Row. As described in Section 4.J, Transportation and Parking, Project-related traffic would significantly impact three intersections with implementation of all feasible mitigation measures. In addition, the development of future bicycle lane improvements on Sixth Street, north of the Project Site, would result in significant unavoidable impacts at three additional intersections along Sixth Street. Accordingly, traffic associated with the Project could potentially affect emergency vehicle response times in the area.

Impacts on traffic that could cause delays in emergency response times are addressed through mitigation measures provided in Section 4.J, Transportation and Parking, as well as through Project Design Feature PDF-TRAF-2, Parking and Traffic Management Plan, which includes traffic management strategies focused on event related parking and traffic during peak Museum operations, as well as events associated with Theater Programming on weekdays and weekends. PDF-TRAF-2 would also provide Transportation Demand Management strategies that would encourage visitors and employees to reduce vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs, bicycle amenities, and orientation that facilitates transit use.

Even in light of the Project Design Features identified above, it is accepted that the Project would incrementally increase traffic, which could potentially delay emergency response times. It should be noted that there are a number of factors that influence emergency response times in addition to traffic, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, geography, distance, traffic signals, and roadway characteristics. In response to issues that have been raised regarding emergency response times and associated reporting, the Fire Department has recently been taking a number of steps to improve their related systems, processes and practices. Upgrades underway or pending include: installation of automated vehicle locating systems on all Fire Department apparatus by September 2014; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; development of a new computer aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident; and, use of traffic pre-emption systems. A traffic pre-emption system, allows the normal operation of traffic lights to be preempted by an emergency vehicle to improve response times by stopping conflicting traffic in advance, providing the emergency vehicle the right-of-way. In addition to these improvements being implemented by the Fire Department, emergency response is also routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. In light of current conditions where emergency medical responses and fire incidence response times are being met by a local Fire Station serving the Project Site, the traffic related Project Design Features and mitigation measures being proposed for implementation, and the multiple steps being taken by the Fire Department to improve response times, Project impacts on response times are considered less than significant.

(4) EMERGENCY ACCESS

Emergency access to the Project Site would be provided off Fairfax Avenue and Wilshire Boulevard. A dedicated fire lane and other Fire Department access requirements, such as minimum roadway width, overhead clearance, and turning radius, would be provided that would meet the requirements of Division 9, Section 57.09.03 of the Fire Code. The Project would be subject to the review and approval of the Fire Department for compliance with these requirements prior to the issuance of building permits. Therefore, compliance with applicable provisions of the Fire Code would reduce Project impacts on emergency access to a less than significant level.

iii. CUMULATIVE IMPACTS

129 related projects have been identified in the vicinity of the Project Site. Of these projects, approximately 37 projects are located within the service areas of Fire Stations 61, 58, 69, and 29 as shown on Draft EIR Table 4.I.2-3, Related Projects within the Service Areas of Fire Stations 61, 58, 69, and 29. These related projects would cumulatively generate, in conjunction with the Project, the need for additional fire protection and emergency medical services.

Although a cumulative demand on Fire Department services would occur, cumulative project impacts on fire protection and emergency medical services would be reduced through regulatory compliance, similar to the Project. All related projects would be subject to review by the Fire Department for compliance with Fire Code and Building Code regulations related to fire flow, fire safety, and access requirements. Regarding emergency response times, significant unavoidable traffic impacts would occur at 4 intersections under the Future with Project with Mitigation scenario. However, project-by-project traffic mitigation, multiple fire station response, and systemwide upgrades to improve response times, and other requirements imposed by the Fire Department are expected to continue to support adequate response times.

Therefore, cumulative impacts on fire protection and emergency medical services would be less than significant.

M. TRANSPORTATION AND PARKING (CONSTRUCTION TRAFFIC, NEIGHBOHOOD INTRUSION, REGIONAL TRANSPORTATION SYSTEMS, TRANSIT, ACCESS & PARKING)

1. DESCRIPTION OF EFFECTS

a. PROJECT TRASPORTATION AND PARKING ASSUMPTIONS

i. INTERSECTION SERVICE LEVELS

The methodology for intersection traffic impacts involves several steps, including the identification of existing traffic conditions at Museum study intersections and Theater Special Event study intersections and the determination of existing conditions with the Project traffic, future baseline conditions without Project traffic (2017), and future baseline conditions with Project traffic (2017) at the Museum study intersections and Theater Special Event study intersections. The evaluation also discusses the effectiveness of mitigation under Existing with Project and Future with Project (2017) conditions to reduce impacts at intersections that would be significantly impacted.

Turning movement counts for the 38 intersections selected for Museum analysis were conducted during the weekday (Monday through Thursday) midday peak period and P.M. peak period in October and November 2012. Friday intersection turning movement counts were conducted during the midday and P.M. peak periods in March 2013. Saturday intersection

turning movement counts were conducted during the midday peak period in October and November 2012. Turning movement counts for the 44 intersections selected for Theater Special Event analysis were conducted during the weekday pre-event peak period in October and November 2012. Friday intersection turning movement counts were conducted during the same pre-event peak period in March 2013. The counts were conducted while local schools were in session. Although the turning movement counts were taken across five months in the years 2012 and 2013, conditions remained consistent.

The typical resource for determining a project's trip generation is Trip Generation, 9th Edition (Institute of Transportation Engineers ["ITE"], 2012). However, the use and operational characteristics of the Project are not similar to the available land use categories defined by this source. Therefore, trips generated by the Project are conservatively estimated based on the unique operational characteristics of the Project (i.e., attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, educational, exhibits and other programming, etc.). To ensure a conservative analysis, the trip generation forecast does not account for current uses or employees at the existing May Company Building. However, in line with the City's policy to promote and encourage the use of transit and the Project Site's location within one-quarter mile of a Metro RapidBus stop, a transit trip reduction credit was applied.

To obtain future baseline conditions, existing traffic volumes were factored by a 1 percent annual ambient growth rate through 2017 to approximate regional growth and development.

(1) MUSEUM TRIP GENERATION ASSUMPTIONS

Trip generation forecasts associated with Museum operations, including land use components, attendance figures, anticipated visitor arrival and departure patterns, events, and other programming, assumptions are based on information provided by the Academy, and City staff Trip generation for Museum operations was forecast based on the following considerations:

- The Museum would be open seven days a week, with regular operating hours between 9:00 A.M. and 6:00 P.M. and, based on programming, the Museum may have up to two late night closings per week.
- The theaters would be used for cultural and educational programming, such as films to accompany exhibitions, educational programming, film festivals, and spoken word programs in conjunction with daily operations, during which time they would generally be publicly accessible to Museum visitors. The Academy may also regularly hold movie screenings on weekdays or weekends.
- The Design Day represents the average of the top 10 percent of annual attendance days, which corresponds to the 90th percentile attendance level. The Design Day generally falls on weekends or holidays. Design Day Attendance, estimated at 5,000 visitors per day, was used to provide a conservative analysis.
- The Average Vehicle Ridership ("AVR") is 3.0 for Museum visitors.
- The average visitor length of stay is 2.5 hours for Museum visitors.
- Although attendance can vary depending on programming and events, the busiest days generally fall on weekends and/or holiday periods (e.g., school holidays, spring and summer season). Based on monthly attendance trends, total attendance is highest during the summer season (e.g., July and August).

- Museum attendance is distributed throughout the day, with the peak attendance occurring midday.
- Given the Museum's location on the LACMA Campus, visitors may be attracted from LACMA and vice versa. Thus, an internal capture reduction was applied to the trip generation estimates to account for patrons visiting both the Museum and LACMA on the same visit.
- Museum visitors and employees are anticipated to utilize transit in the area. As the Project Site is located adjacent to a Metro Rapid Bus stop, a 15 percent transit usage reduction was applied, consistent with LADOT policy.
- A 5 percent walk-in reduction was applied to account for the visitors who walk to the Project Site from adjacent neighborhoods, commercial uses, and other cultural facilities (e.g., Peterson Museum).
- Approximately 135 employees (Museum administration, Academy office, Museum Café and Museum Store, visitor services, event staff, security guards, and custodians) are anticipated at the Museum.
- Approximately 60 percent of the employees are anticipated to depart during P.M. peak hours.
- As a conservative estimate, future employees are assumed not to carpool or travel to the site via bicycle or walking.
- The trip generation estimates for the Museum Store and Museum Café were, respectively, calculated using the ITE trip generation rates for Land Use Code 826 (Specialty Retail) and Land Use Code 932 (High-Turnover Restaurant).
- The Museum Store and Museum Café will primarily support Museum operations but will be open to the public. Thus, a 50 percent internal capture reduction was applied to both the Museum Store and Museum Café to account for the visitors from the Museum, as well as a 15 percent walk-in reduction to account for the visitors who walk to the Museum Store and Museum Café from surrounding institutions, neighborhoods, commercial buildings and cultural facilities.

(2) THEATER SPECIAL EVENT TRIP GENERATION ASSUMPTIONS

The Theater Special Event analysis is based on an event that would utilize the maximum seating capacity of the theaters. The trip generation associated with Theater Special Event operations is based on the following assumptions:

- The maximum capacity of 1,350 attendees representing sold-out seats in all three theaters.
- Pre- or post- screening reception/dinner may be anticipated with a premiere screening and require up to 200 additional event staff.
- A Theater Special Event may occur up to two times each week, generally starting at 7:30 P.M., with doors opening one hour prior (i.e., 6:30 P.M.).
- It is anticipated that 60 percent of attendees would arrive during the pre-event peak hour (6:30 to 7:30 P.M.) with an AVR of 2.0 persons per vehicle.

- Although the Project is located within close proximity of transit and a future Metro transit portal, no reductions to account for attendees arriving via transit are assumed.
- Event staff members (e.g., security, event, Academy public relations, etc.) are anticipated to arrive 2.5 hours prior to the event. For the purposes of the analysis, approximately 50 event staff members are conservatively assumed to arrive one hour prior to the event start time.
- To provide a conservative analysis, staff members are anticipated to travel to the site via a single occupant vehicle (AVR of 1.0 persons/per car). Accordingly, no reductions for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc.) are considered in the trip generation forecast.
- Depending on the size and nature of the event, approximately 60-100 press members are estimated. Members of the press typically arrive 2.5 hours prior to the doors open for the event and leave immediately after the doors close and the event begins.
- Theater Special Events (i.e., premiere screenings) are anticipated to be ticketed events that operate separately from the Museum.
- The Museum is anticipated to be closed to the public during events that utilize the maximum capacity of 1,350 theater seats.

ii. PUBLIC TRANSIT

Improvements to encourage transit use are evaluated and the estimated increases in transit person trips generated by the Project are based on Appendix B-4 of the 2010 CMP, which defines a methodology based on the projected number of vehicle trips. This methodology assumes an AVR factor of 1.4 in order to estimate the number of person trips to and from the Project and provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use and proximity to transit services. Appendix B-4 of the 2010 CMP recommends identifying fixed-route local bus services within a quarter-mile of the Project Site and express bus routes and rail service within two miles.

iii. PARKING

The Parking Analysis, provided as Appendix F of the Traffic Study of the Draft EIR, evaluates the amount of parking that would be provided to meet Municipal Code requirements. Total code-required parking is based on the Historical Exemption permitted under Municipal Code Section 12.21.A.4X(2), which exempts historic buildings from adding parking for a proposed change in use, provided existing parking is maintained; Section 12.21.A.4(e), which requires 1 space per 5 fixed seats in an auditorium or similar place of assembly or 1 space per 35 square feet for places of assembly without fixed seats, and Section 12.21A.4(y), which allows for discretionary reductions in proximity to transit facilities. The analysis compares the parking requirement to the Project's proposed parking supply to determine whether adequate parking would be provided.

Parking demand was calculated for three Museum operational conditions, reflecting variations in Museum attendance levels on a typical day ("Typical Day"), Design Day, and peak day ("Peak Day"). Independent of Museum operations, the New Wing's Main Theater and two smaller theaters in the Original Building may also be leased out for Premiere Screenings and other Theater Special Events, and therefore parking demand was calculated for two Theater Special

Event operational conditions: a Typical Theater Special Event representing utilization of the seating capacity of the Main Theater (1,000 seats), and a Maximum Theater Event, representing a sold-out event utilizing the maximum seating capacity in all three theaters (1,350 seats). The parking demand model takes into consideration changes in parking demand patterns throughout the day and evening for both weekday and weekend conditions for these operational scenarios and utilizes Urban Land Institute ("ULI") methodology. Model inputs also include data provided by the Academy (contained in Attachment A to the Parking Analysis provided in Appendix F of the Traffic Study of the Draft EIR) that includes anticipated attendance levels, day of the week, visitor arrival and departure times, and seasonal and monthly attendance patterns. Project parking demand rates for the Project were developed based on the visitor and employee-generating uses within the Project for the various operational scenarios and are calibrated to reflect the unique conditions of the Project. The parking demand model is based on model calibration methodology, parking demand ratio, time of day, weekend vs. weekday, mode split and captive market, seasonal variation, and auto occupancy described in Appendix F of the Traffic Study.

2. PROJECT CHARACTERISTICS

a. PROJECT TRIP GENERATION

i. MUSEUM TRIP GENERATION

Museum operations would include permanent and changing exhibitions; film clinics, classes, and lectures; indoor and outdoor educational programs; joint school programs; receptions and sit-down dinners; and administrative functions. Operations may also include use of the theaters for cultural and educational programming in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such theater programming may include, but may not be limited to, films to accompany permanent and changing exhibitions, educational programming, film festivals, and spoken word programs. As detailed in Draft EIR Table 4.J-5, Trip Generation Estimates – Museum, the Museum is anticipated to generate a total of 2,693 daily net new trips, including 420 midday peak hour net new trips (248 inbound, 172 outbound) and 317 PM peak hour net tips (56 inbound, 261 outbound). The trip generation estimates were conservatively based on the Design Day attendance, which represents the average of the top 10 percent of annual attendance days, corresponding to the 90th percentile attendance days, which usually fall on weekend or holidays. Design Day attendance was evaluated for trip generation rather than Peak Day attendance, an operational scenario evaluated for purposes of calculating associated parking demand which represents the highest anticipated attendance level, up to 6,300 Museum visitors, and is assumed to occur approximately five weekend days per year.

ii. THEATER SPECIAL EVENT TRIP GENERATION

The proposed theaters would be used for cultural and educational programming in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such theater programming may include, but may not be limited to, films to accompany permanent and changing exhibitions, educational programming, film festivals, and spoken word programs. In addition, the Academy may regularly hold matinee and evening movie screenings for the general public, on weekdays or weekends and may also lease out the theaters. Although the Museum analysis includes theater use, the Theater Special Event analysis represents an event that would utilize the maximum seating capacity of the theaters. Peak trips generated under this analysis scenario include maximum capacity of 1,350 seats, along with a complement of 50 event staff for the pre-event peak hour. The Theater Special

Event is estimated to generate a total of 1,750 daily trips, with 455 pre-event peak hour trips, as summarized in Draft EIR Table 4.J-6, Trip Generation Estimates – Theater Special Event.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the Transportation And Parking (Construction Traffic, Neighborhood Intrusion, Regional Transportation Systems, Transit, Access And Parking) impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-TRAF-1, Construction Traffic Management Plan. A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibiting construction-related vehicles to park on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;
- Scheduling of construction-related deliveries, to reduce travel during commuter peak hours as identified in the Traffic Study contained in Appendix M-1 of the EIR;
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project;
- Participating in regular coordination meetings with local stakeholders, including Metro, LACMA, and Los Angeles Department of Transportation regarding construction activities in the area, including such issues as temporary lane closures and potential concurrent construction activities along Wilshire Boulevard; and
- Provisions for safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as required.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days

and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;

- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue, and
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;

- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. FINDINGS

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Transportation and Parking of the Project to less than significant levels.

a. CONSTRUCTION IMPACTS

With the implementation of PDF-TRAF-1, Construction Traffic Management Plan, potential construction impacts associated with hauling, deliveries and worker vehicles would be reduced. Scheduling of construction-related traffic to avoid peak hours, prohibited on-street parking, traffic control, and installation of safety barriers in accordance with the Construction Traffic Management Plan would ensure that the Project would not result in substantial disruption of traffic flow, intersection operational impacts, or loss of on-street parking in the Project area's commercial and residential neighborhoods. Any temporary relocation of bus stops would not exceed one-quarter mile distance from the Project Site. Transportation and parking impacts related to construction would be less than significant.

b. NEIGHBORHOOD INTRUSION

Because the Project would not meet all four LADOT conditions that indicate potential neighborhood intrusion, impacts with respect to neighborhood intrusion would be less than significant.

c. REGIONAL TRANSPORTATION SYSTEM

The Project would not meet the minimum peak hour trip numbers at CMP arterial stations or freeway monitoring stations to require further analysis and, therefore, would not result in a change in the V/C ratio of 0.02 or greater. Impacts to regional transportation systems are considered to be less than significant.

d. PUBLIC TRANSIT

Transit ridership generated by the Project would not exceed the residual capacity of the area's transit lines under Future (2017) conditions. Therefore, impacts with respect to transit would be less than significant.

e. ACCESS

The Project would provide off-street valet parking and a designated pick-up/drop-off area on the Project Site, as well as the continued use of the existing driveways to the Pritzker Garage and the Spaulding Lot to maintain existing traffic flow and turning patterns. All driveways for off-street parking would be visible, with a clear line-of-sight from adjacent public streets, sidewalks, and bicycle paths. The existing network of through traffic lanes, bicycle paths, and public sidewalks with signalized crossings would be maintained. The Project would not obstruct existing sidewalks, traffic lanes, and bicycle paths, or increase turning activity along Wilshire Boulevard, a major highway, and thus would not substantially increase conflict of movement between vehicles and pedestrian or bicycles. Project signage would not create visual hazards that impede motorist visibility or create turning movement conflicts or other conflicts with respect to vehicular circulation in the Project area. Impacts with respect to access would be less than significant.

f. PARKING

With implementation of PDF-TRAF-2, Parking and Traffic Management Plan, which includes parking strategies to maximize use of existing LACMA parking facilities and off-site facilities within Museum Row as well as other parking and traffic management measures, the Project would have adequate capacity to meet Museum parking demand for weekday and weekend conditions (e.g., Typical Day, Design Day, and Peak Day), as well as parking demand for Theater Special Events. Therefore, impacts related to parking would be less than significant.

4. RATIONALE FOR FINDINGS

a. CONSTRUCTION IMPACTS

It is estimated that Project construction would require approximately 35,060 cubic yards of material to be exported to various landfills located in the Cities of Irwindale, Whittier, and Santa Maria, which would require the use of 14 to 27 cubic yard dirt trucks. Based on an eight-hour workday, up to 40 daily haul trips (20 inbound, 20 outbound) are forecasted to occur during the excavation and demolition periods, with a maximum of six trips per hour (three inbound, three outbound). The truck haul routes would comply with the approved truck routes designated within the City of Los Angeles. Trucks traveling to and from the Project Site must travel along the designated truck route. Outbound traffic would travel southbound on Fairfax Avenue to I-10 and inbound traffic would travel northbound on Fairfax Avenue from I-10.

Project construction would also require delivery of construction materials. Each delivery would generate two truck trips to the Project Site (one inbound, one outbound). An average of approximately 12 daily delivery trips are proposed (six inbound, six outbound) with approximately two trips per hour (one inbound, one outbound).

Construction worker traffic impacts depends on the number of construction workers employed during various construction phases, as well as the travel mode and travel time of the workers. The estimated maximum number of construction workers each day during any phase of construction is anticipated to be 497. Assuming some level of carpooling among the construction workers, an AVR of 1.135 persons per vehicle was applied. As concluded in the Traffic Study, the estimated number of construction worker daily trips is approximately 875 (437 inbound and 437 outbound trips) and 104 passenger car equivalency ("PCE") daily truck trips, which account for off-site hauling and deliveries. Nearly all construction-related trips would occur outside of the peak hours. In general, the hours of construction typically require workers to be on-site before or after the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period. Therefore, the majority of construction worker trips would occur outside of the typical weekday commuter or weekend midday peak periods. It is anticipated that construction workers would arrive at the Project Site before the commuter morning peak hours and depart the Project Site during the commuter P.M. peak hours.

Adequate parking for construction workers would be provided within 1) the boundaries of the Project Site, 2) the existing Pritzker Garage or 3) in surrounding parking facilities in the immediate vicinity (e.g., the Petersen Automotive Museum at 6060 Wilshire Boulevard). Pursuant to PDF-TRAF-1, Construction Traffic Management Plan, construction-related vehicles and construction workers would be prohibited from parking on surrounding public streets. For these reasons, construction workers and vehicles would not reduce the availability of spaces on streets surrounding the Project Site. While these construction activities could also require the relocation of bus stops adjacent to the Project Site, any relocation of bus stops would be temporary.

Construction of the Project would be largely contained within the Project Site and would generally not affect adjacent street access. In addition, delays from additional construction traffic and/or construction activities at locations other than the streets adjacent to the Project Site are not expected to be substantial. Certain construction activities such as roadway improvements, utility relocation or extension, and drainage facility reconstruction could require temporary lane closures, which would in turn temporarily reduce existing street capacity, but such impacts would be short-term in duration. The only on-street parking in the Project vicinity is on Sixth Street east of Ogden Drive/LACMA Way, and Project construction would not impact this or any other on-street parking in the area. There are additional structured and surface lot parking options, as well as other off-street parking, for LACMA patrons and other visitors to the Project area in the vicinity, and therefore the temporary loss of street parking in the immediate Project vicinity is not anticipated to have a significant impact on the parking needs of off-site uses.

With the implementation of safety procedures and other controls set forth in PDF-TRAF-1, Construction Traffic Management Plan, construction is not expected to create hazards for roadway travelers or bus riders. The impacts of construction activity on the overall transportation system are anticipated to be temporary in nature and would cause minimal interruption to the regular operation of the facilities surrounding the Project Site. Impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity) are typically considered short-term adverse impacts, but not significant. Therefore, Project construction impacts on traffic and parking would be less than significant.

b. NEIGHBORHOOD INTRUSION

The Project would have an impact related to neighborhood intrusion if all four conditions related to neighborhood intrusion are present: (1) non-residential land use, (2) congested corridors, (3) Project traffic, and (4) viable alternative routes. The Project would meet the first condition, in that it is a non-residential development. The Project would meet the second condition related to congested corridors and the third condition related to Project traffic. However, the Project would not meet the fourth condition related to viable alternative routes. Additional analysis, consistent with the Findings herein, is contained in Appendix B Supplemental Traffic Analysis Memorandum of the Final EIR.

i. CONGESTED CORRIDORS

Twelve intersections provide access to the Project Site along Fairfax Avenue. Of these, the following four intersections would operate at LOS E or F with the addition of Project traffic:

- No. 2: Fairfax Avenue and Santa Monica Boulevard
- No. 4: Fairfax Avenue and Beverly Boulevard
- No. 6: Fairfax Avenue and Third Street
- No. 23: Fairfax Avenue and Wilshire Boulevard

Therefore, the Fairfax Avenue corridor may be considered congested.

Ten intersections provide access to the Project Site along Olympic Boulevard. Of these, the following four intersections would operate at LOS E or F with the addition of Project traffic.

- No. 60: Beverly Drive/Beverwil Drive and Olympic Boulevard
- No. 61: Doheny Drive and Olympic Boulevard
- No. 62: Robertson Boulevard and Olympic Boulevard
- No. 63: La Cienega Boulevard and Olympic Boulevard

Therefore, the Olympic Boulevard corridor may be considered congested.

Fourteen intersections provide access to the Project Site along Wilshire Boulevard. Of these, the following six intersections would operate at LOS E or F with the addition of Project traffic.

- No. 20: La Cienega Boulevard and Wilshire Boulevard
- No. 23: Fairfax Avenue and Wilshire Boulevard
- No. 28: La Brea Avenue and Wilshire Boulevard
- No. 57: Beverly Drive and Wilshire Boulevard
- No. 58: Doheny Drive and Wilshire Boulevard
- No. 59: Robertson Boulevard and Wilshire Boulevard

Therefore, the Wilshire Boulevard corridor may be considered congested.

Because intersections serving the Project Site are considered congested, the second required LADOT condition pertaining to neighborhood intrusion is satisfied.

ii. PROJECT TRAFFIC

The Project's trip dispersal is illustrated in the Traffic Study, Figures 11 and 13, in Appendix M-1 of the Draft EIR. As shown therein, Project traffic is expected to primarily utilize arterial corridors in the Study Area and not local streets. Unless congestion is severe (e.g., LOS F conditions), arterials provide greater capacities, higher travel speeds, fewer driveways, fewer stop signs, and turning restrictions, whereas traffic calming measures have been implemented on many of the local streets in the Project area. Additionally, there is limited connectivity along north-south streets through to Wilshire Boulevard in the Project area, because of the presence of the superblock containing LACMA and the Page Museum, Park La Brea to the north, and the arrangement of streets in the Project area.

Corridors to which the Project is anticipated to add 1,200 average daily trips or more were considered, assuming that, at most, 10 percent of these trips might seek alternative routes (averaged over a 24-hour period). The Project is projected to add 1,200 or more average daily trips to the segment of Fairfax Avenue between Wilshire Boulevard and Sixth Street, satisfying the third required LADOT condition for neighborhood intrusion.

iii. AVAILABILITY OF ALTERNATIVE ROUTES

The fourth condition required per LADOT under which a significant neighborhood intrusion impact could occur on local streets is the existence of residential streets that provide motorists with a viable alternative route to or from the Project Site. The congested segment of Fairfax Avenue between Wilshire Boulevard and Sixth Street was analyzed for the availability parallel local street that could be used as a cut-through route to avid congestion on Fairfax Avenue. Because this segment of Fairfax Avenue is adjacent to the Project Site and provides direct access, there are no viable alternative routes. Therefore, the fourth required LADOT condition is not satisfied.

iv. NEIGHBORHOOD INTRUSION FINDING

Since all four conditions required by LADOT for the finding of a significant neighborhood intrusion impact are not satisfied, the Project would have a less than significant impact.

c. REGIONAL TRANSPORTATION SYSTEM

ii. CMP ARTERIAL MONITORING STATIONS

Under the CMP, impacts to the regional transportation system are those occurring on CMP arterials and freeways during peak commuting hours. The CMP identifies five arterial monitoring intersections within the Study Area with two additional arterial monitoring intersections within approximately one mile of the Study Area. Museum P.M. peak hour traffic for the intersections

outside the Study Area is based on the number of trips entering and leaving the Study Area in the direction of the outlying CMP arterial monitoring intersections, conservatively assuming there would be no diverging trips. The Museum would generate approximately 317 net new trips in the weekday P.M. peak hour. The Theater Special Event would only add trips in the pre-event hours (6:00 P.M. to 8:00 P.M.), which is outside the commuter P.M. peak hour and therefore not applicable to CMP analysis. Fewer than the 50 Project peak hour trips would occur at any individual arterial monitoring station in the Project study area or potentially result in LOS E or F with a change in the V/C ratio of 0.02 or greater at those stations; accordingly, further CMP analysis is not warranted. Therefore, the impact of the Project at CMP monitoring stations is considered to be less than significant.

ii. FREEWAY IMPACTS

The evaluation of impacts related to CMP arterials and freeways is based on P.M. peak hour trips, as generated by the Museum. The Project is expected to generate approximately 317 net new trips in the weekday P.M. peak hour. Assuming all northbound and southbound through Project trips at Fairfax Avenue and Pico Boulevard (No. 38) would originate from and travel to the I-10 freeway without diverging, the Project would generate fewer than 150 P.M. peak hour trips on the freeway. The Project would generate fewer than 150 peak hour trips at the freeway and would not potentially result in LOS E or F with a change in the V/C ratio of 0.02 or greater at those stations, and therefore further CMP analysis is not warranted. Therefore, the impact of the Project on this CMP facility would be less than significant.

d. PUBLIC TRANSIT

The evaluation of transit ridership was based on the trip reductions applied to the projected Project trip generation. It is assumed that 42 visitor vehicle trips and 12 employee vehicle trips would utilize transit during the weekday commuter P.M. peak hour and 74 visitor vehicle trips would utilize transit during the Saturday midday peak hour. Vehicle trips are converted into person trips by applying AVR factors of 3.0 for visitors and 1.0 for employees. This results in 126 visitors and 12 employees, totaling 138 person trips by transit during the weekday commuter P.M. peak hour and 222 visitor trips by transit during the Saturday midday peak hour.

The Project location is well served by numerous established transit routes. The residual capacity of the transit lines within the Study Area during the P.M. peak hour is approximately 2,646 seats and during the Saturday midday peak hour is approximately 2,235 seats. The Project's P.M. peak hour person trips by transit are projected at 138 trips or approximately five percent of the available seats during the weekday commuter P.M. peak and the Project's Saturday midday peak hour person trips by transit are projected at 222 trips or 10 percent of the available seats during the Saturday midday peak hour. Therefore, the Project would not exceed regional transit capacity and impacts with respect to transit would be less than significant.

e. ACCESS

i. VEHICLES

Project Design Feature PDF-TRAF-2, Parking and Traffic Management Plan, would facilitate vehicle access with parking and traffic event management measures such as directional signage, operational/scheduling measures, and identification of additional parking supplies. The Parking and Traffic Management Plan would also include a selection of parking and traffic management strategies, which would be implemented during peak Museum attendance and Theater Special Event attendance and would facilitate more direct routing of visitors to off-street parking lots. The Project would utilize the Project Site's existing driveway access to the parking facilities in the Pritzker Garage and Spaulding Lot. The Project Site is served primarily by the

existing driveway at the signalized intersection at Sixth Street & Ogden Drive, which accommodates both left and right ingress and egress turning movements and provides access to the Pritzker Garage. Spaulding Lot is accessed via an existing driveway on Spaulding Avenue, just south of Wilshire Boulevard.

Two existing curb cuts along Fairfax Avenue would be maintained and repurposed as part of the Project. For special event and theater programming (e.g., premieres), a supplemental valet or patron pick-up/drop-off area would be provided on-site and accessed via existing curb cuts on Fairfax Avenue, a designated secondary highway. Vehicles would enter via the southerly Fairfax Avenue curb cut, travel through the pick-up/drop-off area and exit via the northerly Fairfax Avenue curb cut. The northerly curb cut would be shared with, and would continue to provide access to, the driveway for delivery truck and loading dock access for the Museum and LACMA museums (e.g., Broad Contemporary Art Museum and Resnick Exhibition Pavilion). Visitor pick-up and drop-off may also include the use of the existing designated pick-up/drop-off area along the north side of Wilshire Boulevard between Spaulding Avenue and vacated Ogden Drive. The use of off-street valet services, designated pick-up/drop-off sites, and existing off-street parking facilities would maintain clear through lanes along the Project's adjacent roadways. Vehicles would have a clear line-of-sight to parking structure driveways and designated pick-up/drop-off areas from the adjacent public streets. No new driveways would be provided on Wilshire Boulevard, a designated major highway.

Signs and associated structural supports would be designed and located to prevent obstruction of motorist views of traffic control device in the Project area (e.g., the traffic signal at Fairfax Avenue and Wilshire Boulevard). In addition, signage would not be located within 500 feet of areas where approaching motorists are presented with traffic-related decision-making tasks concerning turns or other actions (e.g., horizontal curves, lane drops, merge or weave areas, etc.).

Motorists on Wilshire Boulevard and Fairfax Avenue were identified as potential sensitive receptors to Project signage-related glare, since they would travel on roadways in close proximity to the Project Site, in accordance with the California Motor Vehicle Code, Section 21466.5 (Light Impairing Driver's Vision). Vantages evaluated included motorists traveling east on Wilshire from the intersection of Wilshire Boulevard and Fairfax Avenue (Receptor 4); motorists traveling west on Wilshire Boulevard from Orange Grove Avenue, approaching the Project Site (Receptor 5); and motorists traveling south on Fairfax Avenue, at Sixth Street, approaching the Project Site (Receptor 6). For each of these receptors, signage-related glare (i.e., luminance) impacts were determined to be below the thresholds defined in the California Motor Vehicle Code and less than significant. LADOT also reviewed the proposed signage and determined it does not create any hazardous conditions. (Appendix E to the Final EIR).

For these reasons, signage proposed by the Sign District would not represent visual hazards that could conflicts of movement between vehicles, pedestrians, and bicyclists or adversely affect motorist access to the Project Site, visibility, or turning movements.

ii. PEDESTRIANS

Existing sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment and connectivity to pedestrian crossings at intersections within the Study Area. Existing signalized intersections adjacent to the Project Site would limit illegal mid-block crossings to the Project Site. Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and "ADA" wheelchair ramps. The pedestrian crossing at the intersection of Spaulding Avenue and Wilshire Boulevard provides connectivity between the Spaulding Lot and the Project Site. The Museum

would be accessed through the entrances in the New Wing and the Original Building. The New Wing entrance would be at grade through the Piazza, just south of the elevated Sphere. This entrance to the New Wing would accommodate visitors from the adjacent neighborhoods to the north and west as well as visitors approaching from the Pritzker Garage and the Dwight M. Kendall Concourse east of the Museum. The Original Building entrance would re-use the original pedestrian entrance on Wilshire Boulevard and would provide access from the south that would accommodate pedestrians approaching from the Spaulding Lot, as well as from adjacent parking facilities, transit stops along Wilshire Boulevard and Fairfax Avenue, and other destinations along Wilshire Boulevard. Pedestrian paths will also be provided to connect the Museum with the rest of the LACMA Campus (via the Dwight M. Kendall Concourse). Pedestrians would have a clear line-of-sight to parking structure driveways and designated pick-up/drop-off areas from the adjacent public sidewalks.

The Project is located in a neighborhood with a fair amount of pedestrian activity that also rates highly for general walkability. Consistent with this rating, pedestrian patronage is anticipated at the Project. While the site design facilitates external connections and internal movement within the Project, additional enhancements would be considered to further promote walkability. Although various criteria are used to gauge walkability, the guiding principle is based on maintaining a direct and safe path of travel with minimal obstructions for all pedestrians. To that end, the Project proposes to maintain all sidewalks and pedestrian crossings in the existing sidewalk system. Therefore, impacts on pedestrian access would be less than significant.

iii. BICYCLES

Visitors arriving by bicycle would have the same access opportunities as pedestrian visitors, as multiple facilities of the City's Bicycle Plan would be located in close proximity and provide access to the Project Site. In order to facilitate bicycle use, bicycle parking spaces would be provided on the Project Site, consistent with the Municipal Code requirements. The bicycle parking requirement reflects Municipal Code Section 12.21.A16(a)(2) as well as the Historical Exemption permitted under the Municipal Code, which exempts historic buildings from adding parking for a proposed change in use, provided existing parking is maintained. Accordingly, the Project would require a minimum of 43 bicycle parking spaces (29 short-term, 14 long-term). The Project would provide 88 new bicycle parking spaces, which would exceed Municipal Code requirements and meet LEED® requirements. Bicycle facilities would include men's and women's showers. Off-street valet and dedicated pick-up/ drop-off locations would facilitate through traffic along adjacent roadways and bicycle lanes. No Project-related changes are anticipated along adjacent streets that would reduce or obstruct existing bicycle lanes, including the bicycle lanes proposed on Fairfax Avenue immediately north of the Project Site, and cyclists would have a clear line-of-sight to parking structure driveways and designated pick-up/drop-off areas from the adjacent bicycle lanes. The Project would not impede the implementation of the City's Bicycle Plan, the purpose of which is to expand bicycle use for commuting and recreation. Because the Project would provide parking facilities for cyclists and would not construct visual or physical impediments in existing bike lanes, impacts related to bicycle access would be less than significant.

iv. SCHOOLS AND TOUR BUSES

In addition to private vehicles, school and tour buses are anticipated to transport visitors to the Museum. The Project proposes to utilize the existing passenger loading/unloading zone that is located along a curb cut-out on Wilshire Boulevard, between Spaulding Avenue and Ogden Drive. Pedestrian circulation to the Museum from the loading/unloading zone would be provided via the New Wing entrance. This loading/unloading zone can accommodate up to three buses.

Buses are also anticipated to utilize the existing bus zone along the curb of Curson Avenue, between Sixth Street and Wilshire Boulevard, which can accommodate approximately eight buses.

f. PARKING

i. MUNICIPAL CODE PARKING REQUIREMENT

The analysis of parking is provided in the Parking Analysis section of Appendix F of the Traffic Study (Appendix M-1 of the Draft EIR). The Municipal Code parking requirement for the Project, before applying transit or bicycle parking reductions, is a total of 560 spaces, including 274 spaces for the Original Building and 286 spaces for the New Wing. The parking code requirement for the Original Building reflects the Historical Exemption permitted under the Municipal Code, which exempts historic buildings from adding parking for a proposed change in use, provided existing parking is maintained. The applicable New Wing parking requirement is 1 space per 35 square feet of assembly or event space, per the Municipal Code. The Project's final parking requirement reflects a reduction for proximity to transit facilities (10 percent or -56 spaces) as well as for the provision of 88 bicycle parking spaces (-22 spaces), for a total Code parking requirement of 482 spaces.

Code-required parking would be satisfied through the shared use of existing LACMA facilities in accordance with the Academy's lease agreement with LACMA, which allots the Academy 378 spaces within the 519-space Pritzker Garage and 104 spaces within the 264-space Spaulding Lot south of Wilshire Boulevard.

ii. DEMAND PARKING

(1) MUSEUM PEAK DAY, TYPICAL DAY, AND DESIGN DAY PARKING DEMAND

Parking demand for three Museum operational scenarios is summarized in Draft EIR Table 4.J-12, Parking Demand Summary. Museum Peak Day attendance (i.e., the busiest day of the year with the highest attendance level) is anticipated to be approximately 6,300 visitors; the Peak Day is expected to occur on a weekend (e.g., Saturday) during the summer months. As shown in Table 4.J-12, peak parking demand on a Peak Day is anticipated to be approximately 651 spaces. Peak parking demand on a Design Day is anticipated to total approximately 605 spaces, and peak parking demand on a Typical Day is anticipated to total approximately 530 spaces. Weekend parking demand on Design Days and Typical Days would be incrementally less than on Peak Days.

(2) THEATER SPECIAL EVENTS PEAK PARKING DEMAND

Parking demand was evaluated for Theater Special Events, including a typical event and maximum event. A majority of the Theater Special Events are anticipated to take place after regular Museum operating hours or on days when the Museum is closed in the evenings. Weekday and weekend Theater Special Events would typically have a 7:30 P.M. start time, with doors opening one hour earlier. A typical event would represent full utilization of all 1,000 seats in the Main Theater in the Sphere and would require approximately 200 additional support staff including security personnel, caterers, and Academy event planning/public relations staff. As detailed in Draft EIR Table 4.J-13, Peak Parking Summary – Theater Events, below, the peak parking demand for a typical event is anticipated to total up to 670 spaces, including 500 attendee spaces and 170 employee spaces. A Maximum Theater Special Event would represent full utilization of all 1,350 seats in the three Project theaters (e.g., sold-out premiere).

Similar to a Typical Theater Special Event, a Maximum Theater Special Event would require 200 support staff with a parking demand of 170 spaces. The peak parking demand for a Maximum Theater Special Event is anticipated to total up to 845 spaces, including 675 attendee spaces and 170 employee spaces.

(3) LACMA PARKING FACILITIES

LACMA parking facilities provide the most convenient parking to the Project Site and LACMA Campus. The on-site LACMA parking facilities would be shared between the Academy and LACMA, accommodating LACMA visitors and employees as well as Project visitors. The Pritzker Garage provides 519 parking spaces in a self-park configuration; however, with implementation of attendant-operated stacked parking, a total of 650 spaces are available. The Spaulding Lot provides 263 spaces. The combined supply of 913 spaces is considered on-site parking or shared LACMA parking. The Project is anticipated to experience peak parking demand at midday (i.e., 12:00 P.M. to 1:00 P.M.) on weekdays and weekends. During this period, LACMA's parking facilities have approximately 206 available spaces on a weekday and approximately 203 spaces available on a weekend. The Project is anticipated to experience peak parking demand associated with Theater Special Events during the evening (on a weekday and weekend). LACMA's facilities have approximately 850 spaces available on a weekday and 816 spaces available on a weekend. However, the combined weekday and weekend midday peak parking demand of LACMA and the Project on a typical day (weekday demand of 1,203 spaces and weekend demand of 1,160 spaces) Design Day demand (weekday demand of 1,272 spaces and weekend demand of 1,232 spaces), and Peak Day demand (weekday demand of 1,383 spaces and weekend demand of 1,348 spaces) would not be fully accommodated by the existing supply within LACMA's on-site facilities on a weekday or weekend.

(4) PARKING AND TRAFFIC MANAGEMENT PLAN

Under Project Design Feature PDF-TRAF-2, a Parking and Traffic Management Plan would be developed to minimize potential parking-related impacts on the surrounding street system to the extent feasible. Parking strategies proposed under the Parking and Traffic Management Plan include the following:

(a) Shared LACMA Parking

LACMA parking facilities provide the most convenient parking to both the LACMA Campus and the Project. The on-site facilities would be shared between LACMA and the Project, accommodating both LACMA and Project visitors and employees. During the midday peak periods, the LACMA facilities have approximately 206 spaces available on a weekday and 203 spaces on a weekend to accommodate Project parking demand. During the evening periods on a weekday and weekend, the LACMA facilities have approximately 850 spaces on a weekday and 816 spaces on a weekend available to accommodate Project parking demand.

(b) Leased Spaces

The Academy intends on leasing parking spaces in the Petersen Automotive Museum parking garage for Academy employees, as well as to serve as overflow for Project visitors on both weekdays and weekends (up to 166 spaces). Additional parking beyond the leased spaces in the Petersen Automotive Museum parking garage may be available to visitors on weekdays and weekends on a daily basis, when the garage is not fully utilized.

(c) Available Off-Site Parking Facilities

A number of available parking facilities are located within the surrounding area. These include parking for the Page Museum, Museum Square, Petersen Automotive Museum, and Ratkovich Tower, and others. Several of these facilities are used for office parking demand and, therefore, have available parking space during nighttime and weekends. A supplemental parking survey of off-site parking facilities in Museum Row determined that four facilities representing 2,933 public parking spaces (including the spaces within the Petersen Automotive Museum parking garage that the Academy may lease) are located within a quarter-mile radius (i.e., within acceptable walking distance) of the Project (see Appendix F, Parking Analysis, Figure 4, in Appendix M-1 of the Draft EIR). This represents the total supply of parking spaces in the area, excluding LACMA. Results of surveys showed that sufficient supply in off-site facilities, including leased spaces in the Peterson parking structure, is available to satisfy any excess Project parking demand that could not be accommodated within LACMA parking facilities. Results of the off-site parking facility surveys are provided in Appendix F, Parking Analysis, Attachment G, in Appendix M-1 of the Draft EIR.

(5) PARKING DEMAND CONCLUSIONS

The full range of peak parking demand strategies is summarized in Appendix F, Parking Analysis, Table 5, in Appendix M-1 of the Draft EIR, which identifies weekday and weekend Museum Operations and Theater Special Event scenarios, associated parking demand, and proposed parking strategies. As shown therein, a range of parking strategies are proposed to accommodate parking demand for the different Project scenarios evaluated. In addition to the use of existing allotted spaces in the Pritzker Garage and Spaulding Lot, these strategies include leasing spaces in the Petersen Automotive Museum, utilization of other available parking spaces within off-site parking facilities in Museum Row, and management of total supply through implementation of the Parking and Traffic Management Plan, to meet the Project's parking demands throughout the day for weekday and weekend conditions (e.g., Typical Day, Design Day, Peak Day), as well as for Typical and Maximum Theater Special Events.

(a) Museum Operations

Museum Typical Day Attendance is expected to result in demand for 530 parking spaces (approximately 200 weekdays per year and 66 weekend days per year). As summarized in Appendix F, Parking Analysis, Table 5, in Appendix M-1 of the Draft EIR, 206 spaces during weekdays and 203 spaces during weekends could be accommodated in the Pritzker Garage and Spaulding Lot. An additional 166 spaces could be provided in the Petersen Automotive Museum parking garage during weekdays and weekends. The remaining typical Museum demand (158 spaces during weekdays and 151 spaces during weekends), would require accommodation in other off-site facilities.

Museum Design Day Attendance, anticipated to occur approximately three weekdays per year and 33 weekend days per year, would result in parking demand for 605 spaces. Up to 206 spaces during weekdays and 203 spaces during weekends could be accommodated in the Pritzker Garage and Spaulding Lot, with an additional 166 spaces provided in the Petersen Automotive Museum parking garage. The remaining spaces needed under this scenario, 233 spaces during weekdays and 236 spaces during weekends, would require accommodation in other off-site facilities.

Museum Peak Day Attendance, anticipated to occur approximately five times per year during weekends, would result in parking demand for 651 spaces. Shared parking in the Pritzker Garage and Spaulding Lot could provide up to 203 spaces and the Petersen Automotive Museum parking garage could provide 166 spaces, but the remaining demand, 282 spaces, would require accommodation in other off-site facilities.

b) Theater Special Event

The Typical Theater Special Event, representing full occupancy of the 1,000-seat Main Theater, would result in demand for 670 spaces and would normally take place after normal Museum and LACMA hours of operation. During a weekday Typical Theater Special Event, up to 850 spaces would be available between the Pritzker Garage and Spaulding Lot. This represents more spaces than are required for this operational scenario, and therefore no use of the Petersen Automotive Museum parking garage or other off-site parking facilities would be necessary. During Typical Theater Special Events held on weekends, up to 816 spaces would be available between the Pritzker Garage and Spaulding Lot, which again would exceed demand, and therefore no use of the Petersen Automotive Museum parking garage or other off-site parking facilities would be necessary.

Maximum Theater Special Event demand, representing a sold-out event occupying all 1,350 Project theater seats, would generate demand for 845 spaces. During weekdays, this demand could be accommodated between the Pritzker Garage and the Spaulding Lot, which together would have up to 850 spaces available. During weekend Maximum Theater Special Events, up to 816 spaces would be available between the Pritzker Garage and Spaulding Lot, exceeding demand, and no use of the Petersen Automotive Museum parking garage or other off-site parking facilities would be necessary.

(c) Parking Conclusion

Because the Project would meet demand for the different Museum and Theater Special Event operational scenarios through the use of allotted spaces in the Pritzker Garage and Spaulding Lot, the use of leased spaces in the Petersen Automotive Museum parking garage, the use (as needed) of other off-site parking facilities in the Project vicinity, and the implementation of Project Design Feature PDF-TRAF-2, the Parking and Traffic Management Plan, Project parking demand is anticipated to result in a less than significant impact on parking supply and traffic. Should the City not approve the proposed parking strategies, additional measures would need to be evaluated and reviewed to accommodate the parking demand of the Project.

VII. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact areas were concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR will reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance:

A. PALEONTOLOGICAL RESOURCES

1. DESCRIPTION OF EFFECTS

If paleontological resources exist within the Project Site, they are likely to exist in native (i.e., undisturbed) sediments at depth, since previous development of the Project Site has likely displaced any resources on the surface, and the potential to encounter paleontological resources in artificial fill is very low.

The Geology and Soil Discipline Report prepared for the Project and included in Appendix G of the Draft EIR indicates that, during soil boring operations at the Project Site, artificial fill was encountered at depths between one to eight feet below the ground surface. Below this thin artificial fill lies Pleistocene-age Lakewood Formation alluvial materials consisting of stiff to very stiff clays and dense tar-bearing sands saturated with hydrocarbons. As the hydrocarbons

migrate upwards to the surface, they become more viscous through evaporation and alteration through biological processes, permeating the shallower sand deposits as asphalt and tar.

With construction of the Project, the existing basement under the May Company Building would remain and be re-used, which could involve the installation of micropiles ranging between six to eight inches to support proposed new shear walls and elevator pits. The May Company Building's existing basement is approximately 15 feet below the ground surface, and the micropiles would reach a maximum depth of 40 feet below the basement, meaning they could reach a depth of 55 feet below surface grade. For the Sphere, excavation for the concrete mat slab foundation would reach a depth of approximately 7 feet below existing grade, while augercast piles to support the mat slab foundation for the Sphere would reach a maximum depth of 100 feet below existing grade. Excavation to a depth of approximately 10 to 15 feet and a width of approximately 10 feet would also be required for the underground utility corridor between the Original Building and the Sphere. Because the thickness of artificial fill varies throughout the Project Site from one to eight feet deep, excavation associated with these Project components could encounter native Lakewood Formation alluvial materials with high potential for the presence of paleontological resources.

2. PROJECT DESIGN FEATURES

There are no Project Design Features for this environmental issue.

3. MITIGATION MEASURES

MM-PALEO-1: The Applicant shall retain a qualified paleontologist ("Project Paleontologist") with a minimum of five years of experience in excavating the asphaltic soils of Hancock Park. The Project Paleontologist, to be approved and supervised by the Page Museum, shall plan, implement, and supervise paleontological monitoring, preservation, fossil recovery, fossil preparation (in the field), fossil documentation (in the field) and reporting of significant paleontological resources within paleontologically sensitive areas, which in the case of the Project, is the entire Project excavation. The Project Paleontologist shall monitor or supervise monitoring by a qualified paleontological monitor ("Paleontological Monitor") with experience in excavating the asphaltic soils of Hancock Park, and shall recover or supervise the recovery of any fossils. The Project Paleontologist, or Paleontological Monitor under the supervision of the Project Paleontologist, shall document resource locations and stratigraphic context before the resources are conveyed to the Page Museum for preparation, curation, and study. Recovery fossils shall be processed and cataloged by the Page Museum staff and shall be curated at the Page Museum.

Per the Society of Vertebrate Paleontology Standard Guidelines, a qualified paleontologist has a graduate degree in paleontology or geology, and/or a publication record in peer-reviewed journals; demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs; minimum two full years professional experience as assistant to a Project Paleontologist with administration and project management experience supported by a list of projects and referral contacts; proficiency in recognizing fossils in the field and determining their significance; and expertise in local geology, stratigraphy, and biostratigraphy; and experience collecting vertebrate fossils in the field. Per the Society of Vertebrate Paleontology Standard Guidelines, a qualified paleontological monitor has a Bachelor of Science or Bachelor of Arts degree in paleontology or geology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to

recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in paleontology or geography is preferable, but is less important than documented experience performing paleontological monitoring.

MM-PALEO-2: Prior to construction, the Project Paleontologist shall prepare a Paleontological Resources Monitoring and Mitigation Plan ("PRMMP"), subject to approval by the City, Page Museum, and the Applicant, to address the monitoring, recovery, preservation, and reporting of any paleontological resources. The PRMMP shall describe the potential for encountering paleontological resources at the Project Site; known paleontological resources in the area; paleontological resources monitoring methodology that is generally consistent with the Memorandum of Understanding for Paleontological Resources between Metro and the Natural History Museum of Los Angeles County; procedures to follow if resources are discovered during any construction-related activities; and a regulatory framework that explains the laws and regulations that protect paleontological resources. The paleontological methods (Page Museum 2011a) and the techniques for excavation (Page Museum 2011b) should also be followed for all paleontological deposits and fossil specimen encountered. The PRMMP shall be carried out by the Project Paleontologist (or, in the case of excavation monitoring, a qualified Paleontological Monitor working under the supervision of the Project Paleontologist) and shall incorporate relevant paleontological methods outlined by the Page Museum (Appendices C, D, and E of the Paleontological Resources Assessment). The PRMMP shall specify the following:

- The Project Paleontologist or Paleontological Monitor approved by the Project Paleontologist shall monitor all ground-disturbing activities, including drilling and/or augering at micropile locations.
- The Project Paleontologist or Paleontological Monitor shall perform contemporaneous paleontological resource screening of all retrieved sediment from drilling and/or augering at micropile locations to a depth of up to 30 feet.
- The Project Paleontologist or Paleontological Monitor shall be authorized to temporarily halt construction activities in an area of identified paleontological resources upon the identification of such resources until the area is released by the Project Paleontologist of Paleontological Monitor.
- Paleontological resources recovered from the Project Site, including asphaltic deposits containing fossils, shall be recorded, recovered (including excavation of boxed deposits and/or individual fossils) and prepared in accordance with the PRMMP, based on the best practices outlined by the Page Museum (see Appendices C, D, and E of the Paleontological Resources Assessment) and in the Society of Vertebrate Paleontology Standard Guidelines. Microfossils shall also be collected via the collection of up to 6,000 pounds of matrix per fossil locality per the Society of Vertebrate Paleontology Standard Guidelines as many significant vertebrate fossils and non-vertebrate paleoenvironmental indicators, such as plant seeds and shells are too small to be readily visible and can only be recovered via bulk matrix sampling.
- Progress reports and field notes shall be provided by the Project Paleontologist to the Museum and the Page Museum periodically (i.e., monthly, or at an interval to be determined in the PRMMP).
- Funding for required fossil recovery, cleaning, preservation, identification, analysis, cataloging, curation, temporary storage and any other fossil-related activities shall be negotiated between the Applicant and Page Museum. A detailed cost agreement between the Applicant and the Page Museum will be developed and mutually agreed upon based on recovered fossils.

- Consultation shall be undertaken with the Page Museum regarding field and laboratory methods to be incorporated into the PRMMP.
- The PRMMP shall include provisions for the expeditious removal of paleontological resources to allow Project completion according to schedule, but allowing complete resource recovery in compliance with Page Museum standards, as demonstrated with Project 23. The recordation of all data, the excavation of boxed deposits or individual fossils, preparation of fossils, shall be based on the best practices outlined by the Page Museum (see Appendices C, D, and E of the Paleontological Resources Assessment) and in the Society of Vertebrate Paleontology Standard Guidelines.
- The PRMMP shall include provisions for the donation of all paleontological resources to the Page Museum, and for Page Museum accession, final curation, and management in a secure and climate-controlled environment of the fossils recovered during Project excavation.
- Preparation of an initial report shall be funded by the Applicant. Upon completion of construction monitoring, a final report shall be prepared with preliminary and/or summary findings to date for submittal to the City, the Natural History Museum, and Page Museum. Because processing and analyzing large deposits and numerous specimens may be required and would take a substantial amount of time, an addendum to the final report shall be completed within a reasonable amount of time once all the fossils have been analyzed. The final report and addendum shall be funded by the Academy.

MM-PALEO-3: Prior to construction, the Project Paleontologist or Paleontological Monitor shall inform construction personnel who will be involved with earth-moving activities that fossils may be encountered during excavation into native geologic deposits, and shall prepare and provide construction personnel with a Project-specific Worker Environmental Awareness Plan outlining the procedure and protocols to follow if fossil remains are uncovered. These procedures and protocols shall include fossil recovery methods, notification procedures and protocols upon fossil discovery, and the laws and regulations protecting paleontological resources from theft and destruction. This Worker Environmental Awareness Plan shall incorporate relevant elements from the Wilshire/Fairfax Station Construction Paleontological Resources Extraction (Appendix E of the Paleontological Resources Assessment).

4. FINDINGS

The Project has the potential to result in the permanent loss or loss of access to a previously unknown unique paleontological resource as the result of planned excavations in some areas of the Project Site that could intercept native geologic deposits known to have fossil-bearing potential, and through the development and/or paving of previously or currently undeveloped areas of the Project Site. Given the existence of numerous paleontological resources in the immediate Project vicinity within the same native deposits underlying the Project Site, the overall sensitivity of the Project Site with respect to buried unique paleontological resources is high. Impacts on buried paleontological resources are potentially significant.

However, changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on paleontological resources. The Project paleontological impacts, will be less than significant with the implementation of mitigation measure MM-PALEO-1 through MM-PALEO-3.

5. RATIONALE FOR FINDIGNS

a. PROJECT IMPACTS

The Project Site is located west of the La Brea Tar Pits, which carry several landmark designations acknowledging their extraordinary importance. Numerous paleontological resources have been encountered in the immediate vicinity of the Project Site, such as Project 23 (including LACM 6345), and Pit 91. In addition, a fossiliferous geologic deposit (older Quaternary alluvium) is known to underlie the Project Site and asphaltic soil deposits are located in the immediate Project vicinity and/or directly under the Project Site. As a result, excavations into native sediments associated with implementation of the Project have a high potential to encounter paleontological resources and could result in the permanent loss or loss of access to significant paleontological resources without monitoring, documentation, methodical and scientific excavation, preparation, curation, and storage of fossil remains. Therefore, impacts on buried paleontological resources are considered potentially significant without mitigation. However, implementation of Mitigation Measures MM-PALEO-1 through MM-PALEO-3 would reduce potential impacts on paleontological resources to a less than significant level.

b. CUMULATIVE IMPACTS

It is likely that many of the related projects in the Project area, particularly those with potential for substantial excavation, would be subject to environmental review. If potential for significant impacts on paleontological resources is identified, mitigation measures similar to those proposed for the Project would be implemented. With implementation of mitigation measures by related projects and the Project, cumulative impacts on paleontological resources would be less than significant, and the Project's contribution to such impacts would not be cumulatively considerable.

B. ARCHEOLOGICAL RESOURCES

1. DESCRIPTION OF EFFECTS

If archaeological resources exist within the Project Site, they are likely to exist in native (i.e., undisturbed) sediments at depth, since previous development of the Project Site precludes the presence of resources on the surface and the potential to encounter archaeological resources in artificial fill is very low.

The Geology and Soil Discipline Report prepared for the Project and included in Appendix G of the Draft EIR indicates that, during soil boring operations at the Project Site, artificial fill was encountered at depths between one to eight feet below the ground surface. Below this thin artificial fill lies Pleistocene-age Lakewood Formation alluvial materials consisting of stiff to very stiff clays and dense tar-bearing sands saturated with hydrocarbons. Within the pore spaces of the Lakewood Formation is a natural hydrocarbon-rich, crude layer. As the hydrocarbons migrate upwards to the surface, they become more viscous through evaporation and alteration through biological processes, permeating the shallower sand deposits as asphalt and tar. Directly beneath the Lakewood Formation, in ascending order, are deeper alluvial sediments of the San Pedro Formation, followed by Tertiary-age bedrock.

With construction of the Project, the existing basement under the May Company Building would remain and be re-used, which could involve the installation of micropiles ranging between six to eight inches to support proposed new shear walls and elevator pits. The May Company Building's existing basement is approximately 15 feet below the ground surface, and the micropiles would reach a maximum depth of 40 feet below the basement, meaning they could reach a depth of 55 feet below surface grade. For the Sphere, excavation for the concrete mat slab foundation would reach a depth of approximately 7 feet below existing grade, while augercast piles to support the mat slab foundation for the Sphere would reach a maximum

depth of 100 feet below existing grade. Excavation to a depth of approximately 10 to 15 feet and a width of approximately 10 feet would also be required for the underground utility corridor between the Original Building and the Sphere. Because the thickness of artificial fill varies throughout the Project Site from one to eight feet deep, it is possible that excavation associated with these Project components could encounter native sediments with high potential for the presence of archaeological resources.

2. PROJECT DESIGN FEATURES

There are no Project Design Features for this environmental issue.

3. MITIGATION MEASURES

MM-ARCH-1: The Applicant shall retain a qualified archaeological monitor who meets the Secretary of the Interior's Professional Qualifications Standards for an archaeologist who shall be present during construction excavations such as grading, trenching, grubbing, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be determined by the archaeological monitor based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered.

MM-ARCH-2: In the event that archaeological resources are unearthed during ground-disturbing activities, the archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find. All archaeological resources unearthed by Project construction activities shall be evaluated by the archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. In the event the archaeological resources encountered are prehistoric, the archaeological monitor shall coordinate with the Applicant and the City to retain a Native American Representative from the Gabrielino Tribe to help determine the appropriate treatment for the resources and whether Native American construction monitoring is warranted in the area of the find thereafter. If avoidance of the resource is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource from the Project Site.

MM-ARCH-3: The archaeological monitor shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted by the Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register. The Applicant, in consultation with the archaeologist and the City shall designate repositories meeting State standards in the event that archaeological material is recovered. Project material shall be curated in accordance with the State Historical Resources Commission's Guidelines for Curation of Archaeological Collections.

MM-ARCH-4: If human remains are encountered unexpectedly during implementation of the Project, 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 shall then identify the person(s) thought to be the Most Likely Descendent ("MLD"). The MLD may, with the permission of the Applicant, inspect the site of the discovery of the Native American remains and may recommend means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the Applicant to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the Applicant has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The Applicant shall discuss all reasonable options with the descendants regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the Applicant or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of PRC Section 5097.94, if invoked, fails to provide measures acceptable to the Applicant, the Applicant or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

4. FINDINGS

The Project has the potential to disturb, damage, or degrade a previously unknown important archaeological resource or its setting as the result of planned excavation in some areas of the Project Site underlain by native sediments. Although excavation would be limited, the overall sensitivity of the Project Site with respect to buried archaeological resources is considered high. Therefore, impacts on buried archaeological resources are considered to be potentially significant.

The Project has the potential to disturb previously unknown human remains, including those interred outside of formal cemeteries, since human remains ("La Brea Women") have been identified in the immediate vicinity of the Project Site. Therefore, impacts on buried human remains are considered to be potentially significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on archeological. The Project archeological impacts will be less than significant with the implementation of mitigation measures MM-ARCH-1 through MM-ARCH-4.

5. RATIONALE FOR FINDINGS

a. PROJECT IMPACTS

Given the identification of several known historic and prehistoric archaeological resources in the immediate vicinity of the Project Site (e.g., CA-LAN-159 and CA-LAN-1261H), the nearby La Brea Tar Pits that would have attracted prehistoric and historic inhabitants to the Project Site, the former existence of El Camino Viejo that was originally used by the Gabrielino, the Project

Site has the potential to retain buried archaeological resources in native sediments. Since the Project would likely include excavations into native sediments for the installation of micropiles and augercast piles to support the mat foundation proposed for the New Wing, the Project has the potential to disturb, damage, or degrade a previously unknown important archaeological resource or its setting during implementation of the Project. However, excavations into native sediments are anticipated to be limited to the sites of specific deep foundation features, and to a lesser extent, an underground utility corridor. Therefore, although the impacts to buried archaeological resources are considered to be potentially significant, the potential for and magnitude of impacts on buried archaeological resources is considered low. However, implementation of Mitigation Measures MM-ARCH-1 through MM-ARCH-4 would reduce potential impacts on archaeological resources and human remains to a less than significant level.

A SLF search of the Project Site requested of the NAHC in Sacramento failed to indicate the presence of Native American cultural resources in the SLF database within the Project Site. The NAHC results also noted, however, that "the NAHC SLF inventory is not exhaustive; therefore, the absence of archaeological or Native American sacred places does not preclude their existence." According to records examined at the CHRIS-SCCIC, Native American human remains (i.e., CA-LAN-159) have been encountered at depth in the immediate vicinity of the Project Site. Although the Project would not disturb any known human remains, the Project has the potential to disturb previously unknown human remains during implementation of the Project since the Project would likely include excavations into native sediments. However, excavations into native sediments are anticipated to be limited and may not occur in some instances. Therefore, although the impacts to human remains are considered to be potentially significant, the potential for and magnitude of impacts is considered low. However, implementation of Mitigation Measures MM-ARCH-1 through MM-ARCH-4 would reduce potential impacts on archaeological resources and human remains to a less than significant level.

b. CUMULATIVE IMPACTS

Cumulative impacts associated with archaeological resources would be less than significant since the Project is required to comply with the Mitigation Measures MM-ARCH-1 through MM-ARCH-4 and regulations cited above in the event resources are found. These regulations include CEQA Section 21083.2 and State CEQA Guidelines Section 15064.5. Furthermore, impacts on archaeological resources associated with the Project are considered less than significant with implementation of applicable mitigation measures typically employed for development projects in the area on sites with sensitivity for such resources, as described above. As discussed above, excavations into native sediments are anticipated to be limited and may not occur in some instances. Therefore, although the impacts to buried archaeological resources is considered to be potentially significant, the potential for and magnitude of impacts on buried archaeological resources is considered low. Depending on the sensitivity of the related project sites, mitigation measures would likely be required for discretionary projects that have the potential to cause significant impacts to undiscovered resources. Most, if not all, of the related projects are located in developed urban areas where the potential to encounter and have a significant impact on surface resources is unlikely. Since significant impacts to previously unknown buried resources would likely be limited to only those projects where construction activities involve excavation into native soils, most of the projects are likely to impact previously unknown buried resources. Furthermore, for those projects that may have potential for significant impacts, there is a reasonable expectation that if resources are encountered during construction they would be properly mitigated. Therefore, cumulative impacts on previously unknown buried resources from related projects are expected to be less

than significant, and the Project's incremental contribution to such impacts in light of the required mitigation measures would not be cumulatively considerable.

C. HAZARDS AND HAZARDOUS MATERIALS

1. DESCRIPTION OF EFFECTS

The Project includes the rehabilitation and adaptive reuse of the Original Building, the demolition of the 1946 Addition, and construction of the New Wing. Project construction would also involve the grading and excavation, soft demolition and abatement of hazardous materials within the Original Building, abatement of hazardous materials within the 1946 Addition, and outdoor hardscape and landscape improvements. Project improvements would comply with existing regulations that govern water quality, treatment of soils, asbestos, lead-containing materials, PCBs, and other potentially hazardous materials during construction. Construction dewatering discharge analysis and treatment would be required for groundwater that may be encountered during deeper excavations.

The Project Site is located within a City-designated Methane Zone, as a result, special controls would need to be in place to address potential hazards associated with subsurface gases (i.e., Methane and Hydrogen Sulfide) during construction and operation of the Project. In the unlikely event any asbestos containing or lead-containing materials are not removed during construction, they would be managed in place in accordance with regulatory requirements.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Hazards and Hazardous Materials impacts of the Project. These features were taken into account in the analysis of potential impacts.

a. CONSTRUCTION

PDF-HAZ-1, Health and Safety Plan. Given the Project's susceptibility to naturally occurring methane and hydrogen sulfide gas, a Health and Safety Plan would be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the Department of Building and Safety. The Health and Safety Plan would address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and construction. The Health and Safety Plan would also address potential vapor encroachment from the possible contamination of soil and groundwater due to past storage and use of hazardous materials within the basement of the May Company Building. Gas monitoring devices would be in place to alert workers in the event elevated gas or other vapor concentrations occur when basement slab demolition or soil excavation is being performed. Contingency procedures would be in place in the event elevated gas concentrations are detected, such as the mandatory use of personal protective equipment, evacuation of the area, and/or increasing ventilation within the immediate work area. Workers would be trained to identify exposure symptoms and implement alarm response. Areas of soil and groundwater that are exposed during excavation would be minimized by staggering exposed demolition areas to reduce to potential for off-gassing or other vapor encroachment. Construction fencing would be installed to limit public access to the Project Site and provide additional distance between the public and excavation activities to allow for gas and vapor dilution. The Health and Safety Plan

would have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan would be signed by all workers on-site to demonstrate their understanding of the construction risks.

PDF-HAZ-2, Soil Management Plan. Due to the high potential for excavated soil to contain methane and hydrogen sulfide gases, tar sands, and other contaminants that may result in vapor encroachment conditions, a Soil Management Plan would be prepared. Excavated soils would be sampled and tested for disposal in a timely manner. The Soil Management Plan would specify the testing parameters and sampling frequency. Anticipated testing includes TPH and TPH-diesel, VOCs, vapor encroachment conditions, and certain metals. If such metals are elevated, additional testing may be required. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan. All impacted soils would be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements.

PDF-WQ-1, Construction Dewatering Discharge Analysis and Treatment. Groundwater is expected to be encountered during deeper excavations for the shear wall foundations, elevator pits, installation of micropiles and augercastpiles, underground utility corridor, and installation of the Gas Mitigation and Monitoring System which would require dewatering. The extracted groundwater is anticipated to contain dissolved methane and hydrogen sulfide gases, Total Recoverable Petroleum Hydrocarbons ("TRPH"), Total Petroleum Hydrocarbons ("TPH"), Metals, and volatile organic compounds ("VOCs") which exceed water quality standards. In addition, vapor encroachment caused by the release of vapors from contaminated groundwater due to previous uses of hazardous materials in the basement of the May Company Building may occur. Therefore groundwater vapors would be monitored and extracted groundwater would require treatment prior to discharge into the storm drain system. Dewatering, treatment, and disposal of groundwater would be conducted in accordance with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The dewatering program for the Project is expected to implement the following:

- Dewatering would include one or two dewatering wells or well points to lower groundwater level at each excavation site.
- Each dewatering well would extend at least 20 feet into the tar sand stratum or approximately 40 feet below the concrete basement topping slab.
- Each dewatering well would be capable of operating continuously and be equipped with controls to avoid the well running dry.
- Dewatering wells would be designed to reduce the potential for plugging from tar.
- The proposed groundwater treatment system for dewatering would consist of a frac tank, a bag filter and two carbon filter units. Compliance with LARWQCB permit requirements require treatment of effluent prior to discharge and implementation of a monitoring and reporting program to ensure that effluent limitations are not exceeded.
- In addition, sumps and/or trenches could also be used for dewatering smaller excavation areas.

PDF-TRAF-1, Construction Traffic Management Plan. A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibiting construction-related vehicles to park on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;
- Scheduling of construction-related deliveries, to reduce travel during commuter peak hours as identified in the Traffic Study contained in Appendix M-1 of the EIR;
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project;
- Participating in regular coordination meetings with local stakeholders, including Metro, LACMA, and Los Angeles Department of Transportation regarding construction activities in the area, including such issues as temporary lane closures and potential concurrent construction activities along Wilshire Boulevard; and
- Provisions for safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as required.

b. OPERATION

PDF-HAZ-3, Gas Mitigation and Monitoring System. Given the Project's susceptibility to naturally-occurring methane and hydrogen sulfide gases, a Gas Mitigation and Monitoring System would be installed and maintained as part of the Project to ensure subsurface gases do not pose a significant health or safety risk. Design and construction of the Gas Mitigation and Monitoring System would be subject to review and approval by the Department of Building and Safety, the Fire Department, and the Bureau of Sanitation, Watershed Protection Division, and would meet requirements set forth in the Methane Code, Building Code Sections 91.106.4.1, 91.3404.1.1, and Fire Prevention Bureau Requirement No. 71. The Gas Mitigation and Monitoring System would be integrated into the architectural and landscape designs for the Project and would include a combination of passive and active systems. Per Methane Code Site Design Level V requirements, the Original Building (including the remaining below grade portions) and underground utility corridor are required to have the following:

- Dewatering system (unless a waiver is granted by the Department of Building and Safety)
- Passive system
  - Impervious membrane
  - Sub-slab vent system
  - Perforated horizontal pipe within a gravel trench
  - Gravel blanket
  - Vent Risers
- Active system
  - Sub-slab vent system: mechanical extraction
  - Lowest occupied space:
  - Gas detection system
  - Mechanical ventilation
  - Alarm system
  - Control panel
- Miscellaneous components
  - Trench dam
  - Conduit or cable seal fitting

PDF-HAZ-4, Operations and Maintenance Plan ("O&M Plan"). Once constructed, the Gas Mitigation and Monitoring System would be guided by an O&M Plan subject to City review and approval, which would include standard procedures and protocols for routine, ongoing, and long-term operation and maintenance of the Gas Mitigation and Monitoring System throughout the life of the Project. The O&M Plan would incorporate the manufacturers' maintenance and service procedures for each gas detection and mechanical ventilation system as well as Fire Prevention Bureau Requirement No. 71, Fire Chief's Regulation 4, Section 4J which provides a systems certification checklist and alarm testing requirements. Typical elements in the O&M Plan would include regular calibration of the gas detection sensors, testing of the high-level alarms, and subsequent evaluation of alarm-triggered responses. Longer-term maintenance would include evaluation of horizontal gas extraction pipes and impervious membrane if subfloor work is performed which affects the impervious membrane and/or piping. Repairs to the pipes and impervious membrane would be in accordance with the Project Specifications to be prepared at a later date in anticipation of construction.

PDF-HAZ-5, Emergency Plan. In accordance with the Methane Code, Section 91.7107, an Emergency Plan would also be developed to address emergency situations resulting from gas detections. The Emergency Plan would identify the responsible individual for interfacing with the Fire Department in the establishment, implementation, and maintenance of the Emergency Plan. Conspicuous postings of the Fire Department phone number and emergency plan procedures in locations designated by the Fire Department would be outlined in the Emergency Plan. The Emergency Plan would be submitted to the Fire Department for review and approval.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit, carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;

- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;

- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. MITIGATION MEASURES

MM-HAZ-1: Should any known or previously undiscovered oil production wells be encountered on the Project Site during construction activities, the Applicant or construction manager shall halt work in the immediate area and notify DOGGR and the Fire Department immediately. Any such wells shall be abandoned or re-abandoned in accordance with the requirements of DOGGR and the Fire Department.

4. FINDINGS

The Project would not expose persons to substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards associated with methane and hydrogen sulfide gases, vapor encroachment, asbestos, lead-containing materials, PCBs, or other potentially hazardous materials, due to implementation of the proposed Project Design Features and compliance with regulatory requirements applicable to Project construction and operation. Therefore, impacts associated with these hazardous materials would be less than significant. However, excavation has the potential to encounter known or previously undiscovered oil wells during construction, which would be a potentially significant impact without mitigation. Implementation of the Project Design Features and Mitigation Measure MM-HAZ-1, would ensure that potential impacts associated with hazards and hazardous materials would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on hazards and hazardous materials. The Project Hazards and Hazardous Materials impacts will be less than significant with the implementation of mitigation measure MM-HAZ-1.

5. RATIONALE FOR FINDINGS

a. ABANDONED OIL WELLS

Old or improperly abandoned oil wells could serve as pathways for the migration of methane and hydrogen sulfide gases. As previously described, no active oil wells were identified within 1,000 feet of the Project Site; however, two abandoned wells, Chevron Salt Lake 10 and Chevron Salt Lake 27, were identified within approximately 200 and 500 feet of the Project Site. According to DOGGR records, both wells are buried and idle. While it is unlikely that these or any additional oil wells would be discovered during construction of the Project, should this occur DOGGR and the Fire Department would be notified and construction activities would cease in the immediate area until cleared by DOGGR and the Fire Department. Wells that have not been abandoned or properly abandoned would be over-drilled and abandoned or re-abandoned in accordance with current DOGGR requirements. The area above each well would then be backfilled to match the existing grade. Although there are no documented oil wells on the Project Site and the nearest abandoned oil wells appear to be approximately 200 feet away, DOGGR well locations are approximate and location errors are possible. Therefore, it is conservatively assumed that there is potential for a significant impact associated with

encountering oil wells during construction. However, implementation of the Project Design Features and Mitigation Measure MM-HAZ-1, would ensure that potential impacts associated with hazards and hazardous materials would be less than significant.

b. METHANE AND HYDROGEN SULFIDE GASES

i. CONSTRUCTION

During excavation and construction, methane and hydrogen sulfide gas emissions may be generated and soil and groundwater that may contain TRPH, TPH, metals and VOCs may be exposed. If allowed to migrate and accumulate, methane gas concentrations may reach explosive limits. The presence of hydrogen sulfide gas would create odors and would likely be detectable at low concentrations. However, if allowed to accumulate without ventilation, higher concentrations of hydrogen sulfide gas may reach explosive limits or result in illness or death. During renovation of the Original Building and demolition of the 1946 Addition, methane gas could accumulate within confined low-lying spaces and be trapped by ceilings, and hydrogen sulfide gas could accumulate on the floors. Workers and the public may be exposed to elevated gas levels and impacted soil and groundwater during demolition of the Original Building concrete basement topping slab, excavation, installation of the Gas Mitigation and Monitoring System, demolition of the 1946 Addition, and utility corridor trenching.

Construction of the Sphere is not considered likely to result in accumulation of methane gas, since methane gas rises and ceiling barriers would not be present to trap the gas. Hydrogen sulfide gas could accumulate within excavated trenches, although as noted previously, its presence would result in odors at low concentrations which may be noticeable to the public in the Project vicinity of the Project Site.

As described in more detail under Project Design Feature PDF-HAZ-1, compliance with applicable regulations require the preparation of a Health and Safety Plan to address risks to workers and the public due to elevated levels of subsurface gases; minimizing the exposure of soil able to off-gas by minimizing demolition and excavation areas; minimizing exposure to groundwater during construction; and fencing off construction areas to limit public access. With implementation of this Project Design Feature, hazards associated with methane and hydrogen sulfide gases during construction would be reduced to a less than significant level.

As described under Project Design Feature PDF-HAZ-2, a soil management plan would be prepared to test, treat, and dispose of soil that is impacted in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements.

Limited amounts of groundwater may be encountered during excavations for shear walls, elevator pits, micropiles, augercast piles, and the underground utility corridor, and during installation of the Gas Mitigation and Monitoring System (incorporated at Project Design Feature PDF-HAZ-3), which would require dewatering. Groundwater extracted during construction would likely contain dissolved methane and hydrogen sulfide as well as TRPH, TPH, metals, and VOCs. Groundwater would be treated prior to discharge into the storm drain in accordance with LARWQCB's Waste Discharge Requirements for Discharges of Groundwater prior to disposal in the local storm drain.

Implementation of Project Design Features PDF-HAZ-1 and PDF-HAZ-2 would ensure compliance with applicable OSHA, Cal/OSHA, SCAQMD, DTSC, and LARWQCB requirements and would reduce hazards associated with methane and hydrogen sulfide gases and impacted groundwater and soil that may be encountered during construction to a less than significant level.

ii. OPERATION

Without a methane gas mitigation system, subsurface gases could migrate through the concrete mat slab foundation and concrete basement topping slab, through basement walls and elevator shafts, and/or through utility corridors and conduits into the Original Building basement, the underground utility corridor, and elsewhere throughout the building. Without a system in place, methane gas would accumulate at the highest elevations within a room while hydrogen sulfide would accumulate at the lowest elevations. Within the paved Piazza area, gas may become trapped beneath the pavement and migrate into the basement of the Original Building. The Sphere would have less potential to be affected by subsurface gases as it would be elevated above the Piazza on pylons or a similar system.

As described under Project Design Feature PDF-HAZ-3, operation of the Project would include implementation of a Gas Mitigation and Monitoring System to reduce hazards associated with methane and hydrogen sulfide gases and to ensure compliance with the Methane Code. The Gas Mitigation and Monitoring System is described in detail in the Methane Report, included as Appendix H-1 of the Draft EIR.

The Gas Mitigation and Monitoring System would be installed in the four-foot soil-filled gap between the concrete mat slab foundation beneath the Original Building and 1946 Addition and the concrete basement topping slab, and would consist of the following: (1) a dewatering system (unless a waiver is granted by the Department of Building and Safety); (2) a sub-slab ventilation system; and (3) an impervious membrane. The dewatering system may be necessary due to the presence of groundwater within 12 inches of the sub-slab ventilation system. The dewatering system would consist of perforated pipes and be sloped to a collection sump. Groundwater, if encountered, may contain dissolved methane and hydrogen sulfide gases as well as TRPH, TPH, metals, and VOCs. Any groundwater that collects in the sump of the Gas Mitigation and Monitoring System may need to be treated prior to discharge into the sanitary sewer system in accordance with the Bureau of Sanitation, Industrial Waste Management Division, Industrial Waste Water Discharge Permit requirements.

The series of perforated pipes would also be incorporated into the sub-slab ventilation system as the horizontal perforated gas extraction pipes. The perforated pipes would be connected to solid vent risers which would vent accumulated gas to the atmosphere. Within the solid vent risers, gas detectors would monitor potentially explosive gas concentrations and activate the sub-slab ventilation system when concentrations are greater than 75 percent of the LEL. When activated, the ventilation system would be capable of three air exchanges per hour.

The impervious membrane would serve as both the waterproofing and gas barrier. The membrane would be made of material approved by the Fire Department. Two layers of impervious membrane would be installed beneath elevator and sump pits. Existing basement walls include a waterproofing system that would serve as an impervious membrane.

The Gas Mitigation and Monitoring System would include explosive gas detectors, mechanical ventilation, and an alarm system. Explosive gas detectors would be placed at key locations within the lowest occupied space at the frequency specified in the Methane Code. Mechanical ventilation would operate continuously at a rate of one air exchange per hour with 24 hours of back-up power. If gas is detected at a concentration of greater than 25 percent of LEL, an audible and visual alarm would be triggered alerting occupants of the building to evacuate.

The Piazza component of the New Wing would be developed with paved areas that exceed 5,000 square feet and would be located within 15 feet of the Museum's exterior wall. The Piazza would therefore require venting in accordance with Section 91.7104.4 of the Methane

Code. The Piazza area would be vented with vents spaced no more than 100 feet apart or by installing 2 foot wide landscaped areas immediately adjacent to the Museum's exterior walls covering at least 80 percent of the building perimeter. The Sphere component of the New Wing would be elevated above the Piazza, which would be vented, and the underground utility corridor, which would be constructed with a Gas Mitigation and Monitoring System. Therefore, no additional mitigation for subsurface gases would be required for the Sphere.

Furthermore, as described under Project Design Feature PDF-HAZ-4, the Gas Mitigation and Monitoring System would be guided by an O&M Plan. The O&M Plan would incorporate the manufacturers' maintenance and service procedures for each gas detection and mechanical ventilation system as well as Fire Prevention Bureau Requirement No. 71, Fire Chef's Regulation 4, Section 4. Typical elements to be included with the O&M Plan include regular calibration of the gas detection sensors, testing of the high-level alarms, and subsequent evaluation of alarm-triggered responses. Longer-term maintenance would include evaluation of the horizontal gas extraction pipes and impervious membrane if subfloor work is performed which affects the impervious membrane and/or piping. Repairs to the pipes and impervious membrane would be in accordance with the Project specifications for the approved methane mitigation system.

As specified in Project Design Feature PDF-HAZ-5 and in accordance with the Methane Code, an Emergency Plan would also be developed to address emergency situations resulting from gas detections, such as high concentrations of methane and hydrogen sulfide gases or failure of the methane mitigation system due to earthquakes, fires, or other disruptive events. The Emergency Plan would be submitted to the Fire Department for review and approval.

Implementation of Project Design Features PDF-HAZ-3, PDF-HAZ-4, and PDF-HAZ-5 would ensure compliance with the Methane Code and reduce hazards associated with methane and hydrogen sulfide gases during operation to a less than significant level.

iii. VAPOR ENCROACHMENT

(1) CONSTRUCTION

The May Company Building was listed in 1993 in the HAZNET database as a generator of several regulated hazardous materials, and, based on a reconnaissance of the Project Site conducted by Citadel in 2013, this is likely associated with the past storage and use of such materials in the building's basement. Grading, excavation, renovation, and demolition activities could therefore potentially expose workers and the public to vapor encroachment caused by the release of vapors from contaminated subsurface soil and/or groundwater, particularly beneath the basement of the May Company Building. As described in more detail under Project Design Feature PDF-HAZ-1, the preparation of a Health and Safety Plan would address risks to workers and the public due to vapor encroachment; minimizing the exposure of vapors from potentially contaminated soil by minimizing demolition and excavation areas; minimizing exposure to groundwater during construction; and fencing off construction areas to limit public access. With implementation of this Project Design Feature, hazards associated with vapor encroachment during construction would be less than significant.

As described under Project Design Feature PDF-HAZ-2, a soil management plan would be prepared to test, treat, and dispose of soil that is impacted in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements.

Limited amounts of groundwater may be encountered during construction, which would require dewatering. Groundwater extracted during construction may be contaminated resulting in vapor encroachment conditions. Groundwater would be treated prior to discharge into the storm drain

in accordance with LARWQCB's Waste Discharge Requirements for Discharges of Groundwater, as described in Section 4.F, Hydrology and Water Quality.

Implementation of Project Design Features PDF-HAZ-1, PDF-HAZ-2, and PDF-WQ-1 would ensure compliance with regulatory requirements and would reduce hazards associated with vapor encroachment and impacted groundwater and soil that may be encountered during construction to a less than significant level.

(2) OPERATION

As described above, unless a waiver is granted by the Department of Building and Safety, the Gas Mitigation and Monitoring System installed beneath the basement concrete slab would include a dewatering system due to the presence of shallow groundwater. In the event groundwater is collected by the system, it may be contaminated and would be collected in the sump of the Gas Mitigation and Monitoring System and treated prior to discharge into the sanitary sewer system in accordance with the Bureau of Sanitation, Industrial Waste Management Division, Industrial Waste Water Discharge Permit requirements. Therefore, implementation of Project Design Feature PDF-HAZ-3 would reduce impacts due to vapor encroachment from contaminated groundwater to a less than significant level.

iv. ASBESTOS

Based on site surveys conducted in 2007, 2008, and 2014, various areas of the May Company Building are known to contain asbestos containing materials ("ACMs"). During demolition and renovation activities the release of ACMs could pose a threat to human safety. Therefore, the removal and disposal of ACMs and protection of workers and employees would be subject to SCAQMD, Cal/OSHA, and DTSC requirements to ensure proper handling, notification, and monitoring. In addition, an Operations and Maintenance Program ("O&M Program") would be developed to manage in place any ACMs that are not removed during demolition and renovation activities. The O&M Program would address building cleaning, maintenance, renovation, and general operation procedures to minimize exposure to asbestos. The O&M Program would include the following elements: worker training, occupant notification of the presence of ACMs, monitoring changes in the conditions of the ACMs, job site controls for work involving ACMs, safe work practices, recordkeeping, and worker protection. Compliance with regulatory requirements would ensure that impacts associated with ACMs would be less than significant.

v. LEAD-CONTAINING MATERIALS

Based on site surveys conducted in 2007, 2008, and 2014, lead-based paint and other lead-containing materials were identified in various areas of the May Company Building. During demolition and renovation activities the removal of lead-based paint and other lead-containing materials could pose a threat to human safety. Therefore the removal and disposal of such materials and the protection of workers and employees would be subject to Cal/OSHA, California Department of Public Health, and DTSC requirements, to ensure proper handling, notification, and monitoring. Any lead-containing materials not removed would be managed in accordance with a compliance plan which requires employee training, air monitoring, and notification of the presence of lead-containing materials. Compliance with regulatory requirements would ensure that impacts associated with lead-containing materials would be less than significant.

vi. PCBs

Based on site surveys conducted in 2007, 2013, and 2014, items containing PCBs were identified in various areas of the May Company Building. During demolition and renovation

activities the removal of PCB-contaminated items could pose a threat to human safety. Therefore the removal and disposal of such materials would be subject to Cal/OSHA and DTSC requirements and performed by a licensed contractor. Fluorescent light ballast labels that do not include the statement "No PCBs" should be disposed of as PCB containing waste. In addition, electrical panels and related equipment should be inspected prior to disposal to determine if they contain PCBs. Typically during demolition a licensed contractor would dismantle the fixtures and panel boards and package them for recycling and disposal. Compliance with regulatory requirements would ensure that impacts associated with PCBs would be less than significant.

vii. OTHER POTENTIALLY HAZARDOUS MATERIALS

Based on a site surveys conducted in 2007, 2008, and 2014, universal wastes, electronic wastes, ozone depleting substances, and potentially small quantities of radioactive materials associated with self-luminescent tritium exit signs were identified in various areas of the May Company Building. Their removal during demolition and renovation activities could pose a threat to human safety. The handling, removal, and disposal and/or recycling of other potentially hazardous materials would be performed by a licensed contractor or trained technician in compliance with applicable DTSC and Cal/OSHA requirements. Self-luminescent tritium exit signs shall be identified and managed to ensure proper handling and disposal. Each load of waste that leaves the site would include a label identifying the name and address of the generator, contractor, pick-up site, disposal site, and the quantity of waste disposed. The recycler would provide a statement certifying the date of and processed used for the recycling, disposal, or destruction of the identified waste. Ozone depleting substances would be extracted from forced-air furnaces with cooling units, wall-mounted air conditioners, fire extinguishers, and other similar items by a trained technician for recovery or recycling prior to demolition. Therefore, adherence to these regulations would ensure that impacts associated with universal wastes, electronic wastes, and ozone depleting substances would be less than significant.

VII. SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

The Project would result in the following impacts, which are found to be significant and unavoidable:

A. NOISE – CUMULATIVE CONSTRUCTION NOISE

1. DESCRIPTION OF EFFECTS

Several Project Characteristics have the potential to influence Project-generated noise and vibration and were taken into account in analysis of potential impacts. In accordance with Municipal Code requirements, construction hours for exterior construction and hauling activities would occur between the hours of 7:00 A.M. and 9:00 P.M., Monday through Friday, and 8:00 A.M. and 6:00 P.M. on Saturday. Also in accordance with Municipal Code requirements, the Project contractor(s) would coordinate with LACMA to avoid construction during special LACMA events at outdoor event locations. The Project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. Finally, engine idling from construction equipment such as bulldozers and haul trucks would be limited, to the extent feasible. With respect to Project operation, all building outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of Municipal Code, Chapter XI, Section 112.02.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Noise-Cumulative Impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-NOISE-1, Rooftop Terrace, Outdoor Sound Amplification Limits. The event-related sound level (sound amplification) shall be limited to a maximum sound level of 90 dBA and 93 dBC at approximately 30 feet from the center of the screening area on the Rooftop Terrace. Academy sound engineers/technicians will calibrate the sound system/speaker arrangement prior to each screening event.

PDF-NOISE-2, Piazza, Outdoor Sound Amplification Limits. The event-related sound level (sound amplification) shall be limited to a maximum sound level of 84 dBA and 87 dBC at approximately 30 feet from the boundary of the event area in the Piazza. Academy sound engineers/technicians will ensure the sound system is calibrated to these levels prior to each event and that speakers are oriented away from off-site receptors, and towards the Project Site buildings, to the extent possible.

PDF-NOISE-3, Amplified Sound Curfew. No outdoor amplified sound and/or music shall be allowed on the Project Site after 10 P.M.

PDF-NOISE-4, Construction Period Vibration Monitoring Plan. As a precaution to avoid or minimize potential construction vibration damage to finish materials on the Original Building, such as limestone cladding and mosaic tile work, the condition of such materials shall be documented by a qualified preservation consultant, prior to initiation of construction. Monitoring for potential damage to the finish materials of the Original Building shall occur during demolition and excavation activities within 50 feet of the Original Building and during placement of augercast piles (or equivalent) planned for the foundation of the Sphere. In the event damage to finish materials occurs, the monitor shall be authorized to halt construction activities until such activities are adjusted to avoid or minimize damage to the Original Building. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards and the intent of the Project Preservation Plan.

3. MITIGATION MEASURES

There are no feasible mitigation measures the Project could implement to avoid concurrent construction activity with the Metro Westside Purple Line Extension given that the specific timing of surface and below-grade construction associated with the Metro Westside Purple Line Extension in the vicinity of the Project Site is not known or under the control of the Applicant.

4. FINDINGS

If the Metro Westside Purple Line Extension proceeds and involves construction activities at the same time as the Project, the Project would have a cumulatively considerable contribution to cumulatively significant construction noise impacts on noise-sensitive land uses in the vicinity.

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. RATIONAL FOR FINDINGS

The construction of the Metro Westside Purple Line Extension is scheduled to commence in 2014 and conclude by 2023, although specific details are not fully known at this time. Construction activities within 500 feet of the Project site include tunneling and subterranean

station platform construction under Wilshire Boulevard in the early phases and above ground demolition and construction for station portals along Wilshire Boulevard in later phases. Therefore, if the Metro Westside Purple Line Extension proceeds and involves construction activities at the same time as the Project, the Project would have a cumulatively considerable contribution to cumulatively significant construction noise impacts on noise-sensitive land uses in the vicinity. Thus, if the Metro Westside Purple Line Extension were to be constructed concurrently with the Project, significant and unavoidable cumulative construction noise impacts could result. However, those noise levels would be intermittent, temporary and would cease at the end of the construction phase, and would comply with time restrictions and other relevant provisions in the Municipal Code. Additionally, the Original Building would provide cumulative noise shielding for sensitive receptors located to the north of the Project Site under certain situations, such as if Project construction activity is taking place on the north side of the Original Building and construction activity associated with the Metro Westside Purple Line Extension is taking place south of the Original Building on Wilshire Boulevard.

B. TRANSPORTATION – INTERSECTION SERVICE LEVELS

1. DESCRIPTION OF EFFECTS

a. PROJECT TRANSPORTATION ASSUMPTIONS

i. INTERSECTION SERVICE LEVELS

The methodology for intersection traffic impacts involves several steps, including the identification of existing traffic conditions at Museum study intersections and Theater Special Event study intersections and the determination of existing conditions with the Project traffic, future baseline conditions without Project traffic (2017), and future baseline conditions with Project traffic (2017) at the Museum study intersections and Theater Special Event study intersections. The evaluation also discusses the effectiveness of mitigation under Existing with Project and Future with Project (2017) conditions to reduce impacts at intersections that would be significantly impacted.

Turning movement counts for the 38 intersections selected for Museum analysis were conducted during the weekday (Monday through Thursday) midday peak period and P.M. peak period in October and November 2012. Friday intersection turning movement counts were conducted during the midday and P.M. peak periods in March 2013. Saturday intersection turning movement counts were conducted during the midday peak period in October and November 2012. Turning movement counts for the 44 intersections selected for Theater Special Event analysis were conducted during the weekday pre-event peak period in October and November 2012. Friday intersection turning movement counts were conducted during the same pre-event peak period in March 2013. The counts were conducted while local schools were in session. Although the turning movement counts were taken across five months in the years 2012 and 2013, conditions remained consistent.

The typical resource for determining a project's trip generation is Trip Generation, 9th Edition (Institute of Transportation Engineers ["ITE"], 2012). However, the use and operational characteristics of the Project are not similar to the available land use categories defined by this source. Therefore, trips generated by the Project are conservatively estimated based on the unique operational characteristics of the Project (i.e., attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, educational, exhibits and other programming, etc.). To ensure a conservative analysis, the trip generation forecast does not account for current uses or employees at the existing May Company Building. However, in line with the City's policy to promote and

encourage the use of transit and the Project Site's location adjacent to the future Metro Purple Line, a transit trip reduction credit was applied.

To obtain future baseline conditions, existing traffic volumes were factored by a 1 percent annual ambient growth rate through 2017 to approximate regional growth and development.

(1) MUSEUM TRIP GENERATION ASSUMPTIONS

Trip generation forecasts associated with Museum operations, including land use components, attendance figures, anticipated visitor arrival and departure patterns, events, and other programming, assumptions are based on information provided by the Academy, and City staff Trip generation for Museum operations was forecast based on the following considerations:

- The Museum would be open seven days a week, with regular operating hours between 9:00 A.M. and 6:00 P.M. and, based on programming, the Museum may have up to two late night closings per week.
- The theaters would be used for cultural and educational programming, such as films to accompany exhibitions, educational programming, film festivals, and spoken word programs in conjunction with daily operations, during which time they would generally be publicly accessible to Museum visitors. The Academy may also regularly hold movie screenings on weekdays or weekends.
- The Design Day represents the average of the top 10 percent of annual attendance days, which corresponds to the 90th percentile attendance level. The Design Day generally falls on weekends or holidays. Design Day Attendance, estimated at 5,000 visitors per day, was used to provide a conservative analysis.
- The Average Vehicle Ridership ("AVR") is 3.0 for Museum visitors.
- The average visitor length of stay is 2.5 hours for Museum visitors.
- Although attendance can vary depending on programming and events, the busiest days generally fall on weekends and/or holiday periods (e.g., school holidays, spring and summer season). Based on monthly attendance trends, total attendance is highest during the summer season (e.g., July and August).
- Museum attendance is distributed throughout the day, with the peak attendance occurring midday.
- Given the Museum's location on the LACMA Campus, visitors may be attracted from LACMA and vice versa. Thus, an internal capture reduction was applied to the trip generation estimates to account for patrons visiting both the Museum and LACMA on the same visit.
- Museum visitors and employees are anticipated to utilize transit in the area. As the Project Site is located adjacent to a Metro Rapid Bus stop, a 15 percent transit usage reduction was applied, consistent with LADOT policy.
- A 5 percent walk-in reduction was applied to account for the visitors who walk to the Project Site from adjacent neighborhoods,

commercial uses, and other cultural facilities (e.g., Peterson Museum).

- Approximately 135 employees (Museum administration, Academy office, Museum Café and Museum Store, visitor services, event staff, security guards, and custodians) are anticipated at the Museum.
- Approximately 60 percent of the employees are anticipated to depart during P.M. peak hours.
- As a conservative estimate, future employees are assumed not to carpool or travel to the site via bicycle or walking.
- The trip generation estimates for the Museum Store and Museum Café were, respectively, calculated using the ITE trip generation rates for Land Use Code 826 (Specialty Retail) and Land Use Code 932 (High-Turnover Restaurant).
- The Museum Store and Museum Café will primarily support Museum operations but will be open to the public. Thus, a 50 percent internal capture reduction was applied to both the Museum Store and Museum Café to account for the visitors from the Museum, as well as a 15 percent walk-in reduction to account for the visitors who walk to the Museum Store and Museum Café from surrounding institutions, neighborhoods, commercial buildings and cultural facilities.

(2) THEATER SPECIAL EVENT TRIP GENERATION ASSUMPTIONS

The Theater Special Event analysis is based on an event that would utilize the maximum seating capacity of the theaters. The trip generation associated with Theater Special Event operations is based on the following assumptions:

- The maximum capacity of 1,350 attendees representing sold-out seats in all three theaters.
- Pre- or post- screening reception/dinner may be anticipated with a premiere screening and require up to 200 additional event staff.
- A Theater Special Event may occur up to two times each week, generally starting at 7:30 P.M., with doors opening one hour prior (i.e., 6:30 P.M.).
- It is anticipated that 60 percent of attendees would arrive during the pre-event peak hour (6:30 to 7:30 P.M.) with an AVR of 2.0 persons per vehicle.
- Although the Project is located within close proximity of transit and a future Metro transit portal, no reductions to account for attendees arriving via transit are assumed.
- Event staff members (e.g., security, event, Academy public relations, etc.) are anticipated to arrive 2.5 hours prior to the event. For the purposes of the analysis, approximately 50 event staff members are conservatively assumed to arrive one hour prior to the event start time.

- To provide a conservative analysis, staff members are anticipated to travel to the site via a single occupant vehicle (AVR of 1.0 persons/per car). Accordingly, no reductions for employee carpooling, transit, or travel by non-automobile means (e.g., bicycle, walk, etc.) are considered in the trip generation forecast.
- Depending on the size and nature of the event, approximately 60-100 press members are estimated. Members of the press typically arrive 2.5 hours prior to the doors open for the event and leave immediately after the doors close and the event begins.
- Theater Special Events (i.e., premiere screenings) are anticipated to be ticketed events that operate separately from the Museum.
- The Museum is anticipated to be closed to the public during events that utilize the maximum capacity of 1,350 theater seats.

2. PROJECT CHARACTERISTICS

A. PROJECT TRIP GENERATION

i. MUSEUM TRIP GENERATION

Museum operations would include permanent and changing exhibitions; film clinics, classes, and lectures; indoor and outdoor educational programs; joint school programs; receptions and sit-down dinners; and administrative functions. Operations may also include use of the theaters for cultural and educational programming in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such theater programming may include, but may not be limited to, films to accompany permanent and changing exhibitions, educational programming, film festivals, and spoken word programs. As detailed in Draft EIR Table 4.J-5, Trip Generation Estimates – Museum, the Museum is anticipated to generate a total of 2,693 daily net new trips, including 420 midday peak hour net new trips (248 inbound, 172 outbound) and 317 PM peak hour net tips (56 inbound, 261 outbound). The trip generation estimates were conservatively based on the Design Day attendance, which represents the average of the top 10 percent of annual attendance days, corresponding to the 90th percentile attendance days, which usually fall on weekend or holidays. Design Day attendance was evaluated for trip generation rather than Peak Day attendance, an operational scenario evaluated for purposes of calculating associated parking demand which represents the highest anticipated attendance level, up to 6,300 Museum visitors, and is assumed to occur approximately five weekend days per year.

ii. THEATER SPECIAL EVENT TRIP GENERATION

The proposed theaters would be used for cultural and educational programming in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such theater programming may include, but may not be limited to, films to accompany permanent and changing exhibitions, educational programming, film festivals, and spoken word programs. In addition, the Academy may regularly hold matinee and evening movie screenings for the general public, on weekdays or weekends and may also lease out the theaters. Although the Museum analysis includes theater use, the Theater Special Event analysis represents an event that would utilize the maximum seating capacity of the theaters. Peak trips generated under this analysis scenario include maximum capacity of 1,350 seats, along with a complement of 50 event staff for the pre-event peak hour. The Theater Special

Event is estimated to generate a total of 1,750 daily trips, with 455 pre-event peak hour trips, as summarized in Draft EIR Table 4.J-6, Trip Generation Estimates – Theater Special Event.

2. PROJECT DESIGN FEATURES

The City finds that the following Project features, incorporated into the Project, would reduce the potential Transportation – Intersection Service Levels impacts of the Project. These features were taken into account in the analysis of potential impacts.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;
- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;

- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;
- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures of Fairfax Avenue; and,
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;

- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area.

3. MITIGATION MEASURES

MM-TRAF-1: The Applicant shall contribute funds toward Transportation Systems Management Improvements ("TSM") to better accommodate intersection operations and increase intersection capacity by approximately 1 percent, as determined by LADOT. TSM improvements shall include signal controller upgrades, closed circuit television ("CCTV") cameras, and system loops according to LADOT requirements.

MM-TRAF-2: To minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible, the Parking and Traffic Management Plan proposed in Project Design Feature PDF-TRAF-2 shall be implemented. Specific terms and conditions to be implemented are set forth in the Parking and Traffic Management Plan contained in Attachment E of Appendix F, Parking Analysis, in Appendix M-1, Traffic Study, of the Draft EIR.

MM-TRAF-3: The Project is designed to integrate the existing bus and future rail transit facilities in the vicinity of the Project Site. The Project would be located immediately adjacent to a Metro Purple Line station and proposed portals. The Project would create a pedestrian-friendly environment with established and clear pedestrian networks, intersections, and signage.

4. FINDINGS

Under Existing with Project conditions, Project traffic would exceed City threshold criteria at a total of seven intersections, including two Museum study intersections within the City of Los Angeles and seven Theater Special Event study intersections (six within the City of Los Angeles and one within the City of Beverly Hills). These represent significant impacts.

Under Future with Project conditions, Project traffic would exceed City threshold criteria at a total of eight intersections, including three Museum study intersections within the City of Los Angeles and eight Theater Special Event study intersections (seven within the City of Los Angeles and one within the City of Beverly Hills). These represent significant impacts.

Under Future with Project with Proposed City Bicycle Lane Improvements, City threshold criteria would be exceeded at a total of six intersections within the City of Los Angeles, including six Museum study intersections and one Theater Special Event study intersection. These represent significant impacts.

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. RATIONALE FOR FINDINGS

a. EXISTING WITH PROJECT INTERSECTION SERVICE LEVELS WITH MITIGATION

i. MUSEUM STUDY INTERSECTIONS

Tables 23-A and 24-A, 24-B, and 24-C in the Traffic Study in Appendix M-1 of the Draft EIR summarize Existing with Project conditions at the Museum study intersections assuming implementation of Mitigation Measures MM-TRAF-1 and MM-TRAF-3. Of the 38 study intersections selected for Museum analysis, under Existing with Project conditions 36 intersections would operate at LOS D or better during the weekday and midday and P.M. peak hours, 35 intersections would operate at LOS D or better during the Friday midday and peak hours, and 36 intersections would operate at LOS D or better during the Saturday midday peak hour. The remaining intersections are projected to operate at LOS E in their respective analysis periods.

Draft EIR Table 4.J-14, Impact Summary - Existing with Project with Mitigation – Museum Study Intersections illustrates the service levels that would occur with and without mitigation. A "yes" response indicates that the V/C ratio at the intersection would exceed service level threshold criteria. As shown in Table 4.J-14, impacts at the two intersections that would be significantly impacted under Existing with Project conditions, Fairfax Avenue and Beverly Boulevard (No. 4), and Fairfax Avenue and Wilshire Boulevard (No. 23), would be reduced to a less than significant level with implementation of the mitigation measures.

ii. THEATER SPECIAL EVENT STUDY INTERSECTIONS

Tables 23-B, 25-A, and 25-B in the Traffic Study in Appendix M-1 of the Draft EIR summarize Existing with Project Conditions at the Theater Special Event study intersections assuming implementation of Mitigation Measures MM-TRAF-1 and MM-TRAF-3. Of the 44 study intersections selected for Theater Special Event analysis, 30 intersections would operate at LOS D or better during the weekday pre-event peak hour and 34 intersections would operate at LOS D during the Friday pre-event peak hour. The remaining intersections are projected to operate at LOS E or F in their respective analysis periods.

Draft EIR Table 4.J-15, Impact Summary - Existing with Project with Mitigation – Theater Special Event Study Intersections, illustrates the service levels that would occur with and without mitigation. A "yes" response indicates that the V/C ratio at the intersection would exceed service level threshold criteria. As shown in Table 4.J-13, service levels at the following intersections would exceed City of Los Angeles threshold criteria, even with implementation of the mitigation measures:

- No. 13: Fairfax Avenue and Sixth Street (weekday and Friday pre-event)
- No. 23: Fairfax Avenue and Wilshire Boulevard (weekday and Friday pre-event)
- No. 54: La Cienega Boulevard/Le Doux Road & San Vicente Boulevard/Burton Way (Friday pre-event)

Because the Project Design Features and Mitigation Measure MM-TRAF-1 would not reduce impacts at these intersections below threshold levels, Theater Special Event traffic impacts under Existing with Project conditions would be significant and unavoidable at these intersections.

b. FUTURE WITH PROJECT INTERSECTION SERVICE LEVELS WITH MITIGATION

i. MUSEUM STUDY INTERSECTIONS

Tables 27-A, 27-B, and 27-C in the Traffic Study in Appendix M-1 of the Draft EIR summarize Future with Project conditions at Museum study intersections assuming implementation of Mitigation Measures MM-TRAF-1 and MM-TRAF-3. As shown therein, of the 38 study intersections selected for Museum analysis, 33 intersections would operate at LOS D or better during both the weekday midday and P.M. peak hours, and 34 intersections operate at LOS D or better during the Friday midday and P.M. peak hours and Saturday midday peak hour. The remaining intersections are projected to operate at LOS E in their respective analysis periods.

Table 4.J-16, Impact Summary - Future with Project with Mitigation – Museum Study Intersections, below, summarizes the projected the service level that would occur with and without mitigation. A response of "yes" indicates that the V/C ratio at the intersection would exceed service level threshold criteria. As shown in Table 4.J-14, service levels at one intersection would exceed threshold criteria even with the implementation of Mitigation Measures MM-TRAF-1 and MM-TRAF-3 during Friday P.M. peak hours:

- No. 13: Fairfax Avenue and Sixth Street (Friday P.M.)

Because the Project Design Features and Mitigation Measure MM-TRAF-1 would not reduce impacts at this intersection below threshold levels, Museum traffic impacts at this intersection under Future with Project conditions would be significant and unavoidable.

ii. THEATER SPECIAL EVENT STUDY INTERSECTIONS

Tables 28-A and 28-B in the Traffic Study in Appendix M-1 of the Draft EIR summarize Future with Project conditions at Theater Special Event study intersections assuming implementation of Mitigation Measures MM-TRAF-1 and MM-TRAF-3. Of the 44 study intersections selected for Theater Special Event analysis, 19 intersections would operate at LOS D or better during the weekday pre-event peak hour and 25 intersections would operate at LOS D during the Friday pre-event peak hour or better. The remaining intersections are projected to operate at LOS E or F in their respective analysis periods.

Table 4.J-17, Impact Summary - Future with Project with Mitigation – Theater Special Event Study Intersections, below, illustrates the service levels that would occur with and without mitigation. A "yes" response indicates that the V/C ratio at the intersection would exceed service level threshold criteria. As shown in Table 4.J-15, service levels at three intersections would exceed threshold criteria even with the implementation of mitigation:

- No. 13: Fairfax and Sixth Street (weekday and Friday pre-event)
- No. 23: Fairfax Avenue and Wilshire Boulevard (weekday and Friday pre-event)
- No. 54: La Cienega Boulevard/Le Doux Road & San Vicente Boulevard/Burton Way (Friday pre-event)\

Because the Project Design Features and Mitigation Measure MM-TRAF-1 would not reduce impacts at these intersections below threshold levels, Theater Special Event traffic impacts at these intersections under Future with Project conditions would be significant and unavoidable.

c. FUTURE WITH PROJECT WITH PROPOSED CITY BICYCLE LANE IMPROVEMENTS INTERSECTION SERVICE LEVELS WITH MITIGATION

i. MUSEUM STUDY INTERSECTIONS

Table 2 in Appendix M-2, Supplemental Traffic Analysis, of the Draft EIR, summarizes impacts under Future with Project with Proposed City Bicycle Improvements at Museum Study intersections, after required mitigation. As shown in this table, after implementation of mitigation measures MM-TRAF-1, TSM improvements, MM-TRAF-2, Parking and Traffic Management Plan, and MM-TRAF-3, Transit Connectivity Enhancements, impacts at two of the six significantly impacted Museum Study intersections under Future with Project with Proposed City Bicycle Plan Improvement Intersection conditions would be reduced to a less than significant level (No. 14, LACMA Driveway/Ogden Drive and Sixth Street, and No. 18, Cochran Avenue and Sixth Street). Impacts would remain significant and unavoidable as the result of the proposed City bicycle improvements at the following four Sixth Street intersections:

- No. 13: Fairfax Avenue and Sixth Street (weekday midday, Friday midday & P.M.)
- No. 15: Curson Avenue and Sixth Street (weekday P.M. and Friday P.M.)
- No. 16: Hauser Boulevard and Sixth Street (weekday P.M. and Friday P.M.)
- No. 17: Burnside Avenue and Sixth Street (weekday P.M. and Friday P.M.)

(1) THEATER SPECIAL EVENT STUDY INTERSECTIONS

Table Appendix G, Supplemental Traffic Analysis, of the Traffic Study provided in Appendix M-1 of the Draft EIR, summarizes impacts under Future with Project with Proposed City Bicycle Improvements at Theater Special Event intersections, after required mitigation. As shown in this table, even after implementation of Mitigation Measures MM-TRAF-1, TSM improvements, MM-TRAF-2, Parking and Traffic Management Plan, and MM-TRAF-3, Transit Connectivity Enhancements, impacts would remain significant and unavoidable at intersection No. 13, Fairfax Avenue and Sixth Street. Since impacts at this intersection are already significant and unavoidable under Future with Project without Proposed City Bicycle Improvements conditions, implementation of the proposed City bicycle improvements would not result in new significant unavoidable impacts at any new Theater Special Event Study intersections.

VIII. ALTERNATIVES TO THE PROPOSED PROJECT

A. SUMMARY OF FINDINGS

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that no alternative or feasible mitigation measure within its powers will substantially lessen or avoid any significant effect the Project would have on the environment.

B. PROJECT OBJECTIVES

As more thoroughly described in the EIR, both the City and Applicant have established specific objectives concerning the Project. More specifically, the objectives of the Project are to:

Design a world-class Museum to showcase the past, present and future of the motion picture industry

- Create an iconic Museum that reflects the importance of the motion picture industry.
- Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats.
- Create a Main Theater of appropriate size and design to host film premieres and cultural movie screenings and accommodate Academy Member and public movie screenings, including for families.
- Provide significant Museum space to house a portion of the Academy's existing collections and future acquisitions for public viewing, including educational, administrative, and support amenities such as a Museum Café and Museum Store.
- Create indoor and outdoor event spaces that take advantage of the mild local climate and panoramic City views, including a Museum Café and Piazza open to the community and Museum visitors.

Rehabilitate the Original Building and Preserve its historic significance

- Preserve and adaptively reuse the Original Building on the former May Company location to retain the status of the Original Building as a City Historic-Cultural Monument and as a California Register-listed and National Register-eligible resource.
- Preserve and rehabilitate the Original Building to enhance its prominence as an iconic historic building at a gateway to Museum Row.
- Develop the New Wing with a design that is compatible with, but architecturally distinct from, the Original Building in terms of shape, size, height, and massing.
- Restore the three historically significant façades in a manner that conforms to the Secretary of the Interior's Standards for Rehabilitation.
- Create a compatible infill wall at the north end of the Original Building.
- Adapt the Tearoom for continued use as a dining room of an appropriate size.

Operate the Museum in a manner that provides opportunities for a range of visitors while meeting Academy administrative and programming needs

- Provide a venue unique to Los Angeles that dynamically conveys how movies are made and highlights the role of movies in popular culture.
- Develop an underutilized site that accommodates a variety of Museum and entertainment-related spaces and uses, including Museum exhibitions, theaters, cultural and educational programs, special events, a Museum Café, Museum Store, and outdoor Piazza.
- Establish operational hours that accommodate use by schoolchildren, residents, and tourists.

- Create a robust K-12 educational program that brings Los Angeles Unified School District and other public and private school students into the Museum campus for workshops and other activities tied to curricular standards.
- Ensure collocation of movie premieres and associated receptions to avoid the need for guests to drive or move to a second venue.
- Host cultural programming open to the public, as the Academy currently does at its other facilities.
- Accommodate Academy Museum staff offices on-site.

Create an economically viable and sustainable Museum

- Expand Los Angeles's interpretation and presentation of its cultural heritage with respect to the entertainment industry.
- Provide for revenue-generating events that support sustainable Museum operations, including but not limited to lease events such as movie premieres, film festivals, and occasional late night screenings, in a variety of locations on the Museum campus.
- Create special event and banquet space, including a Museum Café open to the public and Museum visitors, to complement use of the Main Theater and encourage use of the Museum.
- Enhance the Miracle Mile District and Museum Row's western gateway, to increase patronage and enhance local tourism.
- Provide signage that will inform and attract visitors and provide appropriate recognition of Museum and Museum event sponsors.
- Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities.
- Reduce construction costs and environmental effects through preservation and rehabilitation of the Original Building and shared use of existing parking facilities.

Locate the Museum on a site uniquely suited for museum uses and accessible to residents and tourists

- Centrally locate the Museum in Los Angeles.
- Create a gathering place with significant cultural, educational, entertainment, and social opportunities for the local community.
- Synergistically build upon existing related venues on Museum Row, including the LACMA Campus, Page Museum/La Brea Tar Pits, and Petersen Automotive Museum as well as other museums, galleries and cultural institutions.
- Enhance and expand Museum Row, adding to the diversity of visitor opportunities in the Project area.

- Locate the Museum to take maximum advantage of mass transit infrastructure, including the planned Metro Westside Purple Line Extension and Wilshire/Fairfax Station.
- Conserve resources and avoid environmental impacts by taking advantage of existing parking supply in the vicinity.
- Implement a Parking and Traffic Management Plan to avoid the need for new infrastructure and reduce impacts on surrounding streets and neighborhoods.
- Design the overall Project in a manner consistent with smart growth and urban design principles.
- Encourage bicycle use through the provision of high-quality bicycle amenities and facilities.

Reinforce connections to the surrounding neighborhood

- Create an iconic Museum that takes advantage of the LACMA Campus, a unique location that is already dedicated to the arts and to educational, aesthetic, intellectual, and cultural experiences for a wide array of audiences.
- Create an inviting, safe pedestrian environment, including strengthening the Original Building's Wilshire Boulevard frontage and enlivening the western end of the LACMA Campus.
- Provide a Piazza that will enliven the Fairfax Avenue street frontage and facilitate pedestrian access to the Project Site and the broader LACMA Campus from the neighborhoods west of Fairfax Avenue.

C. PROJECT ALTERNATIVES ANALYZED AND REJECTED

1. ALTERNATIVE 1: NO PROJECT/NO BUILD ALTERNATIVE

a. DESCRIPTION OF ALTERNATIVE

Under the No Project/No Build Alternative, the May Company Building would not be used to house the planned Museum, and instead would continue to be used by LACMA for art storage. LACMA has historically used only a portion of the building on a consistent basis, with some floors and facilities within the building remaining unused; this would continue to be the case. The building would likely continue to be partially occupied, primarily during business hours, with little or no nighttime activity.

Under this Alternative, adaptive reuse of the Original Building as a new Museum, demolition of the 1946 Addition, construction of the New Wing (which includes a Museum entrance, Sphere, View Deck, pedestrian bridges, and the Piazza), would not occur. Rehabilitation of the important historic features of the Original Building, including but not limited to the Wilshire, Fairfax, and East façades and the gold mosaic Corner Tower, would not take place as proposed under the Project. The loading dock, service driveways, and gravel area north of the May Company Building would not be redeveloped, and the western end of the LACMA Campus would remain underutilized. Pedestrian access to the LACMA Campus from the west would continue to be via the gated vehicular driveways on Fairfax Avenue, and the Project Site would not be accessible after business hours, or lighted at night except for floodlighting of the Original Building's north entrance and the adjacent driveway off Fairfax Avenue.

The Academy would continue to hold film screenings and other programs in locations already used for such purposes, and Academy staff would continue to work out of Academy headquarters in Beverly Hills. It is also assumed that Academy staff temporarily occupying office space within the May Company Building would relocate to the Academy headquarters or another location.

b. IMPACT SUMMARY OF ALTERNATIVE 1

The No Project/No Build Alternative would avoid nearly all of the impacts that would occur under the Project. Although most impacts would be avoided under the No Project/No Build Alternative, beneficial aspects of the Project, such as the upgrading of the parcel with distinctive architecture and landscaping and the fulfillment of numerous regional and City plan and policy goals for the area would not occur. Without development of a Museum at the Project Site, the No Project/No Build Alternative would not meet any of the Project objectives.

c. FINDINGS

The No Project/No Build Alternative would reduce adverse environmental impacts when compared to the Project. Therefore, this Alternative would be environmentally superior to the Project. However, this Alternative would not meet any of the Project Objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations (see Section XII), make infeasible the No Project Project/No Build Alternative described in the Draft EIR.

d. RATIONALE FOR FINDINGS

The No Project/No Build Alternative would retain the May Company Building for by LACMA for art storage. The loading dock, service driveways, gravel area, and pedestrian walkways would remain. Because construction of a new Museum, including rehabilitation and adaptive reuse of the Original Building, construction of the New Wing, and demolition of the 1946 Addition would not occur, the No Project/No Build Alternative would not meet the basic purpose of the Project to create an economically viable and sustainable world class museum that reflects the importance of the motion picture industry by showcasing Academy collections, and providing film screenings and premieres in a state-of-the-art theater competitive with other Los Angeles venues in size and amenities. Furthermore, the No Project/No Build Alternative would not meet any of the Project objectives, which fall under the following general categories:

- Design a world-class Museum to showcase the past, present and future of the motion picture industry
- Rehabilitate the Original Building and Preserve its historic significance
- Operate the Museum in a manner that provides opportunities for a range of visitors while meeting Academy administrative and programming needs
- Create an economically viable and sustainable Museum
- Locate the Museum on a site uniquely suited for museum uses and accessible to residents and tourists
- Reinforce connections to the surrounding neighborhood

2. ALTERNATIVE 2: HOLLYWOOD SITE ALTERNATIVE

a. DESCRIPTION OF ALTERNATIVE

Under the Hollywood Site Alternative, the Project would be constructed on an approximately 1.9 acre site adjacent to and west of the Pickford Center on 1313 Vine Street in Hollywood. The Pickford Center houses the Academy's Science and Technology Council, other departments, the 286-seat Linwood Dunn Theater (which accommodates special programs such as film festivals, movie premieres, and other cultural programs) and member events, as well as film archives.

The Hollywood Site, which is owned by the Academy, is bounded by Homewood Avenue to the north, Fountain Avenue to the south, the four-story Pickford Center Building and Vine Street to the east, North Cahuenga Boulevard to the west and Fountain Avenue to the south. The site is currently developed with a surface parking lot that serves the Pickford Center and a single-story apartment building, used over recent years for office space and storage. The Alternative would include a development program similar to the Project, including Museum operations, Theater Programming and Outdoor Programming, and a Rooftop Terrace. However, rather than involving reuse of the Original Building and construction of a New Wing, a single new five-story Museum building would be constructed. Furthermore, rather than relying on existing parking, this Alternative would involve construction of an 845-space, five-level subterranean parking structure with access from either Homewood Avenue or Fountain Avenue that would serve the new Museum and Pickford Center. Development of the Hollywood Site would require demolition of the surface parking lot and the building located on the site. The five-story Museum building would include approximately 208,000 square feet of Floor Area. The first floor (ground level) would include a lobby, Museum Café, Museum Store, and a 1,000 seat theater; with four floors above of collection and exhibit areas, event space, and two additional theaters with a total of 350 seats combined. A Piazza would also be provided at ground level. Other than parking and occasional shared use of other facilities, the Museum would have no effect on the Pickford Center and the two institutions would operate independently. Hours of operation and attendance expectations would be the same as the Project.

b. IMPACT SUMMARY OF ALTERNATIVE 2

The Hollywood Site Alternative would be located next to the Pickford Center and include the construction of a five-story Museum, five-level subterranean parking structure, and demolition of an existing residential structure. This Alternative would result in greater impacts on aesthetics and views; light and glare; air quality; greenhouse gas emissions; seismic hazards; geology and soils; hydrology and water quality; noise and vibration; police protection; fire protection and emergency services; and traffic compared to the No Main Theater Building Alternative. Due to the location of the Hollywood Site Alternative, potentially significant impacts associated with abandoned oil wells, paleontological resources, and archaeological resources and less than significant impacts associated with methane and hydrogen sulfide gases and historic resources would be reduced or avoided compared to the Project. This Alternative would also reduce less than significant impacts of the Project related to shade/shadow, fire protection and emergency medical service, and parking. However, due to the greater area of excavation that would occur under the Hollywood Site Alternative, impacts on air quality, greenhouse gas emissions, hydrology and water quality, and construction noise would be greater than the Project, with potentially significant unavoidable construction air quality impacts. Similar to the Project, there is also the potential for significant unavoidable cumulative construction noise. In addition, the Hollywood Site Alternative would be closer to the Hollywood Fault resulting in greater seismic hazards compared to the Project. Land use impacts would be greater under this Alternative, since the site is not located next to a Museum use or future Metro station, would not preserve and enhance a historic building within the Miracle Mile CDO, and would involve a zoning variance for increased FAR and building height.

c. FINDINGS

This Alternative would result in greater impacts on aesthetics and views; light and glare; air quality; greenhouse gas emissions; seismic hazards; geology and soils; hydrology and water quality; noise and vibration; police protection; fire protection and emergency services; and traffic compared to the No Main Theater Building Alternative. Due to the location of the Hollywood Site Alternative, potentially significant impacts associated with abandoned oil wells, paleontological resources, and archaeological resources and less than significant impacts associated with methane and hydrogen sulfide gases and historic resources would be reduced or avoided compared to the Project.

This Alternative would also reduce less than significant impacts of the Project related to shade/shadow, fire protection and emergency medical service, and parking. However, due to the greater area of excavation that would occur under the Hollywood Site Alternative, impacts on air quality, greenhouse gas emissions, hydrology and water quality, and construction noise would be greater than the Project, with potentially significant unavoidable construction air quality impacts. Similar to the Project, there is also the potential for significant unavoidable cumulative construction noise. In addition, the Hollywood Site Alternative would be closer to the Hollywood Fault resulting in greater seismic hazards compared to the Project. Land use impacts would be greater under this Alternative, since the site is not located next to a Museum use or future Metro station, would not preserve and enhance a historic building within the Miracle Mile CDO, and would involve a zoning variance for increased FAR and building height.

This Alternative would not meet the Project objectives to the same degree as the Project. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations (see Section XII), make infeasible the Hollywood Site Alternative described in the EIR.

d. RATIONALE FOR FINDINGS

The Hollywood Site Alternative would develop a Museum and subterranean parking garage adjacent to the Pickford Center which is owned by the Academy. This Alternative would include the same types of uses, programming, and Floor Area as the Project. This Alternative would develop an underutilized site located in an area that could serve residents, tourists, and visitors. Although the Hollywood Site Alternative would meet the primary purpose of the Project, and a number of Project objectives due to its similarities to the Project, it would not meet the objectives listed by category below:

Rehabilitate the Original Building and preserve its historic significance

- Preserve and adaptively reuse the Original Building on the former May Company location to retain the status of the Original Building as a City Historic-Cultural Monument and as a California Register-listed and National Register-eligible resource.
- Preserve and rehabilitate the Original Building to enhance its prominence as an iconic historic building at a gateway to Museum Row.
- Develop the New Wing with a design that is compatible with, but architecturally distinct from, the Original Building in terms of shape, size, height, and massing.
- Restore the three historically significant façades in a manner that conforms to the Secretary of the Interior's Standards for Rehabilitation.

- Create a compatible infill wall at the north end of the Original Building.
- Adapt the Tearoom for continued use as a dining room of an appropriate size.

Create an economically viable and sustainable Museum

- Enhance the Miracle Mile District and Museum Row's western gateway, to increase patronage and enhance local tourism.
- Reduce construction costs and environmental effects through preservation and rehabilitation of the Original Building and shared use of existing parking facilities.

Locate the Museum on a site uniquely suited for museum uses and accessible to residents and tourists

- Synergistically build upon existing related venues on Museum Row, including the LACMA Campus, Page Museum/La Brea Tar Pits, and Petersen Automotive Museum as well as other museums, galleries and cultural institutions.
- Enhance and expand Museum Row, adding to the diversity of visitor opportunities in the Project area.
- Locate the Museum to take maximum advantage of mass transit infrastructure, including the planned Metro Westside Purple Line Extension and Wilshire/Fairfax Station.
- Conserve resources and avoid environmental impacts by taking advantage of existing parking supply in the vicinity.

Reinforce connections to the surrounding neighborhood

- Create an iconic Museum that takes advantage of the LACMA Campus, a unique location that is already dedicated to the arts and to educational, aesthetic, intellectual, and cultural experiences for a wide array of audiences.
- Create an inviting, safe pedestrian environment, including strengthening the Original Building's Wilshire Boulevard frontage and enlivening the western end of the LACMA Campus.
- Provide a Piazza that will enliven the Fairfax Avenue street frontage and facilitate pedestrian access to the Project Site and the broader LACMA Campus from the neighborhoods west of Fairfax Avenue.

3. ALTERNATIVE 3: NO MAIN THEATER BUILDING ALTERNATIVE

a. DESCRIPTION OF ALTERNATIVE 3

Under the No Main Theater Building Alternative, the May Company Building, including the Original Building and 1946 Addition, would be rehabilitated and adaptively reused to house the Museum. Under this Alternative, the Sphere, containing the Main Theater seating 1,000, View Deck, and pedestrian bridges that connect to the Original Building would not be developed, and the 1946 Addition would not be removed. Rehabilitation of the May Company Building would be

undertaken in a manner generally consistent with the Preservation Plan proposed for the Project.

Proposed uses under this Alternative would include permanent and changing exhibition space; two theaters with a combined seating capacity of 350; banquet and conference space within the Tearoom and Rooftop Terrace to accommodate pre- and post-event functions associated with the two theaters; an approximately 4,000-square-foot Museum Café with seating for up to approximately 150 patrons; an approximately 5,000-square-foot Museum Store; and ancillary spaces including administrative offices, educational spaces, exhibit preparation, a conservation laboratory, and maintenance and receiving areas.

The Piazza would still be constructed adjacent to the Museum's northern entrance, and would be similar in size to the Project, replacing the surface driveway and gravel area north of the May Company Building. As under the Project, the Piazza would provide public access to the Museum and LACMA Campus during the day and would provide seating for the Museum Café and Outdoor Programming. The Piazza would still normally accommodate up to 1,350 attendees with occasional events of up to 2,500 attendees, as under the Project. The northerly driveway on the Project Site would continue to provide access to the loading docks, as under the Project.

b. IMPACT SUMMARY OF ALTERNATIVE 3

Because the No Main Theater Building Alternative would not develop the 1,000-seat Main Theater, two of the Project's three significant unavoidable intersection impacts would be avoided under Theater Special Event Future Conditions, and all three of the Project's significant unavoidable intersection impacts would be avoided under Theater Special Event Existing Conditions. The reduction in construction activity and operational traffic under this Alternative would avoid significant unavoidable cumulative construction noise impacts that would occur under the Project.

The No Main Theater Building Alternative would require less excavation into native soils and therefore significant impacts on archaeological and paleontological resources would be reduced compared to the Project, although due to the sensitivity of the area the impact would still be significant and mitigation measures would still be required. Because excavation activities would be reduced under this Alternative, the potential to encounter abandoned oil wells would also be reduced compared to the Project, although mitigation would still be required. The reduction in the intensity and duration of construction activity would reduce the less than significant construction impacts of the Project associated with aesthetics and views; air quality; greenhouse gas emissions; groundwater and soils; methane and hydrogen sulfide gases; asbestos, lead-containing materials, and PCBs; other potentially hazardous materials; emergency preparedness; hydrology and water quality; construction noise; construction vibration; police protection; and fire protection and emergency service; and construction traffic.

In addition, because this Alternative would retain the 1946 Addition of the May Company Building, and would still implement a Preservation Plan, it would further reduce the less than significant impacts on historic resources identified for the Project. Because the Sphere would not be constructed and the number of visitors to the Project Site associated with theater events would be reduced, less than significant impacts associated with view blockage; light and glare; shade/shadow; operational air quality; greenhouse gas emissions; seismic hazards; police protection; fire protection and emergency services; and parking would also be reduced under this Alternative.

The No Main Theater Building Alternative would result in similar less than significant impacts related to vapor encroachment, surface water hydrology, operational noise, and operational vibration as the Project. The No Main Theater Building Alternative would have a greater impact than the Project regarding visual character and land use, since the distinctive architecture and iconic Sphere building and consistency with local and regional plans would not be provided to the same extent as the Project. However, like the Project, these impacts would be less than significant. In summary, the No Main Theater Building Alternative would eliminate two of the Project's three significant unavoidable intersection impacts, and reduce the less than significant impacts for most other environmental topics. The No Main Theater Building Alternative would also eliminate a significant unavoidable cumulative construction noise impact.

c. FINDINGS

The No Main Theater Building Alternative would eliminate two of the Project's three significant unavoidable intersection impacts, and reduce the less than significant impacts for most other environmental topics. The No Main Theater Building Alternative would also eliminate a significant unavoidable cumulative construction noise impact.

This Alternative would not meet the Project objectives to the same degree as the Project. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations (see Section XII), make infeasible the No Main Theater Building Alternative described in the EIR.

d. RATIONALE FOR FINDINGS

The No Main Theater Building Alternative would rehabilitate and adaptively reuse the May Company Building as a Museum in a manner that would be generally consistent the Preservation Plan. The Museum would include a variety of supporting uses and an outdoor Piazza within the LACMA Campus and Museum Row. Although the No Main Theater Building Alternative would meet a number of Project objectives due to some similarities with the Project, such as rehabilitation of the May Company Building, without the Main Theater it would only partially meet the primary purpose and objective of the Project, which includes "... providing film screenings and premieres in a state-of-the-art theater competitive with other Los Angeles venues in size and amenities." Furthermore, the No Main Theater Building Alternative would not meet the objectives listed by category below.

Design a world-class Museum to showcase the past, present and future of the motion picture industry

- Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats.
- Create a Main Theater of appropriate size and design to host film premieres and cultural movie screenings and accommodate Academy Member and public movie screenings.

Rehabilitate the Original Building and Preserve its historic significance

- Develop the New Wing with a design that is compatible with, but architecturally distinct from, the Original Building in terms of shape, size, height, and massing.
- Create a compatible infill wall at the north end of the Original Building.

Operate the Museum in a manner that provides opportunities for a range of visitors while meeting Academy administrative and programming needs

- Ensure collocation of movie premieres and associated receptions to avoid the need for guests to drive or move to a second venue.

Create an economically viable and sustainable Museum

- Provide for revenue-generating events that support sustainable Museum operations, including but not limited to lease events such as movie premieres, film festivals, and occasional late night screenings, in a variety of locations on the Museum campus.
- Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities.

4. ALTERNATIVE 4: REDUCED INTENSITY/DESIGN ALTERNATIVE

a. DESCRIPTION OF ALTERNATIVE 4

Under the Reduced Intensity/Design Alternative, the Museum would still be located on the Project Site, and the Original Building would be rehabilitated and adaptively reused to accommodate Museum uses in a manner generally consistent with the Preservation Plan proposed for the Project. The 1946 Addition would still be demolished as under the Project and a new wall would be constructed at the same location as the North façade of the Original Building. Circulation elements, including escalators, elevators, and potential stairs would be accommodated within the Original Building along the North façade.

However, under this Alternative, theater seating would be reduced by approximately 55 percent, accommodating a total of 750 patrons site-wide, compared to the 1,350 seats proposed under the Project. Theater seating would continue to be provided within two small theaters within the Original Building at a capacity of 350 seats as proposed under the Project, as well as within a 400-seat external theater building ("Theater Building") to be constructed on the north side of the Piazza. In terms of design, compared to the Project, the Reduced Intensity/Design Alternative would not include the distinctive Sphere with a Main Theater seating 1,000 and a View Deck above. In contrast, it would include a smaller, less distinct Theater Building without a View Deck with approximately 16,000 square feet of Floor Area that would be physically separate from the Original Building. The height of the Theater Building would be approximately 75 feet above adjacent grade, compared to the Project's Sphere with a maximum height of approximately 130 feet above adjacent grade.

The Piazza would still be constructed adjacent to the Museum's northern entrance, but would be reduced in size by up to approximately 55 percent to accommodate the Theater Building, as under the Project the Piazza extends underneath the Sphere. As under the Project, the Piazza would provide public access to the Museum and LACMA Campus during the day and would provide seating for the Museum Café. Events on the Piazza would be reduced in size given the reduced space. The Piazza would normally accommodate up to 750 attendees, with occasional events of up to 1,375 attendees, as compared to under the Project which can accommodate up to 1,350 attendees, with occasional events with up to 2,500 attendees.

The Academy would still host or lease the Project Site for Premiere Screenings or Member Screenings as under the Project, but such events would be limited to 750 attendees, reflecting the maximum capacity of theater seating. The northerly driveway on the Project Site would continue to provide access to the loading docks, as under the Project, and the supplemental on-

site pick-up/drop-off area for valet and special events and Theater Programming patrons proposed under the Project would still be constructed.

b. IMPACT SUMMARY OF ALTERNATIVE 4

The Reduced Intensity/Design Alternative would involve the demolition of the 1946 Addition, construction of a Theater Building, and additional excavation required for the Theater Building. Therefore, impacts on aesthetics; air quality; greenhouse gas emissions; archaeological resources; paleontological resources; historic resources; geology and soils; abandoned oil wells; methane and hydrogen sulfide gases; asbestos, lead-containing materials, and PCBs; other potentially hazardous materials; construction noise; construction vibration; police protection; fire protection and emergency medical services; transportation and parking would be greater under the Reduced Intensity/Design Alternative compared to the No Main Theater Building Alternative. The Reduced Intensity/Design Alternative would reduce significant unavoidable impacts at two intersections under Theater Special Event Existing Conditions and Theater Special Event Future Conditions, compared to the Project; however an impact at one intersection would remain significant and unavoidable under this Alternative. Because this Alternative would have similar construction activities, significant unavoidable cumulative construction noise impacts associated with the Metro Westside Purple Line Extension would occur, similar to the Project. The Reduced Intensity/Design Alternative would reduce but not avoid significant impacts associated with abandoned oil wells that would occur with the Project and therefore mitigation measures would still be required. The Reduced Intensity/Design Alternative would result in reduced impacts on light and glare, shade/shadow, operational air quality, greenhouse gas emissions, historic resources, seismic hazards, emergency preparedness, operational noise, police protection, fire protection and emergency medical services, and parking compared to the Project. However, the Reduced Intensity/Design Alternative would result in a greater impact on land use, and construction noise compared to the Project.

c. FINDINGS

The Reduced Intensity/Design Alternative would reduce significant unavoidable impacts at two intersections under Theater Special Event Existing Conditions and Theater Special Event Future Conditions, compared to the Project; however an impact at one intersection would remain significant and unavoidable under this Alternative. Because this Alternative would have similar construction activities, significant unavoidable cumulative construction noise impacts associated with the Metro Westside Purple Line Extension would occur, similar to the Project. The Reduced Intensity/Design Alternative would reduce but not avoid significant impacts associated with abandoned oil wells that would occur with the Project and therefore mitigation measures would still be required.

This Alternative would not meet the Project objectives to the same degree as the Project. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations (see Section XII), make infeasible the Reduced Intensity/Design Alternative described in the EIR.

d. RATIONALE FOR FINDINGS

The Reduced Intensity/Design Alternative would rehabilitate and adaptively reuse the Original Building as a Museum in a manner that would be generally consistent the Preservation Plan. This Alternative would also provide a Theater Building and outdoor Piazza within the LACMA Campus and Museum Row. Although the Reduced Intensity/Design Alternative would meet a

number of Project objectives due to similarities to the Project, such as rehabilitation of the Original Building, and provision of a 400 seat theater building, without the 1,000 seat Main Theater and associated constraints to programming, it would only partially meet the primary purpose and objective of the Project, which includes "... providing film screenings and premieres in a state-of-the-art theater competitive with other Los Angeles venues in size and amenities." Furthermore, it would not meet the objectives listed by category below.

Design a world-class Museum to showcase the past, present and future of the motion picture industry

- Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats.
- Create a Main Theater of appropriate size and design to host film premieres and cultural movie screenings and accommodate Academy Member and public movie screenings, including for families.

Create an economically viable and sustainable Museum

- Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities.

D. ALTERNATIVES CONSIDERED BUT REJECTED

A number of alternatives were initially considered for further evaluation in this EIR based on the potential for each to reduce or eliminate the significant environmental impacts identified for the Project. The alternatives initially considered and rejected are discussed below.

1. ALTERNATIVE OFF-SITE LOCATIONS

The Applicant initially considered numerous locations throughout the Los Angeles metropolitan area as potential sites for the planned Museum, and in 2004 undertook a systematic evaluation of 12 sites. Ten of the sites, as listed below, were eventually eliminated from further consideration for a variety of reasons, including distance from other Academy facilities, lack of visitor access, small parcel size, lack of availability, land costs and/or lack of financial inducements for acquisition or lease, and lack of complementary land uses in the vicinity.

- **Exposition Park (Los Angeles)**. A long-term ground lease of land within Exposition Park controlled by the Coliseum Commission was considered for its potential proximity to other existing Museums, accessibility via Metro's Expo Park Station, and the potential, although not guaranteed, availability of parking in the vicinity. However, drawbacks included distance from existing Academy facilities and from Hollywood; the primarily science and natural history focus of Exposition Park museums, as opposed to arts and entertainment; the cost of new ground-up construction including, potentially, additional parking; the lack of tourism in the area; and limited public transit and pedestrian traffic compared to other sites considered.
- **Grand Avenue (Los Angeles)**. A one-acre site on Grand Avenue within a planned mixed-use retail and residential development controlled by the Grand Avenue Committee was initially considered for its proximity to other arts institutions along the Grand Avenue corridor. However, constraints included very limited parcel size and lack of expansion

potential, owing to the established mixed-use building design that would in turn constrain Museum design and operation; unknown compatibility with future mixed-use building tenants; the lack of tourism in the area; and the lack of pedestrian street life in the area, including during the evening. This option was ultimately rejected for these reasons.

- **Griffith Park (Los Angeles)**. A potential Museum site in Griffith Park was considered in light of the possibility of leasing land from the City for the purpose, as well as for proximity to east Hollywood, and favorable tourist and resident access, and potential availability of parking. Constraints included the fact that no specific site was available; lack of other nearby arts and entertainment institutions; potential for conflicts with existing park uses; the lack of public transit; and the lack of pedestrian foot traffic and access.
- **Highland Avenue and Yucca Street (Los Angeles).** A 2.2-acre site at this location was considered for its proximity to other Academy institutions and its central location within Hollywood's commercial district; accessibility by public transit as well as automobile; availability of existing parking; pedestrian traffic; and presence of other entertainment destinations that serve as a major tourism draw. Constraints included unknown availability or cost of site; congestion in the area that would limit accessibility and, potentially, use of the site; and unknown potential for synergy with nearby retail and entertainment destinations, which include retail uses and theaters, but few museums.
- **Hollywood Boulevard and Argyle Avenue (Los Angeles**). This 3.4-acre site was considered for its visibility and its location within a block of the intersection of Hollywood and Vine, the heart of Hollywood's commercial center, and in proximity to the Academy's other facilities in Hollywood. The site was ultimately rejected due to potential for high land and construction costs, the need to construct parking, and lack of other museums or similar institutions in the vicinity.
- **La Cienega Park (Beverly Hills).** This site is currently an existing park, and although the site is immediately south of the Academy's Margaret Herrick Library and in a highly visible location, displacement of the park was a significant drawback. Other constraints included small size of the parcel (approximately one acre), lack of accessibility by automobile (no nearby freeways) or public transit, and lack of other tourist destinations in the vicinity, despite the tourism draw of Hollywood. This site was ultimately not pursued for these reasons.
- **Robinsons-May (Beverly Hills).** This site was considered for its high profile location at the western gateway to the City of Beverly Hills. However, land acquisition and, potentially, demolition and new building construction would represent significant costs. Other constraints that led to rejection of this site included unknown land availability, lack of public transit, lack of pedestrian access and foot traffic in the area, and the distance to other museums or tourist attractions in the immediate vicinity (Rodeo Drive is approximately 0.50 mile away).

- **Santa Monica Boulevard and San Vicente Boulevard (West Hollywood).** An approximately three-acre site was initially considered at this high-visibility location. A significant drawback was non-availability of the site, since the site is owned by the County and developed with the West Hollywood Sheriff Station and Metro facility; other drawbacks included the lack of other arts or entertainment destinations, and therefore tourism in the area, and the lack of freeway or transit access. The site was ultimately rejected from further consideration.
- **Staples Center (Los Angeles).** The possible collocation of a Museum at L.A. Live on a portion of an existing or planned mixed-use site or on a separate 1.5-acre parcel was initially considered for its high visibility location and ease of access via freeway and light rail. However, the majority of Staples Center events take place in the evening, when the Museum would generally be closed, and therefore peak resident, student, and tourist pedestrian and automobile traffic in the area would not coincide with Museum hours. The nearest neighbors, Staples Center and the Convention Center, would not necessarily bring foot traffic to a Museum. More specifically, Staples Center generally operates in the evening, and the Convention Center operates only periodically, therefore the site would not support the level of regular daytime pedestrian activity desired. Finally, given the popularity of the area, potentially high lease costs represented a potential constraint.
- **Sunset Boulevard and Vine Street (Los Angeles).** A 3.4-acre site at this location was initially considered for its high visibility, associations with Hollywood's history, and proximity to other tourist destinations within Hollywood's commercial center. The site was ultimately rejected due to land acquisition and construction costs; the lack of existing parking; the increased distance to Academy facilities in Hollywood compared to other Hollywood sites also initially considered; and the lack of other museums or similar institutions in the vicinity, despite the tourism draw of downtown Hollywood.

The two sites of the original 12 considered but not listed above include the Homewood Site in Hollywood, and the LACMA Site, which is the proposed Project Site. During the period between 2005 and 2008, the Academy purchased several properties that comprised the Homewood Site on land located around the intersection of Vine Street and Homewood Avenue, adjacent to its existing Pickford Center, with the intent to develop a Museum. During this same time period the Academy also purchased two properties to the south of Homewood Avenue, completing their ownership of the entire block where the Pickford Center is located. With the onset of the recession, the Academy placed its plans for a Museum at the Homewood Site on hold. Ultimately, the Academy elected to pursue development of the Project at LACMA and sold the Homewood Site in 2013. The properties acquired on the block with the Pickford Center located to the south of the Homewood Site were not sold, and are the focus of the Hollywood Site Alternative evaluated below. The primary reasons that the Academy pursued development of a Museum at LACMA included superior visitor access, highly complementary adjacent cultural and programmatic land uses (LACMA Campus and Museum Row), potential for adaptive reuse of a prestigious historic building on a prominent highly visible site, and favorable capital cost considerations.

2. ALTERNATIVE ON-SITE USES

Alternative uses on the Project Site that could be developed under the current Wilshire Community Plan and zoning designation, such as office, retail, commercial, restaurant and hotel uses, including those allowed under current entitlements, were considered for purposes of this evaluation but were not carried forward as they would not meet the basic objectives of the Project to design a world-class Museum, preserve the historic significance of the Original Building, operate a Museum that provides opportunities for a range of visitors, create an economically viable and sustainable Museum, and locate a Museum on a site uniquely suited for museum uses and accessible to residents and tourists (Museum Row), and reinforce connections to the surrounding neighborhood.

A Museum-only use was also considered but not carried forward for further analysis, as not having a theater as part of the Project would substantially compromise the Academy's ability to fulfill its mission for the Museum to: "Celebrate and explore how motion pictures have reflected and shaped world culture, and help us all to better understand what the movies have meant—and continue to mean—in our lives." Furthermore, a Museum only alternative would not fulfill several objectives of the Project, including those to: "Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats;" "Create a Main Theater of appropriate size and design to host film premieres and cultural screenings and accommodate member and public screenings, including for families, of movies;" "Provide for revenue-generating events that support sustainable Museum operations, including but not limited to lease events such as movie premieres, film festivals, and occasional late night screenings, in a variety of locations on the Museum campus;" and, "Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities."

3. ALTERNATIVE SITES ON THE LACMA CAMPUS

The May Company Building has been underutilized by LACMA since its acquisition in 1994. Portions of the building have been used to house offices, storage, temporary exhibitions and exhibit preparation, education programs, and special events, but the building has never been fully occupied by LACMA, nor has comprehensive rehabilitation been undertaken. The area to the north of the May Company Building houses a gravel area historically used for parking and two driveways accessing LACMA museum loading docks, but it is not a functioning public use area within the LACMA Campus, is not well lighted at night, and does not support a pedestrian link between Fairfax Avenue and the LACMA Campus. While other areas of the LACMA Campus were generally considered for this evaluation as alternate sites, such as landscaped open space and partially improved areas along Sixth Street, they would not have the benefit of reusing and upgrading the May Company Building and being able to site new construction in an area largely used for restricted parking and circulation. Other LACMA sites would also not provide the benefit of a highly visible location for the Museum at the corner of Wilshire Boulevard and Fairfax Avenue. Furthermore, development of other LACMA sites would eliminate valued areas of landscaped public open space within the LACMA Campus and Hancock Park. Development of such sites without reuse of the May Company Building would also increase ground-up construction costs and associated impacts. Furthermore, a Museum located in open spaces areas on the LACMA Campus and Hancock Park would not fulfill the Project objective to "Reduce construction costs and environmental effects through preservation and rehabilitation of the Original Building and shared use of existing parking facilities."

An alternative that would construct a two-level underground parking structure with a tunnel connecting to the Pritzker Garage, which would retain the basic characteristics of the Project while expanding the Project Site on the LACMA Campus to the north, was also considered for evaluation. However, there were substantial physical constraints associated with construction

of this alternative due to the location of an existing utility corridor that serves LACMA, interference with LACMA operations, and the need for a sizeable amount of contaminated soil excavation/soil export, and temporary dewatering. In addition, rather than reducing environmental impacts compared to the Project, an underground parking structure alternative would substantially increase the magnitude of impacts on paleontological resources and the potential for significant impacts on archaeological resources. It would also have increased adverse effects associated with subsurface gases, contaminated soil and groundwater, and the duration of construction related air quality and noise impacts. Furthermore, this alternative would not fulfill the Project objective to "Reduce construction costs and environmental effects through preservation and rehabilitation of the Original Building and shared use of existing parking facilities."

For these reasons alternative sites on the LACMA Campus, including an underground parking structure to the north of the Project Site, were not carried forward for further analysis.

E. ENVIRONMENTAL 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, Section 15126.6 of the CEQA Guidelines states that: "If the environmentally superior alternative is the 'No Project' Alternative, then the EIR shall identify the environmentally superior alternative among the other alternatives."

The selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project, and on a comparison of the remaining environmental impacts of each alternative.

Of the Alternatives evaluated, the No Project/No Build Alternative is considered the overall environmentally superior Alternative as it would avoid nearly all of the impacts that would occur under the Project. However, although most impacts would be avoided under the No Project/No Build Alternative, the beneficial aspects of the Project, such as the upgrading of the parcel with distinctive architecture and landscaping and the fulfillment of numerous regional and City plan and policy goals for the area would not occur. Without development of a Museum at the Project Site, the No Project/No Build Alternative would not meet any of the Project objectives.

Among the other Alternatives, the No Main Theater Alternative would be the environmentally superior alternative. The No Main Theater Building Alternative would not develop the 1,000-seat Main Theater, two of the Project's three significant unavoidable intersection impacts would be avoided under Theater Special Event Future Conditions, and all three of the Project's significant unavoidable intersection impacts would be avoided under Theater Special Event Existing Conditions. The reduction in construction activity and operational traffic under this Alternative would avoid significant unavoidable cumulative construction noise impacts that would occur under the Project. The No Main Theater Building Alternative would require less excavation into native soils and therefore significant impacts on archaeological and paleontological resources would be reduced compared to the Project, although due to the sensitivity of the area the impact would still be significant and mitigation measures would still be required. Because excavation activities would be reduced under this Alternative, the potential to encounter abandoned oil wells would also be reduced compared to the Project, although mitigation would still be required. The reduction in the intensity and duration of construction activity would reduce the less than significant construction impacts of the Project associated with aesthetics and views; air quality; greenhouse gas emissions; groundwater and soils; methane and hydrogen sulfide gases; asbestos, lead-containing materials, and PCBs; other potentially hazardous materials; emergency preparedness; hydrology and water quality; construction noise; construction

vibration; police protection; and fire protection and emergency service; and construction traffic. In addition, because this Alternative would retain the 1946 Addition of the May Company Building, and would still implement a Preservation Plan, it would further reduce the less than significant impacts on historic resources identified for the Project. Because the Sphere would not be constructed and the number of visitors to the Project Site associated with theater events would be reduced, less than significant impacts associated with view blockage; light and glare; shade/shadow; operational air quality; greenhouse gas emissions; seismic hazards; police protection; fire protection and emergency services; and parking would also be reduced under this Alternative. The No Main Theater Building Alternative would result in similar less than significant impacts related to vapor encroachment, surface water hydrology, operational noise, and operational vibration as the Project. The No Main Theater Building Alternative would have a greater impact than the Project regarding visual character and land use, since the distinctive architecture and iconic Sphere building and consistency with local and regional plans would not be provided to the same extent as the Project. However, like the Project, these impacts would be less than significant. In summary, the No Main Theater Building Alternative would eliminate two of the Project's three significant unavoidable intersection impacts, and reduce the less than significant impacts for most other environmental topics. The No Main Theater Building Alternative would also eliminate a significant unavoidable cumulative construction noise impact.

This Alternative would however, not meet the objectives listed by category below.

Design a world-class Museum to showcase the past, present and future of the motion picture industry

- Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats.
- Create a Main Theater of appropriate size and design to host film premieres and cultural movie screenings and accommodate Academy Member and public movie screenings.

Rehabilitate the Original Building and Preserve its historic significance

- Develop the New Wing with a design that is compatible with, but architecturally distinct from, the Original Building in terms of shape, size, height, and massing.
- Create a compatible infill wall at the north end of the Original Building.

Operate the Museum in a manner that provides opportunities for a range of visitors while meeting Academy administrative and programming needs

- Ensure collocation of movie premieres and associated receptions to avoid the need for guests to drive or move to a second venue.

Create an economically viable and sustainable Museum

- Provide for revenue-generating events that support sustainable Museum operations, including but not limited to lease events such as movie premieres, film festivals, and occasional late night screenings, in a variety of locations on the Museum campus.
- Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities.

IX. FINDINGS REGARDING GENERAL IMPACT CATEGORIES

A. GROWTH INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The Project would rehabilitate and adaptively reuse the Original Building and construct the New Wing to support operation of a Museum dedicated to films and filmmaking. The Project would be developed on a site within the LACMA Campus that has been used to support Museum uses, with the May Company Building currently used by LACMA for art storage and to temporarily house some Academy staff during renovation of the Academy's existing Beverly Hills headquarters. The Project does not include residential uses and therefore would not foster direct population or housing growth. Although the Project would reactivate and expand Museum uses on the Project Site, which would generate economic growth through ticket sales, events, and increased tourism, the potential for the Project to indirectly foster population and housing growth would be very limited. Approximately 135 permanent full-time employees would operate the Museum, however, a number of these employees already work for the Academy or are likely to currently reside in the Los Angeles area. To the degree that some new employees may move into the area to be closer to their workplace, the number would be limited, and in light of existing homes available on the real estate market, and vacancies within the rental market, not enough demand would be generated to trigger the need for construction of additional housing. Furthermore, as an in-fill project in a fully developed urbanized area, the Project would not remove obstacles to growth by opening up a new area to development through construction of new infrastructure of other means. Accordingly, the Project would not result in significant growth-inducing impacts either directly or indirectly.

B. SIGNIFICANT IRREVERSIBLE IMPACTS

CEQA Guidelines Section 15126.2(c) indicates that:

> Uses 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. Project 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. Project construction would involve a limited amount of non-renewable resources or slowly-renewable resources. 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, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site. Project operation would continue to expend nonrenewable resources that are currently consumed within the City. These 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. Continued use of such resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. Further, the Project would not affect access to existing resources, nor interfere with the production or delivery of such resources. Energy consumption associated with the Project during construction and operation are set forth in Section X.3, Energy, below.

The Project incorporates numerous Project Design Features and sustainability features consistent with minimum United States Green Building Council Leadership in Energy and Environmental and Design® ("LEED®") Certified rating as well as the Silver Certification or its equivalent that would reduce the consumption of non-renewable resources. The Project would incorporate a number of sustainability features such as: an energy efficient building envelope; retrofitting of the Original Building to be more energy efficient; efficient lighting and heating, ventilation, and air conditioning systems; use of low volatile organic compound emitting materials; optimal use of daylight for interior lighting; water conservation practices; and recycling. In addition, building materials would be comprised of recycled and regional materials, within practical limits. The Project would be located within an urban/compact infill area that is served by existing public transportation and adjacent to the future station for the Metro Westside Purple Line Extension (location efficiency). The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and result in corresponding reductions in transportation-related energy demand.

Other efficiencies include the proximity of the Project to existing residential and commercial uses, with on-site retail, restaurant, and recreational land uses (increased land use diversity). The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and vehicle miles travelled by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand. The Project would be located on the LACMA Campus, in an area that offers access to multiple other nearby destinations including the Page Museum/La Brea Tar Pits, the Craft and Folk Art

Museum, and the Petersen Automotive Museum. The access to multiple destinations in close proximity to the Project Site (increased destination accessibility) would reduce vehicle trips, encourage walking and non-automotive forms of transportation, and result in corresponding reductions in transportation-related energy demand.

The Project would be located within a quarter-mile of existing and potential future planned public transportation, provide access to on-site uses from existing pedestrian pathways, provide bicycle parking facilities and end-of-trip facilities for employees, such as lockers and showers, that would encourage employees to utilize alternative modes of transportation. With LEED® Silver Certificate or equivalent building design; use of renewable resources and recycling; and efficiencies of location, land use diversity, destination accessibility and transit accessibility; the Project's irreversible changes to the environment related to the consumption of the nonrenewable resources would not be significant

C. ENERGY USE

Section 21100(b) of the State CEQA Guidelines requires that an EIR include a detailed statement setting forth mitigation measures proposed to minimize a project's significant effects on the environment, including but not limited to measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with Appendix F of the State CEQA Guidelines, the EIR includes relevant information and analyses that address the energy implications of the Project.

1. CONSTRUCTION-RELATED ENERGY CONSUMPTION

The Project would entail an approximately 30-month construction period. Anticipated construction phases include interior abatement of hazardous materials and demolition of the 1946 Addition; soft demolition and abatement within the Original Building; site clearing, grading and excavation; renovation and finishing of the Original Building interior and restoration of the exterior; construction of the New Wing; trenching and installation of onsite infrastructure; and outdoor hardscape and landscaping. The Project would excavate approximately 5,862 cubic yards of soil and generate approximately 29,198 cubic yards of demolition debris (asphalt, interior and exterior building demolition, and general construction debris), totaling approximately 35,060 cubic yards, that would require off-site removal.

a. ESTIMATED ENERGY CONSUMPTION

The abatement and demolition phase would last for approximately six months and generate the majority of the debris requiring off-site disposal. Heavy-duty construction equipment associated with abatement and demolition activities would include diesel-fueled loaders and haul trucks. It is estimated that approximately 4,170 one-way truck trips would be required to haul the debris to off-site recycling and disposal facilities in the region.

Site clearing, grading, excavation, and trenching would last for approximately four months and would overlap with abatement and demolition activities. Heavy-duty construction equipment associated with these activities would include diesel-fueled air compressors, backhoes, dozers, excavators, loaders, street sweepers, haul trucks, and water trucks. It is estimated that

approximately 434 one-way truck trips would be required to haul the material to off-site reuse and disposal facilities. The Project would require the use of haul trucks with double trailers to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. In addition, since the Project proposes the reuse of an existing building and existing parking facilities, the amount of required grading would be significantly reduced compared to a similar project with all new building and parking facilities construction. Based on the number of truck trips described above, construction of the Project would use approximately 49,575 gallons of diesel fuel for hauling debris and materials.

The renovation of the Original Building, construction of the New Wing, and installation of outdoor hardscape and landscaping would last for approximately 24 months and would follow abatement, site clearing, and grading and excavation activities. Heavy-duty construction equipment associated with building renovation and construction would include air compressors, cranes, concrete pumps, forklifts, lifts, and welders. Heavy-duty construction equipment associated with outdoor hardscape and landscaping would include air compressors, backhoes, dozers, forklifts, lifts, loaders, and rollers. The majority of the equipment will likely be diesel-fueled; however, smaller equipment, such as air compressors and lifts may be electric-, gas-, or natural gas-fueled. Based on the number and type of construction equipment that would be used during Project construction, and based on the estimated duration of construction, the Project would use approximately 74,915 gallons of diesel fuel for heavy-duty construction equipment.

Since the Project includes the reuse of an existing building and existing parking facilities, the amount of required building construction equipment would be minimized compared to a similar Project with all new building and parking construction. Construction equipment fuels (diesel, gas, or natural gas) would be provided by local or regional suppliers and vendors. Electricity, when needed, would be supplied by the local utility provider (Department of Water and Power) via existing on-site connections. This would be consistent with suggested measures in the L.A. CEQA Thresholds Guide to reduce air pollution by using electricity from power poles, rather than temporary diesel or gasoline powered generators. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the Department of Water and Power.

Electricity used to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for lighting when necessary for general construction and renovation activity would generally not result in a net increase in on-site electricity use over existing conditions. The Original Building currently uses electricity to provide power for lighting, electronic equipment, and climate control. During building construction and renovation, the electricity supply for the Original Building would be shut off as a safety measure. Therefore, it is expected that construction electricity use would be offset by the shutting off of the electricity supply in the Original Building during construction.

Parking for construction workers would be provided on the Project Site and in existing LACMA parking facilities; any needed off-site parking would be provided in other facilities in the immediate vicinity (i.e., the Petersen Automotive Museum). Simultaneous staging of construction equipment and materials would be accommodated on the Project Site and a portion of the Resnick North Lawn. The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers would depend on the total number of worker trips estimated for the duration of construction activity. A 2009 study by the California Department of Transportation ("Caltrans") found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) was 18.133 miles per gallon. Assuming construction

worker vehicles have an average fuel economy consistent with the Caltrans study and assuming the gasoline to diesel ratio is similar to the data provided above, based on the maximum projected number of workers during each phase, the Project would use approximately 253,857 gallons of gasoline and 55,725 gallons of diesel fuel for construction worker trips.

In 2012, California consumed a total of 337,666 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector. For diesel, California consumed a total of 72,945 thousand barrels for transportation, which is equivalent to a total annual consumption of 3 billion gallons by the transportation sector. Based on the fuel usage amounts presented above, construction of the Project would use approximately 253,857 gallons of gasoline and 180,215 gallons of diesel, assuming heavy-duty construction equipment is primarily diesel-fueled. This would represent less than 0.002 percent of the statewide gasoline consumption and 0.006 percent of the statewide diesel consumption.

b. ENERGY CONSERVATION: REGULATORY COMPLIANCE

The Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board ("CARB") regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment (see Appendix B of the Draft EIR). CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets.

Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

With respect to solid waste, the City of Los Angeles Solid Waste Management Policy Plan, a long-range policy plan adopted in 1993, promotes source reduction or recycling for a minimum of 50 percent of the City's waste by 2000 and 70 percent of the waste by 2020. The RENEW LA Plan, adopted by the City in 2006 to decrease dependency on landfill disposal of waste and create renewable green energy by incentivizing local recycling and re-manufacturing industries, is intended to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal, and calls for obtaining a minimum 90 percent diversion level by 2025. The City's Bureau of Sanitation has established the Solid Waste Integrated Resources Plan planning process to implement RENEW LA and directives of the Mayor and City Council to achieve a 70 percent recycling rate by 2015 and a 90 percent rate by 2025, and adoption of the 20-year master plan is expected in late 2014.

Additionally, in the City of Los Angeles, the Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011, requires that all private waste haulers collecting solid waste within the City, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities. These facilities process materials for reuse and have recycling rates that vary from 70 percent to 94 percent, which exceeds the 70 percent reclamation standard. The Project would utilize construction and demolition waste haulers in compliance with Ordinance 181519. Through compliance with applicable City regulations and contracting with approved waste haulers, the Project would achieve, at a minimum, the required 70 percent source reduction and recycling rate.

c. ENERGY CONSERVATION: PROJECT DESIGN FEATURES AND MITIGATION MEASURES

The following Project Design Feature, would minimize construction worker travel and construction equipment transport to and from the Project Site, and would help ensure efficient construction deliveries, reducing associated fuel consumption.

PDF-TRAF-1, Construction Traffic Management Plan. A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the City for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and may include the following elements as appropriate:

- Providing for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag men);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Rerouting construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibiting construction-related vehicles to park on surrounding public streets;
- Providing safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodating all equipment on-site;
- Scheduling of construction-related deliveries to reduce travel during commuter peak hours as identified in the Traffic Study contained in Appendix M-1 of this Draft EIR; and
- Obtaining the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

The Project's adaptive reuse of the Original Building and shared parking within existing LACMA facilities would substantially reduce the magnitude of construction that would otherwise be required if the Project involved all new facilities, and for this reason, the Project would avoid significant effects on the environment associated with wasteful, inefficient, and unnecessary consumption of energy during construction. As proposed, approximately 80 percent of the floor area associated with the Project would be provided through reuse of the Original Building. Accordingly, through reuse of the Original Building and shared parking, fuel use associated with

excavation and heavy construction equipment, other construction equipment, and haul trucks, would be substantially reduced with the environmental benefit of associated reductions in criteria air pollutant and greenhouse gas ("GHG") emissions. Furthermore, Project construction practices, such as use of double trailer haul trucks, as well as compliance with regulatory requirements focused on conservation and solid waste diversion practices, would also reduce wasteful, inefficient, and unnecessary consumption of energy.

2. OPERATION AND MAINTENANCE ENERGY CONSUMPTION

The Project proposes to adaptively reuse the Original Building for Museum uses, including Theater Programming, and construct a New Wing consisting of the Sphere and Piazza, for use in conjunction with Museum operations as well as for Academy programs such as Member Screenings and Premiere Screenings. The Museum would be open seven days a week and 363 days per year. The Museum's anticipated Design Day Attendance would be approximately 5,000 visitors, with an additional 135 permanent full-time administration and office staff on-site as well as support staff, and maximum attendance at Academy events would be 1,350 guests plus up to 200 additional support staff.

The Project would rehabilitate and occupy an existing building that would constitute the majority of Project's developed floor area (approximately 165,700 square feet of the total planned 208,000 square feet), which minimizes the need for new construction to fulfill the Project's underlying purpose and stated Project objectives. With respect to siting of the Project in relation to other land uses, the Project Site represents urban infill on a parcel already designated as Regional Center Commercial in the General Plan, and is collocated with other LACMA museum facilities on the LACMA Campus. It is also adjacent to the Page Museum/La Brea Tar Pits, the Craft and Folk Art Museum, and the Petersen Automotive Museum, as well as other museums, galleries, and cultural institutions within Museum Row, and is also close to other existing residential and commercial uses. Finally, the Project would be located in an area well served by existing and future public transportation including very close proximity to a future station for the Metro Westside Purple Line Extension.

a. ANTICIPATED ENERGY CONSUMPTION

The daily operation of the Project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring disposal off-site. Periodic special events would also require the use of additional equipment such as electrified sound equipment and lighting on the Piazza and possibly the use of diesel-fueled equipment such as catering trucks, event lighting, etc.

The Department of Water and Power provides electricity and water to the Project Site and the Southern California Gas Company provides natural gas. Project consumption of these resources is minimal compared to overall supplies. This finding and calculated demand for electricity and natural gas was conservative and did not account for energy use already associated with current use of the Original Building. Solid waste collection services are provided by the City of Los Angeles Bureau of Sanitation, and as previously stated in the Initial Study, the Project's annual solid waste generation would be a negligible increment of the County's annual waste generation and would account for a minor percentage of the remaining capacity in the landfills.

In the fiscal year ending June 2013, the Department of Water and Power clients consumed 23.5 billion kilowatt-hours ("kWh") with an end-use sector breakdown of: 12.8 billion kWh for the commercial sector, 8.4 billion kWh for residential, 1.9 billion for industrial, and 0.4 billion for other sectors. Based on engineering estimates used as the basis for GHG emissions

calculations, the Project would have an electricity demand of approximately 3.2 million kWh per year, which is inclusive of approximately 0.4 million kWh for water supply and wastewater treatment (see Appendix E of the Draft EIR). This represents less than 0.01 percent of the Department of Water and Power network demand for the fiscal year ending June 2013. In 2013, the Southern California Gas Company's service area customers consumed approximately 5,200 billion therms of natural gas, equivalent to approximately 520 trillion kilo British thermal units ("kBtu"). Based on engineering estimates used as the basis for GHG emissions calculations, the Project would have a natural gas demand of approximately 4.6 million kBtu per year (see Appendix E of the Draft EIR). This represents approximately 0.000001 percent of the Southern California Gas Company network demand in 2013.

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by the Department of Water and Power, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation.

The Department of Water and Power is required to commit to the use of renewable energy sources for compliance with the California Renewable Energy Resources Act, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. The Department of Water and Power has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 Mega Watts ["MW"] or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and "other renewables that may be defined later".

The Department of Water and Power's target procurement of energy from renewable resources in 2014 is 20 percent. As of 2011, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 19 percent of its overall energy mix (15 percent of its overall energy capacity). This represents the available off-site renewable sources of energy that would meet Project demand.

With respect to on-site renewable energy sources, because of the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels.

Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. The presence of natural-occurring methane and hydrogen sulfide gases, in the soil beneath the Project Site and in the Project area, associated with underlying and nearby oil and gas fields, requires the implementation of a Gas Mitigation and Monitoring System to ensure subsurface gases do not pose a significant health or safety risk, and makes the construction and operation of a heat exchanger for Project buildings infeasible. Installation of a heat exchanger would also require additional excavation compared to the Project, which could increase impacts on paleontological resources.

Although methane is a renewable derived biogas, it is not available on the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City through its Methane Code.

Finally, solar and wind power represent variable-energy, or intermittent, resources that are generally used to augment, but not replace, natural gas-fired energy power generation, since reliability of energy availability and transmission is necessary to meet demand, which is constant.

Wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. The California Energy Commission ("CEC") studied the State's high wind resource potential. Based on a map of California's wind resource potential, the Project site is not identified as an area with wind resource potential. Wind resource areas with winds above 12 mph within Los Angeles County are located in relatively remote areas in the northwestern portion of the County. Additionally, there are no viable sites within the Project Site for placement and operation of a wind turbine.

Similarly, solar energy is highly variable in the Los Angeles area, particularly in proximity to the coastline where there is increased cloud cover, and is therefore not cost-effective as a primary source of energy. The CEC has identified areas within the State with high potential for viable solar, wind, and geothermal energy production. The CEC rated California's solar potential by county using insolation values available to typical photovoltaic system configurations, as provided by the National Renewable Energy Laboratory. Although Los Angeles as a County has a relatively high photovoltaic potential of 3,912,346 megawatt-hours ("MWh")/day, inland counties such as Inyo (10,047,177 MWh/day), Riverside (7,811,694 MWh/day), and San Bernardino (25,338,276 MWh/day) are more suitable for large-scale solar power generation. In addition, most of the high potential areas of greater than 6 KWh/sqm/day in Los Angeles County are concentrated in the northeastern corner of the county around Lancaster, approximately 42 miles away from the Project Site. While these facts alone do not preclude its use in the Project area or on the Project site (the roof of LACMA's BP Grand Entrance Pavilion is fitted with solar panels), the Academy's commitment to rehabilitating the Original Building in compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, limit the ability to install solar photovoltaic panels on the building's roof and associated infrastructure within the building without potential impacts on historic and aesthetic resources. Moreover, the small rooftop area available on the Original Building for solar panel installation, given the large area occupied by the Rooftop Terrace as well as the elevator housing/mechanical room and other infrastructure, further limits the viability of solar panels. The placement of solar panels on the Sphere is infeasible because of the presence of the View Deck atop the Main Theater, which is intended to provide panoramic views for occupants. The Piazza is designed as publicly accessible open space and is intended for use for Museum and Academy events, and is not sufficiently large to accommodate, nor do its orientation and surroundings support, the installation of solar panels.

b. ENERGY CONSERVATION: REGULATORY COMPLIANCE

The California Energy Commission first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code. The purpose of the California Green Building Standards Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings

through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." As of January 1, 2011, the California Green Building Standards Code is mandatory for all new buildings constructed in the state. The California Green Building Standards Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The California Green Building Standards Code was most recently updated in 2013 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2014. The Project would comply with the applicable provisions of Title 24 and the California Green Buildings Standards.

With respect to solid waste, the Project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling. In accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that all new development projects provide an adequate recycling area or room for collecting and loading recyclable materials, the Project would provide on-site recycling collection facilities. Additionally, the Project would promote compliance with the California Integrated Waste Management Act of 1989 (AB 939) through source reduction and recycling programs.

c. ENERGY CONSERVATION: PROJECT DESIGN FEATURES AND MITIGATION MEASURES

The Project incorporates numerous Project Design Features and sustainability features consistent with minimum United States Green Building Council Leadership in Energy and Environmental and Design® ("LEED®") Certified rating as well as the Silver Certification or its equivalent that would reduce the consumption of non-renewable resources. The Project would incorporate a number of sustainability features such as: an energy efficient building envelope; retrofitting of the Original Building to be more energy efficient; efficient lighting and heating, ventilation, and air conditioning systems; use of low volatile organic compound emitting materials; optimal use of daylight for interior lighting; water conservation practices; and recycling. In addition, building materials would comprise recycled and regional materials, within practical limits. The following Project Design Features would increase the energy efficiency of the Project above and beyond Title 24 and California Green Buildings Standard requirements and support its LEED® Silver Certification or equivalent rating.

PDF-AQ-1, Green Building Measures: The Project will be designed to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED® Silver Certification or its equivalent. The Project would incorporate measures and performance standards to support its LEED® Silver Certification or its equivalent, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. (LEED® Materials and Resources Credit 2);
- The Project would be designed to optimize energy performance and reduce building energy cost by 13 percent compared to ASHRAE 90.1-2007, Appendix G and the Title 24 Building Standards Code. (LEED® Energy and Atmosphere Credit 1);

- The Project would include water efficient landscaping and reduce potable water used for irrigation by 50 percent. (LEED® Water Efficiency Credit 1);
- The Project would reduce building water use by 39 percent by installing water fixtures that exceed applicable standards. (LEED® Water Efficiency Credit 3); and
- The Project would implement a green cleaning plan consistent with the requirements of the LEED® standards for Existing Building Operations and Maintenance. (LEED® Innovation in Design Credit 1.2)

PDF-AQ-2, Piazza Electricity Infrastructure: The Applicant shall install sufficient electrical wiring and outlets in the Piazza to support lighting, amplified sound, and other electricity-powered Academy and vendor needs as required for outdoor events. All electrical wiring and outlets shall be equipped with appropriate outdoor insulation and covers, as needed. The use of an on-site diesel generator shall be limited to back-up and/or emergency purposes.

d. ENERGY CONSERVATION: MATERIALS

The Project incorporates numerous Project Design Features and sustainability features consistent with the minimum United States Green Building Council LEED® Certified rating as well as the Silver Certification or its equivalent. As part of its LEED® Silver Certification or its equivalent, the Project incorporates a number of measures to minimize the energy intensiveness of materials and equipment required for the Project. The Project as designed would reuse the existing building by maintaining over 60 percent of the Original Building walls, floor, and roof. According to the United States Green Building Council, "[b]uilding reuse is a very effective strategy for reducing the overall environmental impact of construction. Reusing existing buildings significantly reduces the energy use associated with the demolition process as well as construction waste. Reuse strategies also reduce environmental impacts associated with raw materials extraction, manufacturing, and transportation." The Project is expected to earn LEED® credit towards Silver Certification or its equivalent by reusing over 60 percent of the Original Building walls, floor, and roof. The Project would incorporate recycled content and is expected to achieve approximately 20 percent by cost of the total value of the materials. Similar to building reuse, the use of recycled content reduces virgin material use and the energy associated with raw materials extraction, manufacturing, and transportation. The Project is also expected to use regional building materials or products that have been extracted, harvested, or recovered as well as manufactured within 500 miles of the Project site for at least 10 percent, based on cost of the total materials value. The use of regional building materials reduces the energy associated with transportation. As a result of these measures, the Project includes measures that would minimize the energy intensiveness of materials and equipment required for the Project.

3. OPERATIONAL TRANSPORTATION ENERGY CONSUMPTION

The Project would be located in an area well served by existing public transportation and adjacent to a future station for the Metro Westside Purple Line Extension (location efficiency). The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and result in corresponding reductions in transportation-related energy demand. Other efficiencies include the proximity of the Project to existing residential and commercial uses, with on-site retail, restaurant, and recreational land uses (increased land use diversity). The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and vehicle miles travelled by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand.

Regarding bicycling, the Project would provide at least 88 bicycle parking spaces plus associated facilities that would exceed requirements set forth in the City's Bicycle Parking Ordinance. Furthermore, the Project Site is located in immediate proximity to planned dedicated bike lanes that would have easy access to the site. The access to multiple destinations in close proximity to the Project Site (increased destination accessibility) would reduce vehicle trips, encourage walking and non-automotive forms of transportation, and result in corresponding reductions in transportation-related energy demand. These characteristics would improve transportation efficiency of the Project by reducing vehicle trips and miles traveled associated with the Project by approximately 26 percent compared to a business-as-usual project without these transportation efficiency characteristics.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. In 2012, California consumed a total of 337,666 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector. For diesel, California consumed a total of 72,945 thousand barrels for transportation, which equivalent to a total annual consumption of 3 billion gallons by the transportation sector. Project-related vehicles would require a fraction of a percent of the total state's transportation fuel consumption. A 2009 study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) was 18.133 miles per gallon. Based on the Project's estimated vehicle miles traveled of 8.5 million miles per year, and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 18.133, approximately 469,000 gallons of fuel would be required in a year. Assuming 82 percent of the fuel is gasoline, this would represent less than 0.003 percent of the statewide gasoline consumption and less than 0.003 percent of the statewide diesel consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site, would reduce the Project's consumption of gasoline and diesel. The above estimates do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus the assessment is a conservative estimate.

a. ENERGY CONSERVATION PROJECT DESIGN FEATURES AND MITIGATION MEASURES

The following Project Design Feature would reduce the consumption of fossil fuels from vehicle circling and idling that may otherwise result from visitors searching for parking, as well and promote carpooling and non-auto travel. These measures would reduce inefficient and unnecessary fuel consumption from circling and idling vehicles.

PDF-TRAF-2, Parking and Traffic Management Plan. A Parking and Traffic Management Plan would be developed to minimize potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. Components of the plan would include measures to effectively manage and direct parking demand and traffic during Museum Typical Days, Design Days, and Peak Days and Theater Special Events on weekdays and weekends. The Parking and Traffic Management Plan would be subject to review and approval by the City. Parking and Traffic Management Plan strategies, which are anticipated, in part, to facilitate more direct routing to off-street parking lots (as shown in Figure 22 of the Traffic Study contained in Appendix M-1 of the Draft EIR), may include the following:

Museum Operations

- Provide directions and location maps with visitor parking options in website postings, marketing, notification and media materials, etc.;

- Provide information and encourage alternate travel options (i.e., transit carpooling, ridesharing,) for visitors in postings and media materials;
- Use coordinated directional signage to the Museum and LACMA, including shared parking facilities;
- Coordinate scheduling with LACMA and other nearby cultural entities, to the extent feasible;
- Provide designated on- or off-site areas for employee and staff parking, so as to maximize the convenient parking for visitors;
- Require advance reservation tickets for certain anticipated high attendance days;
- Establish a timed ticketing program, as appropriate, to manage hourly and daily volumes on design and peak attendance days, as needed;
- Identify locations for bus drop-off/pick-up and staging;
- Deploy parking attendants or hire a parking service to expedite on-site parking circulation and to facilitate stacked parking for visitors in Pritzker Garage during peak Museum hours of operation;
- Develop "smart" applications and real-time information to inform visitors of the location of available parking;
- Include auto parking, bike parking, and transit information with tickets and other materials mailed to visitors; and
- Provide personnel to help entering guests find remaining open parking spaces within Pritzker Garage and Spaulding Lot.

Theater Special Events

- Implement traffic and parking management measures outlined for the Museum, as appropriate;
- Encourage alternate travel options (ridesharing, transit) in event-related marketing/media information;
- Deploy lane use signs, changeable message signs, etc., to direct traffic to use certain travel routes;
- Reschedule Museum operating hours, activities, programs, etc., that are not related to a planned special event or program to a different day or non-peak periods when possible;
- Contract with parking operators to provide attendants, flagmen, valets, etc., to expedite vehicle movement in or out of the Pritzker Garage;
- Assign personnel (e.g., parking monitors) to redirect traffic as needed between the parking areas depending on congestion;
- Provide and promote certain designated passenger loading areas as approved by the City and discourage idling on residential streets within adjacent neighborhood communities during events;
- Provide parking operators/personnel to direct any overflow vehicles to available off-site locations;
- Secure additional off-site parking spaces and locations, which may include round-trip shuttle service to the site for selected events;

- Conduct a debriefing meeting including as appropriate, event coordinators, parking operators, and security, to review parking and traffic management strategies for future similar events;
- Prohibit lane closures or Fairfax Avenue, and;
- Establish an Event Coordination Plan with LACMA that may include additional measures related to events, visitor enhancements, parking, and loading.

Loading

- Post directions and a map showing the truck route for deliveries, construction vehicles, and other trucks coming to the site;
- Designate truck routes in relevant contracts, including construction, operation, maintenance contracts, etc.;
- Prohibit construction and/or similar activities on anticipated days at LACMA with peak or Design Day Attendance levels if such construction or activity is expected to cause overflow parking onto the surrounding residential streets; and
- Prohibit non-essential truck deliveries during event hours when possible.

Transportation Demand Management

The Parking and Traffic Management Plan would also encompass Transportation Demand Management ("TDM") strategies to encourage visitors and employees to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel through pedestrian-friendly designs and orientation that facilitates transit use. The TDM strategies may include the following:

- Promotion and support of carpools and rideshares;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed ride home program;
- Flexible or alternative work schedules;
- Subsidize transit passes provided to eligible Project employees; Parking incentives and administrative support for formation of carpools and vanpools;
- Transportation Information Center, educational programs, kiosks, and/or other materials;
- On-site TDM coordinator;
- Coordinate with LADOT to evaluate the possibility of providing space for a future Integrated Mobility Hub at or near the Project Site;
- Incentivize the use of transit for Project visitors through discounted entry fees, gift store coupons, etc. for transit users; and
- Contribute funding to be deposited into the City's Bicycle Plan Trust Fund to implement bikeway improvements in the Study Area. The Project's commitment to green building measures beyond regulatory requirements, reuse of the Original Building, use of recycled and regionally sourced materials, and a Parking and Traffic Management Plan would substantially reduce energy consumption that would otherwise be required if the Project did not include these characteristics, and for these reasons, operation of the Project would avoid significant effects on the environment associated with wasteful, inefficient, and unnecessary consumption of energy. As proposed, the Project would reduce building energy cost by 13 percent compared to ASHRAE 90.1-2007, reduce

outdoor water use by 50 percent and indoor water use by 39 percent, and reduce the consumption of fossil fuels from vehicles traveling to and from the site and from vehicles circling and idling that might otherwise result from visitors searching for parking. These measures would also have the environmental benefit of associated reductions in criteria air pollutant and GHG emissions. As a result, Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

4. Alternatives and Energy Consumption

The Academy initially considered a range of alternate locations for the Museum, including several locations in Hollywood, Exposition Park, Grand Avenue, Staples Center and Beverly Hills. Ultimately, the proposed Project Site was selected as the preferred location, for its superior visitor access, the presence of complementary land uses, and the potential for adaptive reuse of an existing building, which in turn minimized capital costs for new construction.

Among the alternatives considered but not carried forward for further analysis was the construction of a Museum only, with no theater component. However, insofar as the stated mission of the Museum is the celebration and exploration of ways in which motion pictures have shaped culture, the lack of a theater of sufficient size to accommodate projected demand would have substantially compromised the Academy's ability to fulfill this mission and Project objective. Alternative locations on the LACMA Campus were also evaluated for the Project, but they would not have the benefit of reusing and upgrading the May Company Building and siting new construction in an existing underutilized area largely used for restricted parking and circulation, and would have increased the magnitude of construction required.

The four alternatives to the Project evaluated in detail in the EIR include the No Project/No Build Alternative, Hollywood Site Alternative, No Main Theater Building Alternative, and Reduced Intensity/Design Alternative. Of these, the No Project/No Build Alternative, No Main Theater Building Alternative, and Reduced Intensity/Design Alternative would result in no new construction or would reduce construction and the scale of operations, compared to the Project, and thus energy consumption related to construction, operation (including maintenance), and transportation. The Hollywood Site Alternative, which proposed Museum and Theater operations similar to those of the Project, would result in increased construction, operational, and transportation energy consumption because of the need for more ground-up construction and less proximity to other nearby museums and public transit opportunities than the Project.

X. OTHER CEQA CONSIDERATIONS

1. The City of Los Angeles (the City), acting through the Department of City Planning is the "Lead Agency" for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential Project and cumulative environmental impacts: Land Use, Traffic/Access, Noise, Visual Resources, Light and Glare, Geotechnical, Water Resources, Air Quality, Biological Resources, Cultural Resources, Public Services, Utilities, Environmental Safety, Employment, Housing and Population, and Climate Change. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes, Growth Inducing Impacts of the Project and Energy. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decisionmakers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
4. Textual refinements and errata were compiled and presented to the decisionmakers for review and consideration. The City staff has made every effort to notify the decisionmakers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR is required. Specifically, the City finds that:

    - The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
    - The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
    - None of the information submitted after publication of the Final EIR, including

testimony at the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or feasible a feasible mitigation measure or alterative not included in the Final EIR.

7. The mitigation measures identified for the proposed project were included in the Draft and Final EIR. As revised, the final mitigation measures for the Project are described in the Mitigation Monitoring and Reporting Program (MMRP). Each of the mitigation measures identified in the MMRP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP.
8. CEQA requires the Lead Agency approving a project to adopt a Mitigation Monitoring and Reporting Program ("MMRP") or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMRP as adopted by the City serves that function. The MMRP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code § 21081.6, the City hereby adopts the MMRP.
9. In accordance with the requirements of Public Resources Code § 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
10. The custodian of the documents or other material which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning.
11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.
13. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and the other regulatory jurisdictions.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the proposed Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least

substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decisionmaker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. To adopt a Statement of Overriding Considerations, the decision-maker must balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

The Findings and this Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, including the reference library to the EIR, and documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project, as identified in the EIR: Noise – Cumulative Impacts and Transportation – Intersection Impacts.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected certain alternatives to the proposed project (as analyzed in the EIR), (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The following reasons summarize the benefits, goals and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify approval of the Project and certification of the completed EIR. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

1. The Project will be a major cultural addition to the Los Angeles array of museums and attractions with an estimated average annual attendance of 860,000 patrons.
2. The Project will enhance tourism in Los Angeles with non-resident visitors from around the world projected at approximately 50%. The Project would be the first of its kind – the only Museum dedicated to film making.
3. The Project will enhance the future economic vitality of the City of Los Angles by providing economic growth and benefits in the City and along Museum Row.
4. The Project will provide community benefits including an open Piazza, Museum Store, Museum Café and free first floor exhibitions. It will also provide benefits to underserved neighborhoods in Los Angeles through school and cultural programs.
5. The Project will provide significant education space and programs for Los Angeles students; including a teen educational initiative in the Museum's education studio.

6. The Project also will be a significant economic engine in Museum Row activating the western gateway of Museum Row, expanding Museum Row, increasing patronage and enhancing local tourism.

7. The Project will result in significant job creation and economic stimulus to local businesses and vendors. The Project will provide for 135 permanent full-time jobs on the Project Site.

8. The Project will enhance the reputation and prestige or Museum Row and the City of Los Angles as the home of the Film and Entertainment Industry.

9. The Project will reinforce the City's commitment to facilitate a reduction in traffic impacts by locating the Project at the corner of Wilshire Boulevard and Fairfax Avenue, an area well served by public transportation (Metro Local and Rapid transit service) which will be further enhanced with two future transit projects – the Wilshire Bus Rapid Transit Project and the Metro Westside Purple Line extension. This will be supportive of the public's very substantial investment in transit.

10. The Project will incorporate various Green Building/Sustainability Measures and features to enhance air quality and support Los Angeles' sustainability goals and policies:

    - The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris.
    - The Project would be designed to optimize energy performance and reduce building energy cost.
    - The Project would include water efficient landscaping and reduce potable water used for irrigation by 50 percent.
    - The Project would reduce building water use by 39 percent by installing water fixtures that exceed applicable standards.
    - The Project would implement a green cleaning plan.

11. The Project would implement various plans to improve public services:

    - Parking and Traffic Management Plan
    - Transportation Demand Management
    - Emergency Plan
    - Health and Safety Plan
    - Soil Management Plan
    - Construction Traffic Management Plan
    - Event Coordination Plan

In addition, the development and use of the Project will accomplish the Project objectives described in the EIR, including the following:

1. Design a world-class Museum to showcase the past, present and future of the motion picture industry
    - Create an iconic Museum that reflects the importance of the motion picture industry.
    - Create a Main Theater that accommodates the most advanced technological capabilities in film, to accommodate film screenings in a variety of formats.
    - Create a Main Theater of appropriate size and design to host film premieres and cultural movie screenings and accommodate Academy Member and public movie screenings, including for families.
    - Provide significant Museum space to house a portion of the Academy's existing collections and future acquisitions for public viewing, including educational, administrative, and support amenities such as a Museum Café and Museum Store.
    - Create indoor and outdoor event spaces that take advantage of the mild local climate and panoramic City views, including a Museum Café and Piazza open to the community and Museum visitors.
2. Rehabilitate the Original Building and preserve its historic significance
    - Preserve and adaptively reuse the Original Building on the former May Company location to retain the status of the Original Building as a City Historic-Cultural Monument and as a California Register-listed and National Register-eligible resource.
    - Preserve and rehabilitate the Original Building to enhance its prominence as an iconic historic building at a gateway to Museum Row.
    - Develop the New Wing with a design that is compatible with, but architecturally distinct from, the Original Building in terms of shape, size, height, and massing.
    - Restore the three historically significant façades in a manner that conforms to the Secretary of the Interior's Standards for Rehabilitation.
    - Create a compatible infill wall at the north end of the Original Building.
    - Adapt the Tearoom for continued use as a dining room of an appropriate size.
3. Operate the Museum in a manner that provides opportunities for a range of visitors while meeting Academy administrative and programming needs
    - Provide a venue unique to Los Angeles that dynamically conveys how movies are made and highlights the role of movies in popular culture.
    - Develop an underutilized site that accommodates a variety of Museum and entertainment-related spaces and uses, including Museum exhibitions, theaters, cultural and educational programs, special events, a Museum Café, Museum Store, and outdoor Piazza.
    - Establish operational hours that accommodate use by schoolchildren, residents, and tourists.
    - Create a robust K-12 educational program that brings Los Angeles Unified School District and other public and private school students into the Museum campus for workshops and other activities tied to curricular standards.
    - Ensure collocation of movie premieres and associated receptions to avoid the need for guests to drive or move to a second venue.
    - Host cultural programming open to the public, as the Academy currently does at its other facilities.
    - Accommodate Academy Museum staff offices on-site.
4. Create an economically viable and sustainable Museum
    - Expand Los Angeles's interpretation and presentation of its cultural heritage with respect to the entertainment industry.
    - Provide for revenue-generating events that support sustainable Museum operations, including but not limited to lease events such as movie premieres, film festivals, and occasional late night screenings, in a variety of locations on the Museum campus.

- Create special event and banquet space, including a Museum Café open to the public and Museum visitors, to complement use of the Main Theater and encourage use of the Museum.
- Enhance the Miracle Mile District and Museum Row's western gateway, to increase patronage and enhance local tourism.
- Provide signage that will inform and attract visitors and provide appropriate recognition of Museum and Museum event sponsors.
- Create a Main Theater to host film premieres that is competitive with other venues in Los Angeles in size and amenities.
- Reduce construction costs and environmental effects through preservation and rehabilitation of the Original Building and shared use of existing parking facilities.

5. Locate the Museum on a site uniquely suited for museum uses and accessible to residents and tourists

- Centrally locate the Museum in Los Angeles.
- Create a gathering place with significant cultural, educational, entertainment, and social opportunities for the local community.
- Synergistically build upon existing related venues on Museum Row, including the LACMA Campus, Page Museum/La Brea Tar Pits, and Petersen Automotive Museum as well as other museums, galleries, and cultural institutions.
- Enhance and expand Museum Row, adding to the diversity of visitor opportunities in the Project area.
- Locate the Museum to take maximum advantage of mass transit infrastructure, including the planned Metro Westside Subway Extension and Wilshire/Fairfax Station.
- Conserve resources and avoid environmental impacts by taking advantage of existing parking supply in the vicinity.
- Implement a Parking and Traffic Management Plan to avoid the need for new infrastructure and reduce impacts on surrounding streets and neighborhoods.
- Design the overall Project in a manner consistent with smart growth and urban design principles.
- Encourage bicycle use through the provision of high-quality bicycle amenities and facilities.

6. Reinforce connections to the surrounding neighborhood

- Create an iconic Museum that takes advantage of the LACMA Campus, a unique location that is already dedicated to the arts and to educational, aesthetic, intellectual, and cultural experiences for a wide array of audiences.
- Create an inviting, safe pedestrian environment, including strengthening the Original Building's Wilshire Boulevard frontage and enlivening the western end of the LACMA Campus.
- Provide a Piazza that will enliven the Fairfax Avenue street frontage and facilitate pedestrian access to the Project Site and the broader LACMA Campus from the neighborhoods west of Fairfax Avenue.

Finding. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification

CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **Hours of Operation.** The project shall be limited to the following hours of operation:

   a. Museum: Normal operating hours shall be limited 9:00 a.m. to 6:00 p.m., seven days a week, with no more than two late-night closings per week concluding at 10:00 p.m. in the Summer and 8:00 p.m. at all other times.

   b. Theater: Film showings shall begin no earlier than 10:00 a.m. and shall conclude by 12:30 a.m. Midnight screenings shall conclude by 3:00 a.m. and shall be limited to four per month.

   c. Outdoor Programming: Events occurring on the Rooftop Terrace and/or the Piazza which include amplified sound shall conclude by 10:00 p.m. (PDF-NOISE-3). Events without amplified sound shall conclude by 12:30 a.m.

   d. Museum Café: Operating hours shall be limited from 8:00 a.m. to 11:00 p.m.

2. **New Wing.** At no time shall the View Deck and the Theater within the New Wing be used simultaneously for two separate events.

3. **Special Events.** Special Events on the Piazza with up to 2,500 attendees shall occur no more than twice per month.

4. **Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

5. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

6. **Plan Approval.** Modifications to these Conditions of Approval shall require that the applicant file a plan approval(s) with the Department of City Planning. The plan approval(s) shall be accompanied by the payment of appropriate fees, and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. Mitigation Measures and/or Project Design Features shall not be changed, modified, or removed using the plan approval process.

B. Master Alcohol Conditional Use Permit Conditions

1. **Grant.** The conditional use authorization herein for the sale of alcoholic beverages for on-site consumption shall be within the project site through the following: (1) on-site sale and consumption within the Museum Café and including the outdoor Piazza; (2) on-site sale and consumption within the Tearoom and rooftop terrace located on fifth floor of the Original Building in conjunction with catering and special events; (3) on-site sale and consumption within the Event Deck of the New Wing in conjunction with special events and (4) on-site sales and consumption from a mobile kiosk within the outdoor Piazza.

2. **Plan Approval.** The applicant or individual operator shall file a plan approval(s) with the Department of City Planning prior to the utilization of any grant made herein pursuant to the sale of alcoholic beverages. The plan approval(s) shall be accompanied by the

payment of appropriate fees, pursuant to Section 19.01,C of the Municipal Code, and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. The applicant shall submit an overall security plan for the Project Site which shall be prepared in consultation with the Los Angeles Police Department and which addresses security measures for the protection of visitors and employees. The project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors, and elevators equipped with electronic surveillance systems; well-illuminated semi-public space designed with a minimum dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas. In reviewing the plan approval(s) for alcohol sales, the Zoning Administrator may consider conditions, as applicable, on the following: time period of the grant; hours and days of operation; primary use(s); security plans; maximum seating capacity; maximum floor area; noise; mode, character and nature of the operation; food service and age limits. The plan approval review application is for the purpose of evaluating the effectiveness of all conditions, associated with the sale of alcoholic beverages of this granted action, as to whether additional conditions are necessary or whether conditions may be deleted.

3. Within six months of the effective date of the any subsequent plan approvals, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department "Standardized training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Zoning Administrator as evidence of compliance. In the event there is no change in the licensee, within one year of such change, this training program shall be required for all new staff.

4. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

5. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Department of City Planning will have the right to require the Petitioner(s) to file for a Plan Approval application together with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

6. The operator shall install and maintain surveillance cameras in all areas of the restaurant premises, including any outdoor dining area and a 30-day video library that covers all common areas of such business, including all high-risk areas and entrances or exits. The tapes shall be made available to the Police Department upon request.

7. All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

8. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the City Planning Department will have the right to require the Petitioner(s) to file for a Plan Approval application together with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

9. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no exterior window signs of any kind or type promoting alcoholic products.
- The alcoholic beverage license for the restaurants shall not be exchanged for "public premises" license unless approved through a new conditional use authorization. "Public Premises" is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no advertising of any alcoholic beverages visible from the exterior of the premises from the food and beverage areas within the museum, promoting or indicating the availability of alcoholic beverages.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees. The sale of alcoholic beverages for consumption off the premises of the building is prohibited.
- Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. "No loitering or Public Drinking" signs shall be posted outside the subject facility.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- The sale of distilled spirits by the bottle for same day or future consumption is prohibited.

- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service, which may be from a portable bar.

C. Administrative Conditions

1. **Approval, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.

3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

6. **Building Plans**. Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

7. **Corrective Conditions**. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

8. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

DETERMINATION LETTER
CPC-2014-3119-ZC-SN-CDO-MCUP-ZV-ZAI-SPR
MAILING DATE: 05/22/15

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