

## **Appendix FEIR-7**

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Transportation Analysis for the Refined  
Building for the Permanent Collection Project





**DRAFT**

**MEMORANDUM**

**TO:** Stephanie Eyestone-Jones, Eyestone Environmental

**FROM:** Sarah Drobis, P.E., and Emily Wong, P.E.

**DATE:** August 30, 2018

**RE:** Transportation Analysis for the  
Refined Building for the Permanent Collection Project  
Los Angeles County Museum of Art  
Los Angeles, California

**Ref: J1399**

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Gibson Transportation Consulting, Inc. (GTC) was asked to conduct a review of recent refinements to the Los Angeles County Museum of Art (LACMA) Building for the Permanent Collection Project (Project) in Hancock Park in the Miracle Mile community of the City of Los Angeles. This memorandum summarizes the findings of our review.

**PROJECT REFINEMENTS**

GTC previously prepared *Traffic Study for the Building for the Permanent Collection of the Los Angeles County Museum of Art Project* (Revised September 2017) (Traffic Study), which included the analysis of the proposed 387,500 square foot (sf) LACMA Building for the Permanent Collection (Museum Building) located in LACMA East and the property on the southwest corner of Wilshire Boulevard & Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard. The Project also included the construction of a new parking facility on the west side of Ogden Drive, just south of the intersection with Wilshire Boulevard (Ogden Parking Structure). The Ogden Parking Structure would replace the 260 spaces that would be removed from the existing Spaulding Lot with development of the Project. The Traffic Study was reviewed and approved by the Los Angeles Department of Transportation (LADOT) in *Transportation Study Assessment for the Proposed Museum Project at 5905 Wilshire Boulevard* (May 16, 2017), a copy of which is provided in Attachment A. GTC also prepared *Parking Analysis for the Building for the Permanent Collection of the Los Angeles County Museum of Art* (May 17, 2017) (Parking Memo) for inclusion in the Draft Environmental Impact Report (EIR).

Subsequent to the publication of the Draft EIR, several design changes were made to the Museum Building. The overall size of the Museum Building has been reduced by approximately 40,000 sf to approximately 347,500 sf. The Project would continue to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot in the same

general location. However, the shape and location of each Pavilion within the Museum Building has changed slightly. The slight shift in the location of the Museum Building would require the removal of two additional metered parking spaces to accommodate the new passenger loading zone along the south side of Wilshire Boulevard. The passenger loading zone along the north side of Wilshire Boulevard adjacent to the Project Site would not be affected with the slight shift. As proposed in the Draft EIR, the passenger loading zone on the north side of Wilshire Boulevard would be shortened to provide a safer crossing for pedestrians at Spaulding Avenue & Wilshire Boulevard. The Project would continue to include a reduction in the maximum theater size from 716 seats to 300 seats. Parking for the Project would remain consistent with the Draft EIR and the Traffic Study and would continue to be provided within the existing Pritzker Garage as well as the new Ogden Parking Structure. Although construction activities have been delayed by one year, construction of the Project is still anticipated to be complete by Year 2023. To maintain the Project buildout year, refinements have also been made to the construction assumptions, specifically the anticipated construction schedule and the number of daily construction workers on-site.

The revised Project site plan is provided in Figure 1.

## **TRAFFIC IMPACT ANALYSIS**

As detailed in the Traffic Study, the Project reflects a reduction in square footage compared to existing conditions. Moreover, the Project replaces existing facilities for the Museum's permanent collection, so it is not anticipated to increase the average amount of programming, hours, or the daily/annual attendance levels that have been experienced at LACMA. The recent project refinements will further reduce the size of the building. Because the Project replaces existing facilities with no overall increase in size or programming, the Traffic Study based its analysis on recent campus-wide attendance numbers that are not likely to fluctuate based on modest changes in design. In addition, an approximately 23% temporary increase in daily attendance consistent with annual increases experienced by LACMA in years with the opening of new special exhibits was included for a reasonable worst-case analysis, which is further described in the Draft EIR. Attendance trends are expected to revert back to more stabilized conditions after the novelty of the new building subsides.

The trip generation estimates and traffic impact analysis presented in the Traffic Study were based on the projected temporary attendance increase immediately following the opening of the Museum Building and were not dependent on the overall size of the Project. Therefore, the refinements to the Project design would not affect the anticipated temporary increase in attendance, and the conclusions of the traffic impact analysis presented in the Traffic Study remain valid.

## **PARKING**

The latest refinements to the design of the Project would not affect the proposed parking plans. Parking for the Project would continue to be provided within the Pritzker Garage, which provides 519 parking spaces in a self-parking configuration and a total of 650 spaces with implementation of attendant-operated stacked parking. The 260 spaces from the Spaulding Lot

would be relocated in the new Ogden Parking Structure. Therefore, a total of 910 spaces would continue to be provided within LACMA parking facilities.

### **Code Requirements**

The refinements to the Project design plans do not alter or expand the uses or the structures of LACMA West, so there would be no change to the *Los Angeles Municipal Code* (City of Los Angeles) (Code)-required parking for LACMA West. Accordingly, the parking supply under the Project would continue to meet the existing Code parking requirement for the LACMA Campus.

### **Parking Demand**

Similar to the methodology of the traffic impact analysis, the Project parking demand presented in the Parking Memo was based on the projected short-term increase in attendance due to the novelty of the Museum Building as part of the Project. Therefore, as stated above, the refinements to the Project design plans would not affect the temporary increase in attendance and the conclusions of the parking demand analysis presented in the Parking Memo remain valid.

## **CONSTRUCTION**

The Traffic Study included the analysis of temporary traffic impacts related to the construction of the Project based on preliminary assumptions provided by Taslimi Construction. Since the approval of the Traffic Study, in addition to the Project design, refinements have also been made to the construction assumptions by Clark Construction, specifically the anticipated construction schedule, excavation quantity, and number of construction workers, to reflect the construction of the latest Project design. The detailed construction assumptions report by Clark Construction is provided in Attachment B.

### **Construction Schedule**

Upon further examination of the construction activities, it was determined that construction of the Project could be completed over a 51-month period, in comparison to the original estimate of 68 months, which maintains the Project buildout year at Year 2023 and also includes the construction of the new Ogden Parking Structure. Given the reduced construction schedule, it is anticipated that a greater number of construction workers would be required on-site on a daily basis throughout construction activities. Consistent with the Traffic Study, the peak haul activity continues to occur during the excavation and grading, and peak worker activity continues to occur during building construction. These two sub-stages of construction are studied in greater detail below.

### **Excavation and Grading**

Construction of the Project would require the excavation of approximately 151,000 total cubic yards (CY) of material, including approximately 127,600 CY for the Museum Building and 23,400 CY for the Ogden Parking Garage. Excavation activities for the Museum Building and Ogden Parking Garage would not occur simultaneously and would not overlap.

**Museum Building.** Based on the latest refinements to the Project design plans, it is anticipated that the excavation quantity would remain at a maximum of 127,600 CY of material, which would require a maximum of 90 truck loads per day over an approximately eight-month period. In addition, 15 deliveries per day are anticipated. Therefore, a total of 210 daily truck trips (105 inbound, 105 outbound) are forecast to occur during the excavation and grading period, with approximately 26 truck trips per hour (13 inbound, 13 outbound) uniformly over a typical eight-hour workday. Assuming a passenger car equivalency (PCE) of 2.0 for trucks, consistent with the Traffic Study, the 210 daily truck trips would be equivalent to 420 daily PCE trips. The 26 hourly truck trips would be equivalent to 52 PCE trips (26 inbound, 26 outbound) per hour.

The number of construction workers anticipated on-site during the excavation and grading remains consistent with the Traffic Study at 60 construction workers on-site per day. Based on updated construction assumptions, it is anticipated that up to 15% of the construction workers would be traveling to and from the Project Site via transit. The remaining 51 construction workers arriving by passenger vehicle would be equivalent to 45 daily vehicles (90 daily vehicle trips) to and from the Project Site, assuming an average vehicle occupancy (AVO) of 1.135 among construction workers.

**Ogden Parking Structure.** It is anticipated that the Ogden Parking Structure would require excavation of approximately 23,400 CY of material, which would require a maximum of 105 truck loads per day over an approximately two-month period. In addition, five deliveries per day are anticipated. Therefore, a total of 110 daily truck trips (55 inbound, 55 outbound) are forecast to occur during the excavation and grading period for the Ogden Parking Structure, with approximately 14 truck trips per hour (seven inbound, seven outbound) uniformly over a typical eight-hour workday. Assuming a PCE of 2.0 for trucks, consistent with the Traffic Study, the 110 daily truck trips would be equivalent to 220 daily PCE trips. The 14 hourly truck trips would be equivalent to 28 PCE trips (14 inbound, 14 outbound) per hour.

It is anticipated that 40 construction workers per day would be required on-site during the excavation and grading stage. Based on updated construction assumptions, it is anticipated that up to 15% of the construction workers would be traveling to and from the Project Site via transit. The remaining 34 construction workers arriving by passenger vehicle would be equivalent to 30 daily vehicles (60 daily vehicle trips) to and from the Project Site, assuming an AVO of 1.135 among construction workers.

**Haul Routes.** In addition to the truck haul route identified in the Traffic Study via I-10 ramps at La Brea Avenue, haul trucks could also access I-10 ramps at La Cienega Boulevard, as well as US 101 ramps via Highland Avenue. As stated in the Traffic Study, construction vehicles would be restricted from traveling on local streets within the adjacent neighborhoods.

## **Building Construction**

**Museum Building.** As previously stated, it is anticipated that more construction workers would be on-site on a daily basis due to the condensed construction schedule. Based on information provided by Clark Construction, it is anticipated that the original estimate for the maximum daily construction workers required on-site would increase from 400 to 700 per day over an approximately 26-month period during the building construction stage. As stated above, it is anticipated that up to 15% of the 700 construction workers would be traveling to the Project Site via transit. Therefore, applying an AVO of 1.135 among those construction workers arriving by passenger vehicle, it is anticipated that the remaining 595 construction workers would result in a total of 524 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 1,048 (524 inbound, 524 outbound). However, nearly all of those trips would occur outside of the peak hours, as described in the Construction Management Plan. Therefore, the impacts due to construction workers traffic would be less than significant.

**Ogden Parking Structure.** It is anticipated that up to 50 construction workers would be required on-site over an approximately five-month period during the cladding/finishes stage of the Ogden Parking Structure construction. Assuming 15% of the construction workers would travel via transit, the remaining 43 construction workers would arrive via passenger vehicle. Applying an AVO of 1.135, it is anticipated that the 43 construction workers would equate to approximately 37 vehicles arriving and departing to and from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 74 (37 inbound, 37 outbound). Consistent with Museum Building construction, nearly all construction worker trips would occur outside of the peak hours, and construction worker traffic impacts would be less than significant.

## **Construction over Wilshire Boulevard**

Construction over Wilshire Boulevard was originally projected to require a temporary falsework structure spanning Wilshire Boulevard over an approximately 20-month period. Based on recent Project refinements, it is anticipated that falsework would only be required for a 12-month period. The falsework system would be installed in two segments, with each segment requiring the closure of either the westbound lanes or eastbound lanes or Wilshire Boulevard between Spaulding Avenue and Stanley Avenue. During this time, traffic would be rerouted to either side of the roadway, so that one travel lane would be provided in each direction. The lane closures would only occur during the installation of the falsework over one or two weekends, and all lanes would reopen for the remainder of the construction period. Although it is anticipated that the lane closures would occur during the weekend off-peak hours, the lane closures were evaluated under weekday morning, midday, and afternoon, as well as Saturday midday peak, hours to provide a conservative analysis. Temporary intermediate supports for the falsework would be installed in the existing median of Wilshire Boulevard and would require the closure of the westbound left-turn lane at Spaulding Avenue during the 12-month construction period for the structure spanning Wilshire Boulevard. These lane closures are consistent with the assumptions presented in the Traffic Study.

### **Worst-Case Day Scenario**

It is anticipated that several construction stages described above may overlap during various periods of construction. This would result in the worst-case day scenario, which represents the maximum construction activities on a given day (i.e., the highest number of construction worker and truck trips combined).

Based on information provided by Clark Construction, the four-month duration when the demolition, grading/shoring/excavation, and piles/foundation/superstructure stages overlap represents the worst-case scenario, due to the number of haul trucks and construction workers anticipated on-site on a given day. During this time, a maximum of 105 haul trucks and 95 delivery trucks per day are projected to travel to and from the Project Site, for a total of 200 daily trucks. Thus, a total of 400 daily truck trips (200 inbound, 200 outbound) are forecast to occur during this time, with approximately 50 trips per hour (25 inbound, 25 outbound) uniformly over a typical eight-hour workday. Applying the PCE factor of 2.0, this would equate to approximately 800 PCE trips (400 inbound, 400 outbound), with 100 PCE trips per hour (50 inbound, 50 outbound). In addition, it is anticipated that a maximum of 830 construction workers per day would be on-site, which would equate to approximately 622 daily vehicles to and from the Project Site, applying consistent transit usage and carpooling assumptions as detailed above.

The following scenarios of overlapping construction stages were also considered when determining which would represent the worst-case day scenario for analysis purposes:

- Demolition and Grading/Shoring/Excavation: 140 haul trucks and 100 construction workers (75 construction worker vehicles)
- Piles/Foundation/Superstructure and Building Envelope/Interior Construction: 147 delivery/concrete/haul trucks and 800 construction workers (600 construction worker vehicles)
- Piles/Foundation/Superstructure, Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup: 147 delivery/concrete/haul trucks and 800 construction workers (600 construction worker vehicles)
- Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup: 52 delivery/concrete/haul trucks and 500 construction workers (375 construction worker vehicles)
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure Demolition/Grading/Shoring/Excavation: 120 delivery/haul trucks and 60 construction workers (45 construction worker vehicles)
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Structure: 53 delivery/haul trucks and 70 construction workers (52 construction worker vehicles)

### **CONSTRUCTION TRAFFIC IMPACT ANALYSIS**

The impacts associated with construction activities are detailed in Table 1. This represents the worst-case day scenario as detailed above, which assumes a maximum of 830 construction workers and 235 daily trucks. The lane closures required for the construction over Wilshire

Boulevard are consistent with the assumptions in the Traffic Study. As shown in Table 1, temporary significant traffic impacts are anticipated at the following four intersections under Existing with Construction Conditions, consistent with the results of the Traffic Study:

- Intersection 8. Fairfax Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 9. Ogden Drive & Wilshire Boulevard (morning and PM peak hours)
- Intersection 10. Spaulding Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)
- Intersection 11. Curson Avenue & Wilshire Boulevard (morning, midday, afternoon, and Saturday peak hours)

A Construction Management Plan would be implemented to reduce the temporary construction-related impacted associated with access and transit, formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site.

## **CONSTRUCTION PARKING**

The parking demand analysis included in the Draft EIR was updated to evaluate the five worst-case day scenarios detailed above.

### **Parking Supply**

As detailed in the Parking Memo, the on-site parking supply would be reduced by 260 spaces with the closure of the Spaulding Lot during construction activities. The completion of the Ogden Parking Structure is not anticipated until completion of the Project in Year 2023. However, up to 126 additional temporary parking spaces would be provided for construction workers in LACMA West within the parcel adjacent to the northern boundary of the Academy Museum (North Lawn) and within the LACMA-operated surface parking lot of the southeast corner of Ogden Drive & Genesee Avenue (Secondary Ogden Lot). Therefore, including the 650 spaces provided in the Pritzker Garage assuming valet-operated stacked parking, a total of 776 spaces would be provided within LACMA parking facilities during construction. All covenanted parking spaces on the Spaulding Lot for LACMA West uses would be satisfied by a combination of on-site temporary parking facilities and/or off-site leased parking spaces during construction activities. As stated above, it is anticipated that the Ogden Parking Structure would be complete at the time the Museum Building is open and operational and would replace all 260 spaces currently provided in the Spaulding Lot, including those required for LACMA West uses.

Furthermore, the Academy Museum is anticipated to be complete and operational in Year 2019, which falls during construction of the Project. Parking for the Academy Museum would be provided partially through shared use of the LACMA parking facilities. The Academy Museum also has an agreement with the Petersen Automotive Museum to lease up to 166 spaces for use by Academy employees, as well as to accommodate overflow parking for Academy Museum visitors.



## **Parking Demand**

As noted above, based on recent information provided by Clark Construction, additional information was provided for worst-case scenarios when construction stages overlap. For the purposes of providing a conservative analysis, analyses were conducted of the five worst-case scenarios described above to evaluate the maximum parking demand during construction activities. Consistent with the assumptions in the Parking Memo, it is still anticipated that a minimum of 300 LACMA employees would be relocated off-site once construction activities commence and that existing LACMA visitor attendance would likely decrease by at least 20% during construction activities as LACMA West buildings would remain operational during construction. The parking demand analysis presented below also assumes full operation of the Academy Museum. Details are provided in Table 2.

**Demolition and Grading/Shoring/Excavation.** The peak parking demand during the overlap of the demolition and grading/shoring/excavation stages is projected to occur at 1:00 PM on a weekday, with a peak demand of 765 parking spaces (278 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 75 construction worker spaces), and at 1:00 PM on a weekend, with a peak demand of 751 parking spaces (460 visitor spaces, 223 Academy Museum spaces, and 68 construction worker spaces).

**Demolition, Grading/Shoring/Excavation, and Piles/Foundation/Superstructure.** The peak parking demand during the overlap of the demolition, grading/shoring/excavation, and piles/foundation/superstructure stages is projected to occur at 12:00 PM on a weekday, with a peak demand of 1,361 parking spaces (321 visitor spaces, 161 employee spaces, 257 Academy Museum spaces, and 622 construction worker spaces), and at 12:00 PM on a weekend with a peak demand of 1,264 parking spaces (424 visitor spaces, 218 Academy Museum spaces, and 622 construction worker spaces).

**Piles/Foundation/Superstructure and Building Envelope/Interior Construction.** The peak parking demand during the overlap of the piles/foundation/superstructure and building envelope/interior construction stages is projected to occur at 12:00 PM on a weekday, with a peak demand of 1,339 parking spaces (321 visitor spaces, 161 employee spaces, 257 Academy Museum spaces, and 600 construction worker spaces), and at 12:00 PM on a weekend with a peak demand of 1,242 parking spaces (424 visitor spaces, 218 Academy Museum spaces, and 600 construction worker spaces).

**Piles/Foundation/Superstructure, Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup.** The peak parking demand during the overlap of the piles/foundation/superstructure, building envelope/interior construction, and paving/concrete/landscape/cleanup stages is projected to occur at 12:00 PM on a weekday, with a peak demand of 1,339 parking spaces (321 visitor spaces, 161 employee spaces, 257 Academy Museum spaces, and 600 construction worker spaces), and at 12:00 PM on a weekend, with a peak demand of 1,242 parking spaces (424 visitor spaces, 218 Academy Museum spaces, and 600 construction worker spaces).

**Building Envelope/Interior Construction and Paving/Concrete/Landscape/Cleanup.** The peak parking demand during the overlap of the building envelope/interior construction and paving/concrete/landscape/cleanup stages is projected to occur at 12:00 PM on a weekday,

with a peak demand of 1,114 parking spaces (321 visitor spaces, 161 employee spaces, 257 Academy Museum spaces, and 375 construction worker spaces), and at 1:00 PM on a weekend, with a peak demand of 1,024 parking spaces (460 visitor spaces, 223 Academy Museum spaces, and 341 construction worker spaces).

**MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Demolition/Grading/Shoring/Excavation.** The peak parking demand during the overlap of the MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Demolition/Grading/Shoring/Excavation stages is projected to occur at 1:00 PM on a weekday, with a peak demand of 795 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 45 construction worker spaces), and at 1:00 PM on a weekend, with a peak demand of 728 parking spaces (460 visitor spaces, 223 Academy Museum spaces, and 45 construction worker spaces).

**MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Structure.** The peak parking demand during the overlap of the MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Structure stages is projected to occur at 1:00 PM on a weekday, with a peak demand of 797 parking spaces (338 visitor spaces, 161 employee spaces, 251 Academy Museum spaces, and 47 construction worker spaces), and at 1:00 PM on a weekend, with a peak demand of 730 parking spaces (460 visitor spaces, 223 Academy Museum spaces, and 47 construction worker spaces).

### **Construction Parking Summary**

As shown in Table 2, the weekday and weekend peak parking demand of LACMA and Academy Museum operations during the overlap of the demolition and grading/shoring/excavation stages could be accommodated within the LACMA parking facilities (Pritzker Garage, North Lawn, and Secondary Ogden Lot) and the Academy Museum leased spaces in the Petersen Museum.

However, under the remaining worst-case scenarios listed below, both the weekday and weekend peak parking demand would exceed the available parking supply in the LACMA parking facilities and the Petersen Museum, and would need to be accommodated within off-site facilities for temporary periods during the relevant stages of construction:

- Demolition, Grading/Shoring/Excavation and Piles/Foundation/Superstructure
- Piles/Foundation/Superstructure and Building Envelope/Interior Construction
- Piles/Foundation/Superstructure, Building Envelope/Interior Construction and Paving/Concrete/Landscape/Clean-Up
- Building Envelope/Interior Construction and Paving/Concrete/Landscape/Clean-Up
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Demolition/Grading/Shoring/Excavation
- MEP Start-Up/Testing/Inspections and Ogden Parking Structure – Structure

During these stages of construction, a Construction Parking Management Plan would be implemented that includes measures to provide additional parking opportunities and accommodate the peak parking demand.

### **Construction Management Plan**

The Construction Management Plan would provide strategies to effectively manage and direct parking demand during peak attendance for the Project during construction activities. Coordination with the Academy Museum, as well as off-site parking facilities, would be required to fully accommodate the parking demand of employees and visitors to LACMA, and the Academy Museum, as well as the Project construction workers, during construction activities.

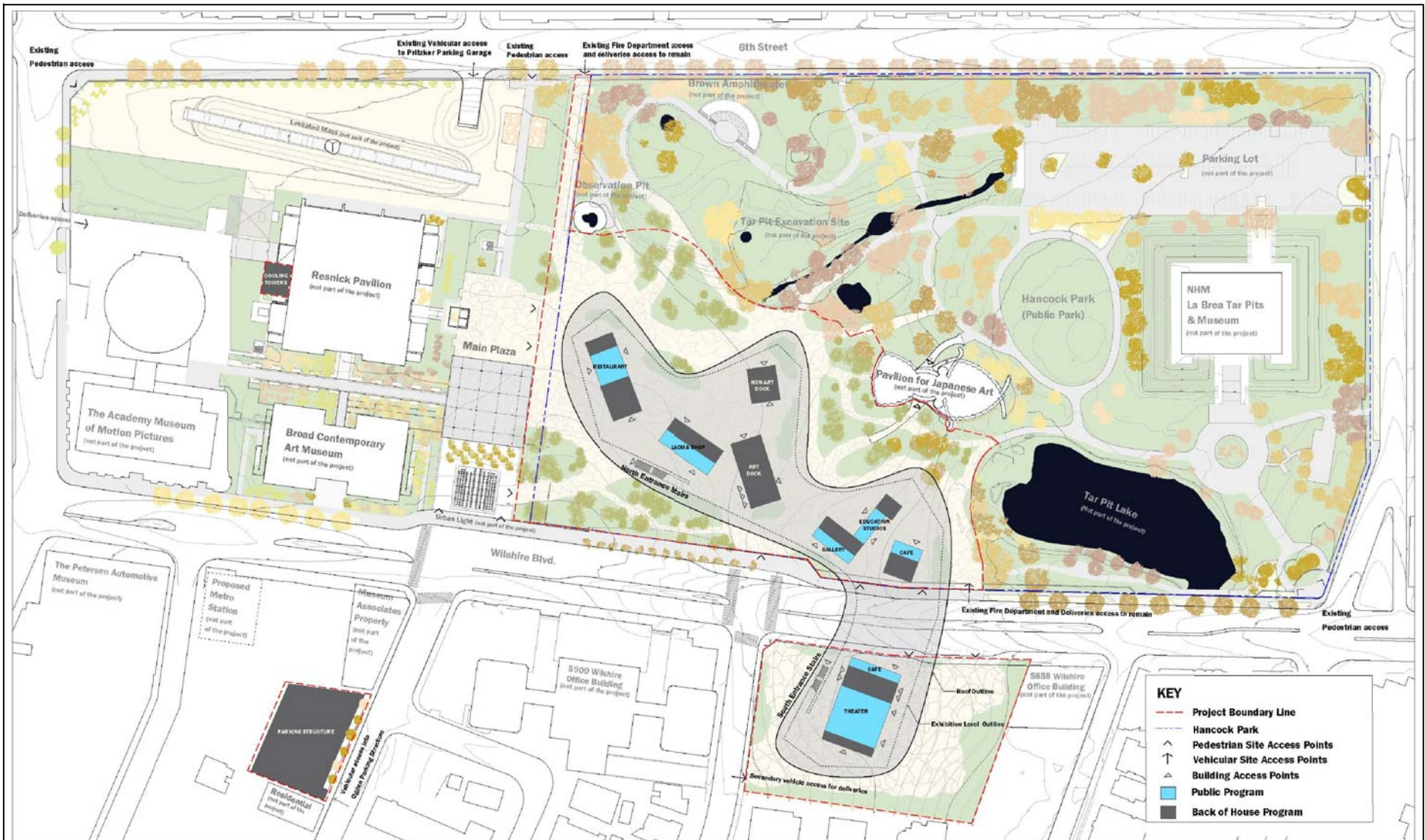
As shown in Table 2, adequate parking is provided within the LACMA facilities, as well as the Academy-leased spaces in the Petersen Museum, to accommodate the LACMA visitors, employees, and the Academy Museum during construction activities. Preferred parking would be provided to those who carpool to incentivize workers to travel together. As described above, additional off-site parking would be required to satisfy the parking demand of construction workers through various construction stages.

As described in the Construction Assumptions Memo provided in Attachment B, Clark Construction conducted an updated parking survey of nearby parking facilities in May 2018 to identify potential parking facilities that could accommodate the parking demand of the construction workers. Several parking facilities in the surrounding areas were identified with more than enough availability to accommodate the construction worker parking demand. It should be noted that the surveys account for the current use of nearby parking facilities by Metro Purple Line Extension construction workers and, therefore, provide worst-case conditions. As part of the Construction Management Plan, Clark Construction would work with the off-site parking operators to define the maximum allowable parking spaces for any given time during construction of the Project. Shuttle services would be provided for locations that exceed the acceptable walkable distances (0.25 miles) to the Project Site.

### **SUMMARY**

Although the refinements to the Project would result in an overall decrease in the Museum Building square footage by approximately 40,000 sf compared to what was originally analyzed in the Draft EIR and Traffic Study, the refinements to the design of the Museum Building would not affect the traffic impact analysis results of the approved Traffic Study. Additional information regarding construction activities that has become available since publication of the Draft EIR indicates that the duration of construction impacts would be greatly reduced, but the number of construction workers on-site at peak construction stages would increase. Nevertheless, construction workers are anticipated to continue to arrive at and depart from the Project Site outside of the commuter peak hours. Lane closures during construction of falsework over Wilshire Boulevard are continued to be anticipated for over two weekends, and would result in temporary significant and unavoidable impacts at four intersections. Therefore, the traffic impact results would remain consistent with the Traffic Study and Draft EIR. Consistent with the conclusions of the Parking Memo, the LACMA and Academy Museum parking demand during construction activities could be accommodated within LACMA facilities and the Academy-leased spaces in the Petersen Museum. Off-site parking spaces would be necessary to accommodate

the construction worker parking demand. The Construction Management Plan would continue to provide strategies to effectively manage and direct parking demand during peak attendance for the Project during construction activities.



Source: Craig Lawson & Co., LLC, June 2018



## CONCEPTUAL SITE PLAN

**TABLE 1**  
**EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)**  
**SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Existing		Existing with Project Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue & 3rd Street	AM	0.916	E	0.916	E	0.000	NO
		MD	0.816	D	0.816	D	0.000	NO
		PM	0.899	D	0.899	D	0.000	NO
		Sat	0.829	D	0.829	D	0.000	NO
2.	Fairfax Avenue & 6th Street	AM	0.739	C	0.739	C	0.000	NO
		MD	0.628	B	0.628	B	0.000	NO
		PM	0.708	C	0.708	C	0.000	NO
		Sat	0.585	A	0.585	A	0.000	NO
3.	LACMA Driveway/Ogden Drive & 6th Street	AM	0.394	A	0.394	A	0.000	NO
		MD	0.209	A	0.209	A	0.000	NO
		PM	0.291	A	0.291	A	0.000	NO
		Sat	0.265	A	0.265	A	0.000	NO
4.	Curson Avenue & 6th St	AM	0.528	A	0.528	A	0.000	NO
		MD	0.239	A	0.239	A	0.000	NO
		PM	0.347	A	0.347	A	0.000	NO
		Sat	0.254	A	0.254	A	0.000	NO
5.	Hauser Boulevard & 6th Street	AM	0.666	B	0.666	B	0.000	NO
		MD	0.448	A	0.448	A	0.000	NO
		PM	0.657	B	0.657	B	0.000	NO
		Sat	0.557	A	0.557	A	0.000	NO
6.	Cochran Avenue & 6th Street	AM	0.638	B	0.638	B	0.000	NO
		MD	0.414	A	0.414	A	0.000	NO
		PM	0.501	A	0.501	A	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO
7.	La Brea Avenue & 6th Street	AM	0.685	B	0.685	B	0.000	NO
		MD	0.736	C	0.736	C	0.000	NO
		PM	0.648	B	0.648	B	0.000	NO
		Sat	0.783	C	0.783	C	0.000	NO
8.	Fairfax Avenue & Wilshire Boulevard	AM	1.125	F	1.824	F	0.699	YES
		MD	0.798	C	1.265	F	0.467	YES
		PM	0.892	D	1.397	F	0.505	YES
		Sat	0.714	C	1.173	F	0.459	YES
9.	Ogden Drive & Wilshire Boulevard	AM	0.335	A	0.736	C	0.401	YES
		MD	0.207	A	0.481	A	0.274	NO
		PM	0.350	A	0.759	C	0.409	YES
		Sat	0.209	A	0.491	A	0.282	NO
10.	Spaulding Avenue & Wilshire Boulevard	AM	0.324	A	0.777	C	0.453	YES
		MD	0.345	A	0.757	C	0.412	YES
		PM	0.368	A	0.749	C	0.381	YES
		Sat	0.329	A	0.707	C	0.378	YES
11.	Curson Avenue & Wilshire Boulevard	AM	0.777	C	0.800	C	0.023	NO
		MD	0.494	A	0.881	D	0.387	YES
		PM	0.641	B	1.177	F	0.536	YES
		Sat	0.457	A	0.749	C	0.292	YES
12.	Hauser Boulevard & Wilshire Boulevard	AM	0.745	C	0.745	C	0.000	NO
		MD	0.602	B	0.602	B	0.000	NO
		PM	0.735	C	0.735	C	0.000	NO
		Sat	0.708	C	0.708	C	0.000	NO
13.	Cochran Avenue & Wilshire Boulevard	AM	0.617	B	0.617	B	0.000	NO
		MD	0.404	A	0.404	A	0.000	NO
		PM	0.661	B	0.661	B	0.000	NO
		Sat	0.453	A	0.453	A	0.000	NO
14.	La Brea Avenue & Wilshire Boulevard	AM	0.997	E	0.997	E	0.000	NO
		MD	0.683	B	0.683	B	0.000	NO
		PM	0.901	E	0.901	E	0.000	NO
		Sat	1.006	F	1.006	F	0.000	NO
15.	Fairfax Avenue & 8th Street	AM	0.389	A	0.389	A	0.000	NO
		MD	0.356	A	0.356	A	0.000	NO
		PM	0.530	A	0.530	A	0.000	NO
		Sat	0.377	A	0.377	A	0.000	NO

**TABLE 1 (CONTINUED)**  
**EXISTING WITH CONSTRUCTION CONDITIONS (YEAR 2016)**  
**SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Existing		Existing with Project Construction			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue & 8th Street	AM	0.728	C	0.728	C	0.000	NO
		MD	0.187	A	0.187	A	0.000	NO
		PM	0.703	C	0.703	C	0.000	NO
		Sat	0.177	A	0.177	A	0.000	NO
17.	Hauser Boulevard & 8th Street	AM	0.863	D	0.863	D	0.000	NO
		MD	0.449	A	0.449	A	0.000	NO
		PM	0.828	D	0.828	D	0.000	NO
		Sat	0.467	A	0.467	A	0.000	NO
18.	Cochran Avenue & 8th Street	AM	0.529	A	0.529	A	0.000	NO
		MD	0.248	A	0.248	A	0.000	NO
		PM	0.671	B	0.671	B	0.000	NO
		Sat	0.233	A	0.233	A	0.000	NO
19.	La Brea Avenue & 8th Street	AM	0.615	B	0.615	B	0.000	NO
		MD	0.391	A	0.391	A	0.000	NO
		PM	0.715	C	0.715	C	0.000	NO
		Sat	0.412	A	0.412	A	0.000	NO
20.	Fairfax Avenue & San Vicente Boulevard	AM	0.688	B	0.688	B	0.000	NO
		MD	0.475	A	0.475	A	0.000	NO
		PM	0.510	A	0.510	A	0.000	NO
		Sat	0.440	A	0.440	A	0.000	NO
21.	Fairfax Avenue & Olympic Boulevard	AM	0.832	D	0.832	D	0.000	NO
		MD	0.577	A	0.577	A	0.000	NO
		PM	0.781	C	0.781	C	0.000	NO
		Sat	0.522	A	0.522	A	0.000	NO
22.	San Vicente Boulevard & Olympic Boulevard	AM	0.664	B	0.664	B	0.000	NO
		MD	0.334	A	0.334	A	0.000	NO
		PM	0.663	B	0.663	B	0.000	NO
		Sat	0.280	A	0.280	A	0.000	NO

**Notes**

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM

MD Peak Period: 12 PM - 2 PM

PM Peak Period: 3 PM - 6 PM

Sat Peak Period: 12 PM - 2 PM

**TABLE 2**  
**PEAK PARKING DEMAND SUMMARY - WORST CASE DAY CONSTRUCTION SCENARIOS WITH ACADEMY MUSEUM**

User Group	LACMA during Demolition & Grading/Shoring/Excavation [a] [b]		LACMA during Demolition & Grading/Shoring/Excavation & Piles/Foundation/Superstructure [a] [b]		LACMA during Piles/Foundation/Superstructure & Building Envelope/Interior Construction [a] [b]		LACMA during Piles/Foundation/Superstructure & Building Envelope/Interior Construction & Paving/Concrete/Landscape/Clean-up [a] [b]		LACMA during Building Envelope/Interior Construction & Paving/Concrete/Landscape/Clean-up [a] [b]		LACMA during Test & Ogden Parking Structure - Demolition/Grading/Shoring/Excavation [a] [b]		LACMA during Test & Ogden Parking Structure - Structure [a] [b]	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
LACMA Visitor	278	460	321	424	321	424	321	424	321	460	338	460	338	460
LACMA Employee	161	--	161	--	161	--	161	--	161	--	161	--	161	--
LACMA Construction Workers	75	68	622	622	600	600	600	600	375	341	45	45	47	47
Academy Museum	251	223	257	218	257	218	257	218	257	223	251	223	251	223
<b>Total</b>	765	751	1,361	1,264	1,339	1,242	1,339	1,242	1,114	1,024	795	728	797	730
<b>Peak Hour</b>	1 PM - 2 PM [d]	1 PM - 2 PM	12 PM - 1 PM	12 PM - 1 PM	12 PM - 1 PM	12 PM - 1 PM	12 PM - 1 PM	12 PM - 1 PM	12 PM - 1 PM	1 PM - 2 PM	1 PM - 2 PM [d]	1 PM - 2 PM [d]	1 PM - 2 PM [d]	1 PM - 2 PM [d]
Available Parking Supply [e]	942	942	942	942	942	942	942	942	942	942	942	942	942	942
<b>Off-Site Spaces Needed [f]</b>	--	--	419	322	397	300	397	300	172	82	--	--	--	--

**Notes**

[a] It is anticipated that up to 300 full-time employees would be relocated off-site on weekdays and weekends once construction of the Project commences.

[b] During construction, it is anticipated that visitor attendance levels would be reduced by up to 20% during construction, based on historical attendance trends provided by LACMA.

[c] The Academy Museum is anticipated to be complete and operational during construction of the Project.

[d] Academy Museum would be responsible to accommodate overflow vehicles during evening events per the Event Management Plan.

[e] Available parking supply includes 650 spaces within the Pritzker Garage, 126 spaces within temporary construction parking facilities (North Lawn & Ogden Lot), and 166 spaces within the Petersen Automotive Museum, which have been leased and available for use by the Academy Museum.

[f] Other off-site spaces include available parking spaces within parking facilities in Museum Row such as the Petersen Automotive Museum, La Brea Tar Pits & Museum, Museum Square, etc.



***Attachment A***

**Transportation Study Assessment for the  
Proposed Museum Project at 5905 Wilshire Boulevard  
(LADOT, May 16, 2017)**

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

5905 Wilshire Boulevard  
DOT Case No. CEN 15-43865

Date: May 16, 2017

To: Karen Hoo, City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED  
MUSEUM PROJECT AT 5905 WILSHIRE BOULEVARD (CPC-2014-3119-  
ZC-SN-CDO-MCUP-ZV-ZAI-SPR/ENV-2016-2394-EIR)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc. dated March, 2017 for the proposed museum development project located at 5905 Wilshire Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria<sup>1</sup>, the proposed development is not expected to result in any significant traffic impacts at the twenty-two study intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachments 1a & 1b**.

## **DISCUSSION AND FINDINGS**

### **A. Project Description**

The project proposes to replace four existing buildings located within the Los Angeles County Museum of Art (LACMA) campus collectively comprising of approximately 392,871 gross sf with a museum building approximately 387,500 gross sf. The LACMA campus is comprised of LACMA East and LACMA West, which are located to the east and west of the vacated Ogden Drive north of Wilshire Boulevard. The proposed museum building will be located within LACMA East campus and would extend to the south across Wilshire Boulevard to include the surface parking area located on the Spaulding Lot at the southeast corner of Wilshire Boulevard and Spaulding Avenue. The museum building will consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot. The project will include a new parking facility that will provide approximately 260 parking spaces to

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<sup>1</sup> Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

be located southwest of the intersection of Ogden Drive and Wilshire Boulevard. Vehicular access to the new parking facility will be provided via a driveway on Ogden Drive. The project is expected to be completed by 2023.

B. Trip Generation

The project is estimated to generate a net increase of 668 weekday daily trips, a net increase of 45 trips in the a.m. peak hour, a net increase of 60 trips in the midday peak hour, a net increase of 68 trips in the p.m. peak hour. Also, the project is estimated to generate a net increase of 763 Saturday trips with a net increase of 75 trips in the midday peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. However, the use and operational characteristics of the Project are not similar to the available land use categories provided in Trip Generation, 9<sup>th</sup> Edition. Therefore, trips generated by the Project were conservatively estimated based on the anticipated unique operational characteristics of LACMA (i.e., the Project's land use components, attendance levels, anticipated visitor arrival and departure patterns during weekdays and weekends, hourly distribution of daily visitors, events, exhibits and other programming). A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

## PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the

new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Fairfax Avenue and W. 6<sup>th</sup> Street** are designated a Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Wilshire Boulevard** is designated a Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Curson Avenue** is designated a Collector Street which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that in addition to the 650 parking spaces currently provided at the Pritzker parking garage, the proposed new Ogden parking structure will provide 260 parking spaces. All parking at the surface Spaulding parking lot will be displaced. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Project Access

Vehicular access to the Ogden parking structure will be accommodated via a driveway on Ogden Drive. Signage and design elements would be incorporated to restrict right-turn egress movements from the Ogden Parking Structure driveway to limit project-related traffic traveling within the residential neighborhood. Parking for the Pritzker garage will continue to be accessed through the existing driveway on 6<sup>th</sup> Street.

Access for truck deliveries would continue to be provided from 6th Street via a portion of the vacated Ogden Drive. Less active vehicular access for deliveries would occur within the southern portion of the existing Spaulding Lot. Passenger loading zones would continue to be provided along the north side of Wilshire Boulevard, between Ogden Drive and Spaulding Avenue, via an existing fire lane, as well as along Wilshire Boulevard via a new loading area adjacent to the southern portion of the Project Site. All delivery truck loading and unloading shall take place on-site with no vehicles backing into the project driveway. Deliveries shall be restricted to off-peak hours only and are expected to occur between the hours of 5 a.m. and 12 p.m. Monday – Sunday. A dock manager shall be available on-site to assist delivery trucks accessing the loading area.

E. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550 at (213) 482-7024. In order to minimize potential building design changes, the

applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. The conceptual site plan for the project is illustrated in **Attachment 3**.

F. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso at (213) 972-5042.

Attachments

*J:\Letters\2017\CEN15-43865\_5905 Wilshire Blvd ts ltr.doc*

c: Julia Duncan, Council District No. 4  
Jeannie Shen, Hollywood-Wilshire District Office, DOT  
Taimour Tanavoli, Case Management, DOT  
Carl Mills, BOE Development Services  
Sarah Drobis, Gibson Transportation Consulting, Inc.

**TABLE 10**  
**FUTURE WITH PROJECT CONDITIONS (YEAR 2023)**  
**SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Fairfax Avenue & 3rd Street	AM	1.029	F	1.031	F	0.002	NO
		MD	0.937	E	0.939	E	0.002	NO
		PM	1.029	F	1.029	F	0.000	NO
		Sat	0.950	E	0.952	E	0.002	NO
2.	Fairfax Avenue & 6th Street	AM	0.830	D	0.831	D	0.001	NO
		MD	0.722	C	0.730	C	0.008	NO
		PM	0.814	D	0.825	D	0.011	NO
		Sat	0.668	B	0.679	B	0.011	NO
3.	LACMA Driveway/Ogden Drive & 6th Street	AM	0.914	E	0.915	E	0.001	NO
		MD	0.471	A	0.485	A	0.014	NO
		PM	0.622	B	0.644	B	0.022	NO
		Sat	0.497	A	0.514	A	0.017	NO
4.	Curson Avenue & 6th St	AM	1.008	F	1.010	F	0.002	NO
		MD	0.421	A	0.423	A	0.002	NO
		PM	0.627	B	0.629	B	0.002	NO
		Sat	0.433	A	0.434	A	0.001	NO
5.	Hauser Boulevard & 6th Street	AM	1.175	F	1.177	F	0.002	NO
		MD	0.617	B	0.619	B	0.002	NO
		PM	1.100	F	1.102	F	0.002	NO
		Sat	0.747	C	0.748	C	0.001	NO
6.	Cochran Avenue & 6th Street	AM	1.194	F	1.196	F	0.002	NO
		MD	0.489	A	0.491	A	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
		Sat	0.473	A	0.475	A	0.002	NO
7.	La Brea Avenue & 6th Street	AM	0.777	C	0.778	C	0.001	NO
		MD	0.857	D	0.859	D	0.002	NO
		PM	0.753	C	0.754	C	0.001	NO
		Sat	0.900	D	0.901	E	0.001	NO
8.	Fairfax Avenue & Wilshire Boulevard	AM	1.281	F	1.285	F	0.004	NO
		MD	0.936	E	0.944	E	0.008	NO
		PM	1.083	F	1.089	F	0.006	NO
		Sat	0.861	D	0.872	D	0.011	NO
9.	Ogden Drive & Wilshire Boulevard	AM	0.413	A	0.416	A	0.003	NO
		MD	0.307	A	0.319	A	0.012	NO
		PM	0.445	A	0.483	A	0.038	NO
		Sat	0.292	A	0.317	A	0.025	NO
10.	Spaulding Avenue & Wilshire Boulevard	AM	0.405	A	0.411	A	0.006	NO
		MD	0.435	A	0.425	A	-0.010	NO
		PM	0.470	A	0.446	A	-0.024	NO
		Sat	0.420	A	0.402	A	-0.018	NO
11.	Curson Avenue & Wilshire Boulevard	AM	0.911	E	0.913	E	0.002	NO
		MD	0.650	B	0.651	B	0.001	NO
		PM	0.826	D	0.829	D	0.003	NO
		Sat	0.578	A	0.579	A	0.001	NO
12.	Hauser Boulevard & Wilshire Boulevard	AM	0.903	E	0.905	E	0.002	NO
		MD	0.746	C	0.747	C	0.001	NO
		PM	0.917	E	0.920	E	0.003	NO
		Sat	0.839	D	0.841	D	0.002	NO
13.	Cochran Avenue & Wilshire Boulevard	AM	0.747	C	0.749	C	0.002	NO
		MD	0.527	A	0.528	A	0.001	NO
		PM	0.835	D	0.837	D	0.002	NO
		Sat	0.560	A	0.561	A	0.001	NO
14.	La Brea Avenue & Wilshire Boulevard	AM	1.191	F	1.193	F	0.002	NO
		MD	0.851	D	0.852	D	0.001	NO
		PM	1.058	F	1.061	F	0.003	NO
		Sat	1.143	F	1.145	F	0.002	NO
15.	Fairfax Avenue & 8th Street	AM	0.445	A	0.450	A	0.005	NO
		MD	0.407	A	0.412	A	0.005	NO
		PM	0.602	B	0.607	B	0.005	NO
		Sat	0.433	A	0.438	A	0.005	NO

**TABLE 10 (CONTINUED)**  
**FUTURE WITH PROJECT CONDITIONS (YEAR 2023)**  
**SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
16.	Curson Avenue & 8th Street	AM	0.796	C	0.797	C	0.001	NO
		MD	0.222	A	0.223	A	0.001	NO
		PM	0.782	C	0.783	C	0.001	NO
		Sat	0.203	A	0.204	A	0.001	NO
17.	Hauser Boulevard & 8th Street	AM	0.942	E	0.943	E	0.001	NO
		MD	0.509	A	0.509	A	0.000	NO
		PM	0.909	E	0.911	E	0.002	NO
		Sat	0.521	A	0.523	A	0.002	NO
18.	Cochran Avenue & 8th Street	AM	0.575	A	0.577	A	0.002	NO
		MD	0.275	A	0.275	A	0.000	NO
		PM	0.729	C	0.731	C	0.002	NO
		Sat	0.258	A	0.259	A	0.001	NO
19.	La Brea Avenue & 8th Street	AM	0.694	B	0.695	B	0.001	NO
		MD	0.455	A	0.456	A	0.001	NO
		PM	0.809	D	0.811	D	0.002	NO
		Sat	0.481	A	0.482	A	0.001	NO
20.	Fairfax Avenue & San Vicente Boulevard	AM	0.924	E	0.925	E	0.001	NO
		MD	0.602	B	0.606	B	0.004	NO
		PM	0.647	B	0.652	B	0.005	NO
		Sat	0.513	A	0.518	A	0.005	NO
21.	Fairfax Avenue & Olympic Boulevard	AM	0.929	E	0.931	E	0.002	NO
		MD	0.663	B	0.667	B	0.004	NO
		PM	0.893	D	0.899	D	0.006	NO
		Sat	0.595	A	0.601	B	0.006	NO
22.	San Vicente Boulevard & Olympic Boulevard	AM	0.885	D	0.885	D	0.000	NO
		MD	0.431	A	0.431	A	0.000	NO
		PM	0.807	D	0.808	D	0.001	NO
		Sat	0.357	A	0.358	A	0.001	NO

**Notes**

The analyzed peak hours represent the highest hour during the following peak periods:

AM Peak Period: 7 AM - 10 AM

MD Peak Period: 12 PM - 2 PM

PM Peak Period: 3 PM - 6 PM

Sat Peak Period: 12 PM - 2 PM

**TABLE 8  
TRIP GENERATION RATES**

Day	Size	Daily	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
<b><u>Trip Generation Rates</u></b> <sup>[a]</sup>											
Typical Weekday	per visitor	0.89	95%	5%	0.06	45%	55%	0.08	23%	77%	0.09
Typical Saturday	per visitor	0.61	--	--	--	46%	54%	0.06	--	--	--
<b><u>Trip Generation Estimates</u></b>											
Typical Weekday	750 visitors	668	43	2	45	27	33	60	15	53	68
Typical Saturday	1,250 visitors	763	--	--	--	34	41	75	--	--	--

[a] Trip generation rates based on site-specific empirical data collected at the Pritzker Garage and Spaulding Lot in November 2015, as well as attendance data provided by LACMA for those days.





CONCEPTUAL SITE PLAN

FIGURE  
1B

***Attachment B***  
***Construction Assumptions***

## **LACMA'S Building for the Permanent Collection**

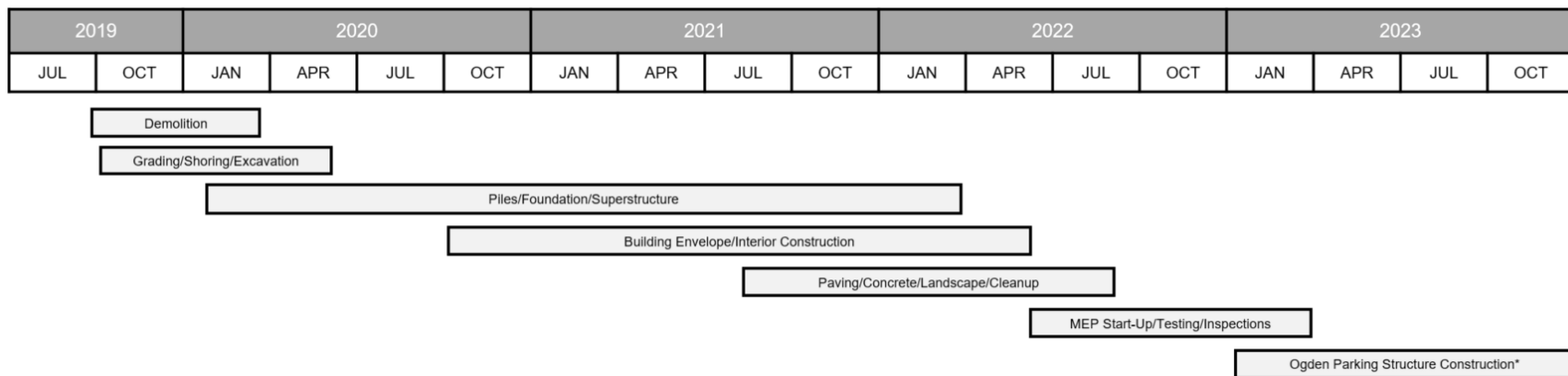
Subsequent to the publication of the Draft Environmental Impact Report (Draft EIR), several design changes were made to the Museum Building. The Project includes an approximately 347,500 gross square foot Museum Building, which is a reduction of 40,000 square feet as compared to the Museum Building analyzed in the Draft EIR. The Museum Building would continue to be located on LACMA East and the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard. The Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet, including the Ahmanson Building, the Hammer Building, the Art of Americas Building, and the Bing Center (which contains the LACMA Café, the Dorothy Brown Auditorium, which provides 116 seats, and the Bing Theater, which provides 600 seats). Overall, the Project would result in a decrease in the square footage of museum operations by approximately 45,371 square feet and a reduction in the maximum theater size from over 600 seats to 300 seats. The Museum Building is still proposed to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot in the same general location as presented in the Draft EIR; although the shape and location of each Pavilion within the Museum Building has changed slightly. Pavilion for Japanese Art within LACMA East is not a part of the Project Site and would remain. The Project design would also enhance the outdoor experience by including new outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park.

In addition, the Project continues to include a proposed new parking facility providing approximately 260 parking spaces to be located southwest of the intersection of Ogden Drive & Wilshire Boulevard on three contiguous parcels owned by Museum Associates (the "Ogden Lot"). All parking spaces currently on the Spaulding Lot would be relocated to this new parking facility (the "Ogden Parking Structure"). The Museum Building and the Ogden Parking Structure together comprise the Project.

While the Project is expected to begin construction during the third or fourth quarter of 2019, a year after what was originally analyzed, the Project would continue to be completed in 2023.

## Anticipated Construction Schedule

Recognizing that daily construction activities will impact the way citizens and visitors of the community experience their environment, a new project schedule has been developed that minimizes the exposure of the community to construction activities. Previously, a project schedule of 68 months was proposed. By maximizing the density of site activities and electing to concentrate more resources, 17 months were eliminated from the schedule for a projected project schedule of 51 months. This includes a 40 month schedule for the new building, and a 12 month schedule for the Ogden Parking Structure with one month overlap.



NEW BUILDING		
Activity	Projected Start Date	Projected End Date
Demolition	27-Sep-19	16-Mar-20
Grading/Shoring/Excavation	04-Oct-19	18-May-20
Piles/Foundation/Superstructure	17-Jan-20	30-Mar-22
Building Envelope/Interiors	06-Oct-20	09-Jun-22
Paving/Concrete/Landscape/Cleanup	05-Aug-21	25-Aug-22
MEP Start-Up/Testing	12-May-22	29-Mar-23

OGDEN PARKING STRUCTURE		
Activity	Projected Start Date	Projected End Date
Demolition/Excavation/Shoring	Jan-23	Feb-23
Structure	Mar-23	Aug-23
Cladding/Finishes	Sep-23	Dec-23

## Anticipated Construction Equipment Summary

Activity	Craftsmen	Loads Out/ Day	Deliveries/ Day	Air Compressor	Backhoe	Concrete Pump	Dewatering System	Dozer	Drill Rig	Excavator	Forklift	Loader	Man Lift	Mobile Crane	Paver	Tower Crane	Welder
NEW BUILDING																	
Demolition	70	50			10							12		2			
Shoring/ Excavation	60	90	15			1	1	2	1	2		1		1			
Structure	700	95		6	3	3				1	5		4	1		6	6
Finishes	385	12	40	6		1					5		3	1		6	3
Site Work	Included	Included			1							1			1		
Testing	25		10														
OGDEN PARKING STRUCTURE																	
Demolition	15	5			2							1					
Shoring/ Excavation	25	100	5		1			1	1	1	1			1			
Structure	45	3	40		2	1					2					1	
Cladding/ Finishes	50	3	10								2					1	

## **Construction Activities – New Building**

- **Demolition (27-Sep-19 – 16-Mar-20)**
  - 0.4 acres of asphalt parking and 392,871 SF of building space
  - Maximum of 50 loads out per day
  - 70 workers
  - Equipment on worst-case day
    - 12 – Loaders (8 hrs per day)
    - 10 – Backhoe/Breakers (8 hrs per day)
    - 2 – Mobile Cranes (8 hrs per day)
- **Grading/Shoring/Excavation (04-Oct-19 – 18-May-20)**
  - 127,600 CY export and 37,400 CY import
  - Maximum of 90 loads out per day for haul trucks and 15 deliveries per day
  - 60 workers
  - Equipment on worst-case day
    - 2 – Dozers (8 hrs per day)
    - 2 – Excavators (8 hrs per day)
    - 1 – Bore/Drill Rig (8 hrs per day)
    - 1 – Concrete Pump (8 hrs per day)
    - 1 – Crane (8 hrs per day)
    - 1 – Loader (8 hrs per day)
    - 1 – Dewatering System (24 hrs per day)
- **Building Structure – Piles/Foundation/Superstructure (17-Jan-20 – 30-Mar-22)**
  - Maximum of 95 delivery/concrete/haul truck trips per day
  - 700 workers
  - Equipment on worst-case day
    - 6 – Air Compressors
    - 6 – Welders (8 hrs per day)
    - 5 – Forklifts (8 hrs per day)
    - 4 – Man Lifts
    - 6 – Tower Cranes (8 hrs per day)
    - 3 – Backhoes (8 hrs per day)
    - 3 – Concrete Pumps (8 hrs per day)
    - 1 – Drill Rig (8 hrs per day)
    - 1 – Excavator (8 hrs per day)
    - 1 – Mobile Crane (8 hrs per day)
- **Building Envelope and Interior Construction (06-Oct-20 – 09-Jun-22)**
  - Maximum of 52 delivery/concrete/haul truck trips per day
  - 500 workers
  - Equipment on worst-case day
    - 6 – Air Compressors (8 hrs per day)
    - 5 – Forklifts (8 hrs per day)
    - 6 – Tower Cranes (8 hrs per day)
    - 3 – Man Lifts (8 hrs per day)
    - 3 – Welders (8 hrs per day)
    - 1 – Concrete Pump
    - 1 – Mobile Crane (8 hrs per day)

- **Paving/Concrete/Landscape/Cleanup** (05-Aug-21 – 25-Aug-22)
  - Delivery/haul truck trips per day included in item #4
  - Worker counts included in item #4
  - Equipment on worst-case day
    - 1 – Paver (8 hrs per day)
    - 1 – Tractor/Loader/Backhoe (8 hrs per day)
    - 1 – Skid Steer Loaders (8 hrs per day)
- **MEP Start-Up/Testing/Inspections** (12-May-22 – 29-Mar-23)
  - Maximum of 10 delivery truck trips per day
  - 25 workers
  - No equipment

### **Construction Activities – Ogden Parking Structure**

- **Demolition/Grading/Shoring/Excavation** (Jan-23 – Feb-23)
  - Maximum of 105 loads out per day for haul trucks and 5 deliveries per day
  - 23,400 CY export
  - 40 workers
  - Equipment on worst-case day
    - 3 – Backhoes (8 hrs per day)
    - 1 – Dozer (8 hrs per day)
    - 1 – Drill Rig (8 hrs per day)
    - 1 – Excavator (8 hrs per day)
    - 1 – Forklift (8 hrs per day)
    - 1 – Loader (8 hrs per day)
    - 1 – Mobile Crane (8 hrs per day)
- **Structure** (Mar-23 – Aug-23)
  - Maximum of 3 loads out per day for haul trucks and 40 deliveries per day
  - 45 workers
  - Equipment on worst-case day
    - 2 – Backhoes (8 hrs per day)
    - 1 – Concrete Pump (8 hrs per day)
    - 2 – Forklift (8 hrs per day)
    - 1 – Tower Crane (8 hrs per day)
- **Cladding/Finishes** (Sep-23 – Dec-23)
  - Maximum of 3 loads out per day for haul trucks and 10 deliveries per day
  - 50 workers
  - Equipment on worst-case day
    - 2 – Forklift (8 hrs per day)
    - 1 – Tower Crane (8 hrs per day)



## **Worst-Case Day Scenarios**

The phases of construction will overlap during the project schedule. Multiple construction activities will be occurring simultaneously and the worst-case days for each overlap are detailed below. These are not a typical day on the site, these are the maximum limit of what will ever occur on one given day.

- **Demolition & Grading/Shoring/Excavation**

Demolition, grading, excavation, and shoring activities will occur simultaneously. During this phase, demolition crews will be working on tearing down the existing building and hauling the debris off-site. As portions are removed, sections of the land will be cleared for grading. Grading crews will be removing and adding soil to the site. Once sections are graded, excavation and shoring can begin there. Crews will excavate for appropriate basements and foundations, and install shoring. This sequencing will continue throughout the extent of demolition.

- Maximum of 140 hauls per day
  - Export of existing building debris
  - Export of soil
  - Import of soil
  - Import of construction materials
- 100 workers
- Maximum On-Site Equipment
  - 13 – Loaders
  - 10 – Backhoe/Breakers
  - 3 – Mobile Cranes
  - 2 – Dozers
  - 2 – Excavators
  - 1 – Bore/Drill Rig
  - 1 – Concrete Pump
  - 1 – Dewatering System

- **Demolition & Grading/Shoring/Excavation & Piles/Foundation/Superstructure**

Due to the large scale of the project and quick schedule; demolition, grading, shoring, excavation, piles, foundation, and superstructure activities will happen concurrently for a small portion of the project schedule. As stated above, sequencing will allow for certain areas of the site to progress forward while other portions are still on the previous phase. During a worst-case day, sections of the existing building will be demolished while sections of site are graded, excavated, and shored. Piles will be drilled and concrete pours will begin occurring as necessary for piles, foundations, and superstructure.

- Non concrete pour day: Maximum of 140 hauls per day. Concrete pour day: Maximum of 105 hauls per day, 95 concrete truck trips per day
  - Export of existing building debris
  - Export of soil
  - Import of soil
  - Import of construction materials
  - Incoming and outgoing concrete trucks
- 830 workers
- Maximum On-Site Equipment
  - 13 – Loaders (8 hrs per day)
  - 10 – Backhoe/Breakers (8 hrs per day)
  - 6 – Air Compressors (8 hrs per day)



- 6 – Tower Cranes (8 hrs per day)
- 6 – Welders (8 hrs per day)
- 5 – Forklifts (8 hrs per day)
- 4 – Concrete Pumps (8 hrs per day)
- 4 – Man Lifts (8 hrs per day)
- 4 – Mobile Cranes (8 hrs per day)
- 3 – Backhoes (8 hrs per day)
- 3 - Excavators
- 2 – Dozers
- 2 – Drill Rigs
- 1 – Dewatering System

▪ **Piles/Foundation/Superstructure & Building Envelope/Interior Construction**

Once the superstructure is erected in different areas of the site, the installation of the building envelope and interior build-out will occur. Concrete will continue to be poured for the necessary superstructure, insulation and waterproofing will be applied, glazing will be installed on the ground floor and second level of the structure, and the MEP trades will begin their rough-in.

- Maximum of 147 delivery/concrete/haul truck trips per day
  - Import of construction materials
  - Incoming and outgoing concrete trucks
- 800 workers
- Maximum On-Site Equipment
  - 12 – Air Compressors
  - 10 – Forklifts
  - 9 – Welders
  - 6 – Tower Cranes
  - 4 – Concrete Pumps
  - 4 – Manlifts
  - 3 – Backhoes
  - 1 – Drill Rig
  - 1 – Excavator

▪ **Piles/Foundation/Superstructure & Building Envelope/Interior Construction & Paving/Concrete/Landscape/Cleanup**

As the superstructure is finishing up, installation of the building envelope will continue. On the interior of the building, MEP trades will continue their installation while minimal framing occurs. Finishes will be performed and applied on the floors, walls, and ceilings. The site of the project will be graded appropriately, site concrete will be poured, and paver installation will begin.

- Maximum of 147 delivery/concrete/haul truck trips per day
  - Import of construction materials
  - Incoming and outgoing concrete trucks
- 800 workers
- Maximum On-Site Equipment
  - 12 – Air Compressors
  - 10 – Forklifts
  - 9 – Welders
  - 6 – Tower Cranes
  - 4 - Backhoes
  - 4 – Concrete Pumps
  - 4 – Manlifts
  - 1 – Drill Rig

- 1 – Excavator
  - 1 – Paver
  - 1 – Skid Steer Loaders
- **Building Envelope/Interior Construction & Paving/Concrete/Landscape/Cleanup**

Interior construction will consist of finishing touches and security measure installation. The site concrete and pavers will finish installation and planting of landscaping will occur. General site cleanup will begin.

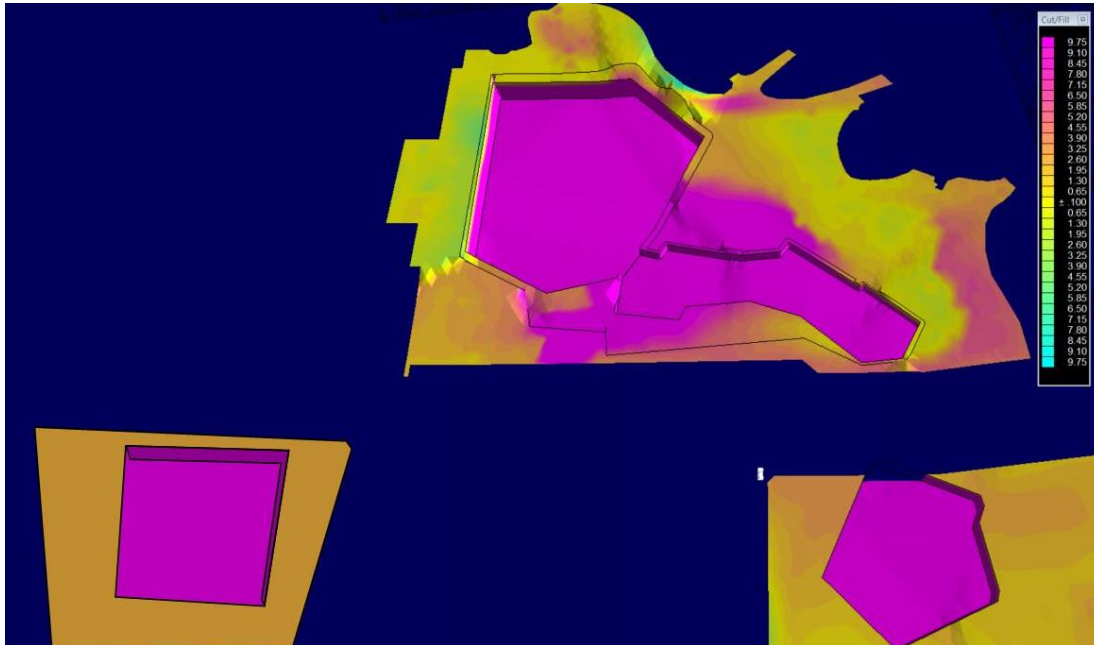
  - Maximum of 52 delivery/concrete/haul truck trips per day
    - Import of construction materials
    - Incoming and outgoing concrete trucks
    - Outgoing temporary facilities
    - Outgoing tower cranes and manlifts
  - 500 workers
  - Maximum On-Site Equipment
    - 6 – Air Compressors
    - 4 – Tower Cranes
    - 5 – Forklifts
    - 3 – Man Lifts
    - 3 – Welders
    - 1 - Backhoe
    - 1 – Concrete Pump
    - 1 – Mobile Crane
    - 1 – Paver
    - 1 – Skid Steer Loader

## Grading Plan

The grading plan includes:

- 8 acres of grading
- 20 FT excavation at basements
- New Building Export – 127,600 CY of potentially contaminated material – 18-Oct-19 – 17-Apr-20
- Ogden Lot Export – 23,400 CY of potentially contaminated material – Early 2023
- New Building Import – 37,400 CY of fill

## Soil Cut/Fill Diagram



## Dust Control

- Watering to control dust during demolition
- All exiting trucks, equipment, and hauled material will be sprayed down prior to leaving the site
- Trucks with dust screens that close prior to exiting the site
- Frequent mud and dirt clean-up of surrounding streets
- Fabric covered fencing along the perimeter of the site
- Tall plywood fencing along certain areas of the perimeter of the site
- Temporary stone haul roadway inside the site for incoming and outgoing construction vehicles

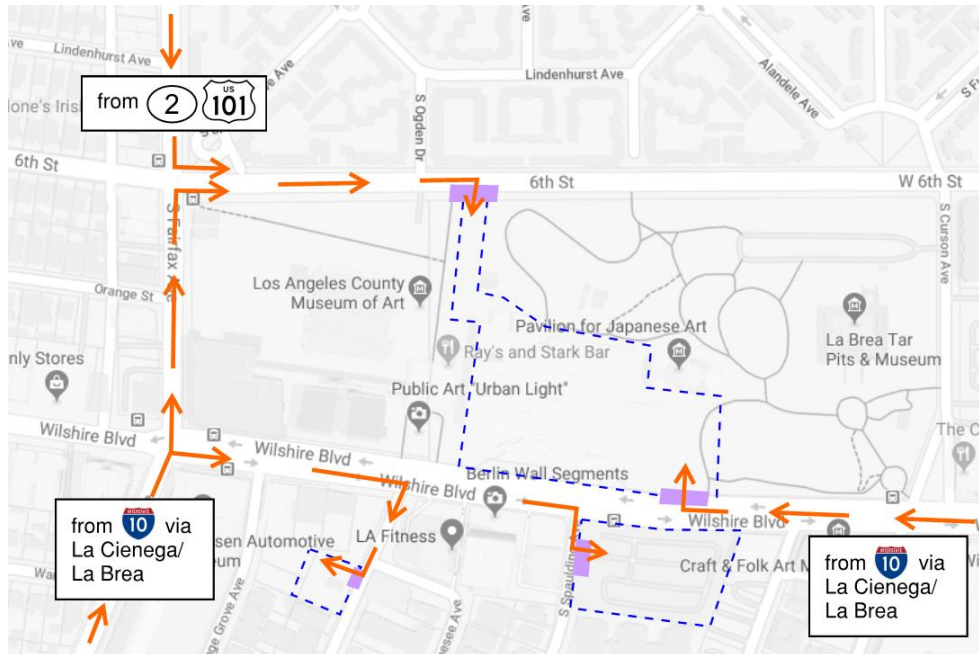
## Sediment/Erosion Control

- Silt fencing
- Sloping the site inwards during excavation
- Full-time, self-contained dewatering system

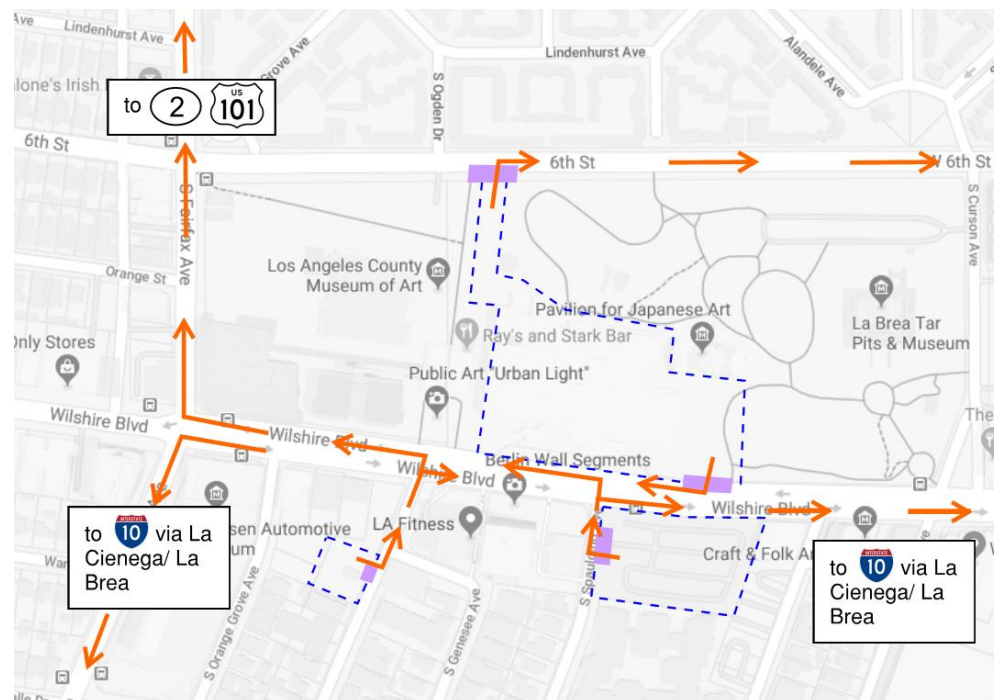
## Anticipated Truck Routes

Trucks enter and exit only from the designated construction gates. Incoming and outgoing trucks will comply with haul hours as approved in the EIR.

### Incoming Trucks:



### Outgoing Trucks:

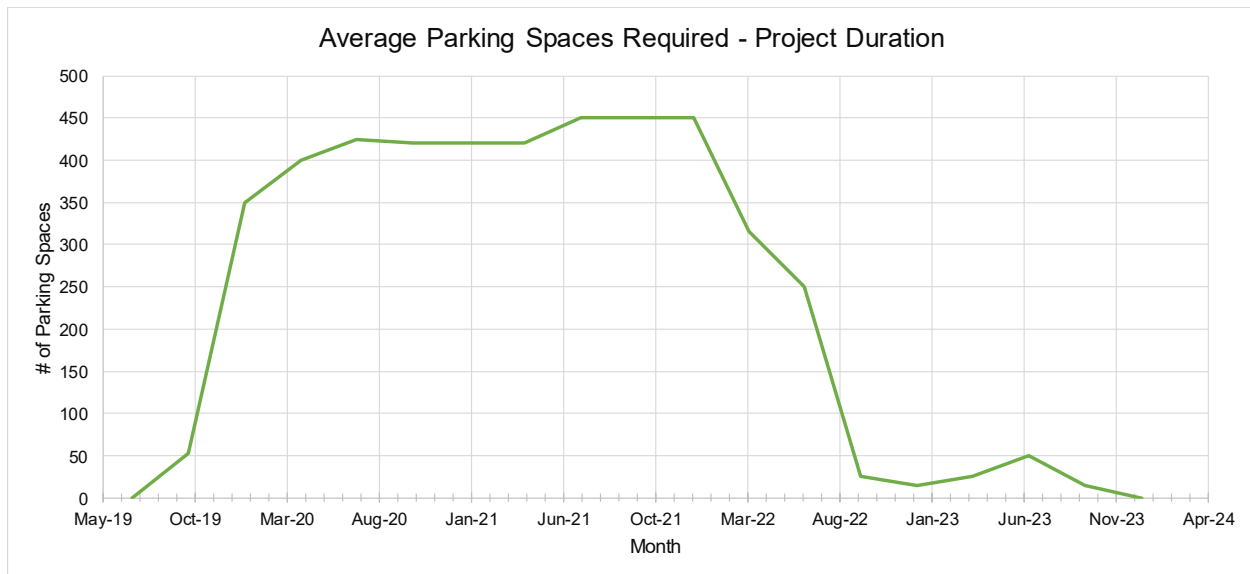


During grading and excavation, soil will be hauled to Chiquita Canyon. Below are two routes from the construction site to Chiquita Canyon.

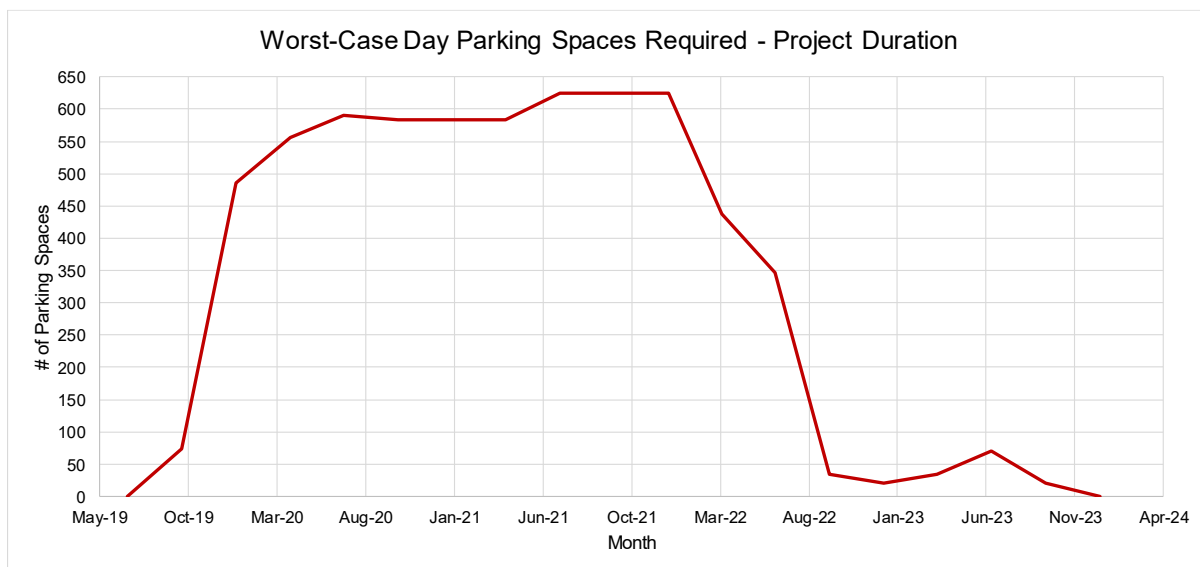


## Access and Parking

On an **average day**, the maximum amount of workers on site will be 600. Of those 600 workers on-site, we assume 15% will using public transportation, for a remaining count of 510. With the remaining 510 workers, we assume 1.135 passengers per vehicle to account for carpooling for a total of **450** vehicles requiring parking near the construction site. The graphs below represent the distribution of parking spaces needed based on worst-case day scenarios throughout the duration of the project.

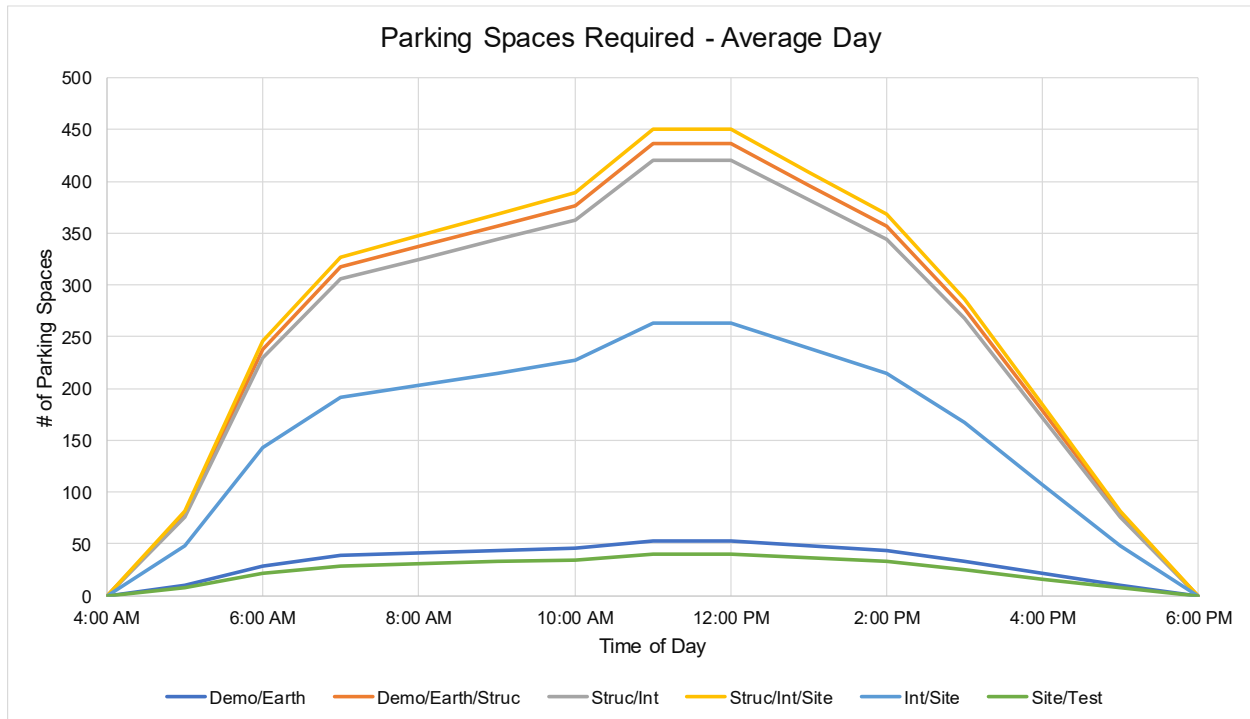


Taking into account the **worst-case day** scenarios, the absolute maximum amount of workers on site will be 830. Of those 830 workers on-site, we assume 15% will using public transportation, for a remaining count of 706. With the remaining 706 workers, we assume 1.135 passengers per vehicle to account for carpooling for a total of **622** vehicles requiring parking near the construction site. The graphs below represent the distribution of parking spaces needed based on worst-case day scenarios throughout the duration of the project.

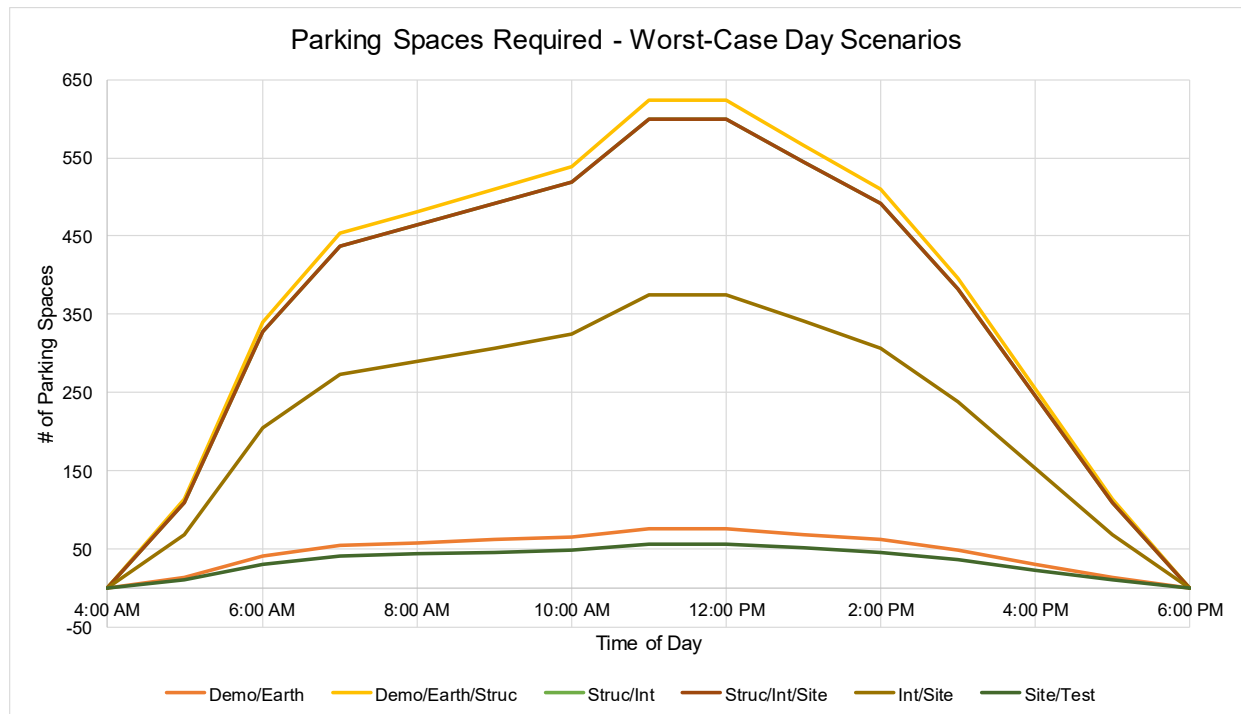




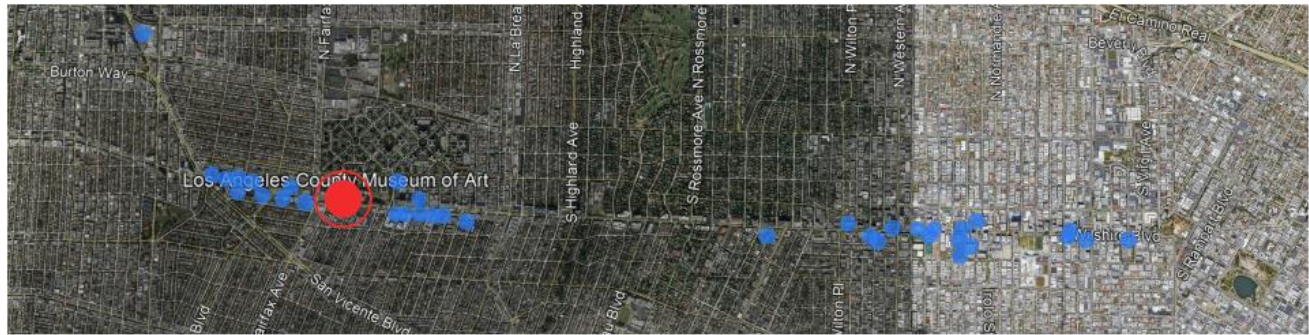
Normal working hours are from 7 AM to 5 PM. Workers will continuously be arriving on site throughout the day and departing at various times. The graph below shows the distribution of parking spaces that will be needed throughout the duration of an **average day** on site.



The following graph demonstrates parking space requirements during the **worst-case day** scenario for each phase of the project.



Clark has identified several available parking facilities in the surrounding areas with availability to accommodate the construction parking demand anticipated for the project (see Parking Survey attachment for detailed information). Preferred parking shall be provided for those who carpool to incentivize workers to travel together and shuttle service shall be coordinated for locations that exceed the acceptable walkable distances to the jobsite. Clark shall work with the different parking facility operators to define the maximum allowable parking spaces for any given time during construction of the project. Construction vehicle staging will occur along Wilshire Blvd. and West 6<sup>th</sup> St. bordering the site.



- LACMA Project Site
- Identified potential parking spaces

### **Metro Construction**

Per the Metro schedule provided (updated May 2016), station construction is projected to proceed concurrently with museum construction. Those operations will have their own staging and lane closure issues and will need to be coordinated with the museum's work.

### **Noise Mitigation**

To limit the noise that escapes and ensure the security of the site, robust 10 feet tall construction fencing will be erected around the perimeter of the site. Paying consideration to the portion of the site that borders Spaulding Avenue, sound-attenuating fence will be put into place in that specific location to control the amount of construction noise heard by the nearby office buildings.

### **Air Quality Control**

All construction equipment with applicable engines will comply with Tier 4 regulations.

### **Work Hours**

Normal work hours will be from 7 AM – 5 PM. Potential after-hours work permit requests may be made for activities such as tower crane erection, major concrete pours, and falsework construction over Wilshire Blvd. Concrete pour days may result in work activity on-site up to 14 hours in one day and will be submitted for approval on a case-by-case basis. Throughout the duration of the project, an estimated 40 days will require after-hours concrete pours.

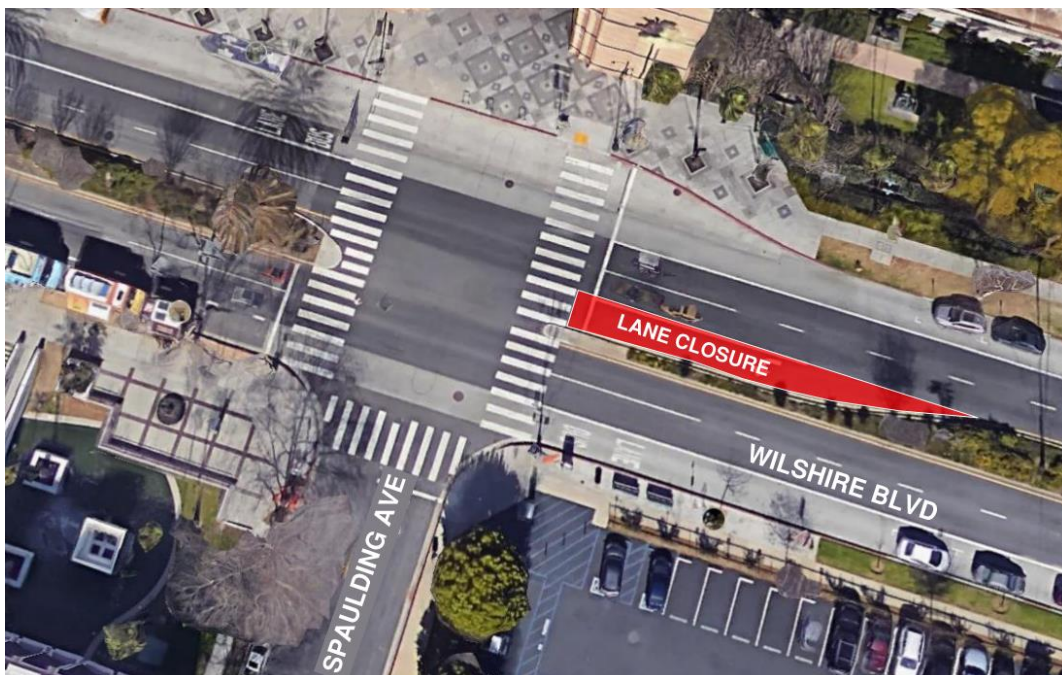


## Construction over Wilshire Blvd

The construction over Wilshire Blvd will require a temporary falsework structure spanning the boulevard. The falsework will be similar in construction and appearance to falsework for the construction of highway and railroad bridges. The design of the falsework will be by Atkinson Construction. Clark Construction has already begun and will continue coordination with the nearby Metro construction project to ensure the two projects do not impact each other in any way.



The falsework will be composed of steel and wood elements that will span Wilshire Blvd with temporary intermediate supports (columns) in the existing median of Wilshire Blvd. These temporary supports and adjacent protective elements will be robust enough to withstand vehicle impacts. These supports will require removal of the west bound left turn lane from Wilshire Blvd at Spaulding Avenue during falsework erection.



The falsework for the structure over Wilshire will be in place approximately 12 months.

### **Erection of Falsework**

The erection of the falsework system will require use of the two tower nearest tower cranes and one mobile assist crane on the south side. The falsework system will be installed in two segments. One segment will be over the westbound lanes of Wilshire Blvd. During this time, traffic traveling westbound on Wilshire Blvd. will be rerouted until after passing the intersection at S. Spaulding Ave. The second segment will be over the eastbound lanes of Wilshire Blvd. During this time, traffic traveling eastbound on Wilshire Blvd. will be rerouted until after passing the intersection at S. Stanley Ave. Each segment will be installed during the week and possibly on Saturdays within the permitted hours of construction outside of the peak traffic hours for up to two weeks. Traffic will be one lane in each direction, switching lanes halfway through.

#### **Wilshire Boulevard Traffic Plan Falsework Erection & Removal over Westbound Lanes**



#### **Wilshire Boulevard Traffic Plan Falsework Erection & Removal over Eastbound Lanes**



**Removal of Falsework**

The falsework system will be removed in the same sequencing as the installation. The same lane closures will be required during this phase and removal will also occur during the week and possibly on Saturdays within the permitted hours of construction. Traffic will be one lane in each direction, switching lanes halfway through.



# LOS ANGELES COUNTY MUSEUM OF ART - EXISTING SITE



## KEYNOTES

- 0.01** EXTERIOR TAR PITS AND PAVILIONS PROTECTED AND OPEN TO THE PUBLIC DURING CONSTRUCTION
- NOTE A** ABATEMENT OF EXISTING BUILDINGS BY OTHERS PRIOR TO START OF CONSTRUCTION
- NOTE B** RELOCATION OF LACMA OFFICES BY OTHERS PRIOR TO START OF CONSTRUCTION
- NOTE C** STORAGE OF LACMA EXHIBITS BY OTHERS PRIOR TO CONSTRUCTION

## LEGEND

CONSTRUCTION FENCE - STANDARD	
CONSTRUCTION BARRICADE W/ GRAPHICS	
SIDEWALK CLOSURE SIGNAGE	
PEDESTRIAN FOOTPATH	
LACMA GUEST VEHICLES	
MUSEUM SERVICE VEHICLES	
CONSTRUCTION VEHICLES	



# LOS ANGELES COUNTY MUSEUM OF ART

## - SITEWORK/FINISHES/SUBSTANTIAL COMPLETION/PROJECT COMPLETE



### KEYNOTES

- 12.01 CONSTRUCTION PARKING
- 12.02 SEGMENT 2 AND 3 HARDSCAPE COMPLETE. LANDSCAPING NEARLY COMPLETE
- 12.03 INTERIOR FINISHES COMPLETE
- 12.04 COMMISSIONING ONGOING
- 12.05 CONSTRUCTION FENCE REMOVED. PERMANENT PERIMETER FENCE INSTALLED

### LEGEND

CONSTRUCTION FENCE - STANDARD	
CONSTRUCTION BARRICADE W/ GRAPHICS	
SIDEWALK CLOSURE SIGNAGE	
PEDESTRIAN FOOTPATH	
LACMA GUEST VEHICLES	
MUSEUM SERVICE VEHICLES	
CONSTRUCTION VEHICLES	

LACMA Permanent Collection Building – Survey of Parking Available During Construction

06.01.2018

	Parking Spaces Available for Lease to Project	Capacity	Number of Spaces Currently Available First-Come-First Serve*	Average Occupancy (% full)*	Distance from Project Site (miles)	Location of Parking Spaces	Name of Property Owner/ Management Company	Contact Person	Contact Number	Dates when Parking Spaces are Available	Type of Contract	Monthly Fee	Daily Fee (week-day max)
	See note 1	See note 2	See note 3	See note 4	See note 5								
	50	1364	477	65%	0.6	5700 Wilshire Blvd	ABM Wilshire Courtyard	Tony Martinez	323-692-2454	immediately	parking tenant agreement	\$205.00	\$23.00
	0	410	111	73%	0.5	5757 Wilshire Blvd				tenants only			\$19.20
	0	153	50	67%	0.6	5670 Wilshire blvd				tenants only			\$24.00
	35	40	8	81%	0.4	6150 Wilshire Blvd	Athena Parking	Frank Ruiz	213-891-9565	immediately	month to month	\$150.00	\$12.00
	20	58	13	78%	0.4	6145 Wilshire Blvd	Athena Parking	Frank Ruiz	213-891-9565	immediately	month to month	\$150.00	\$12.00
	0	75	16	79%	0.4	6221 Wilshire Blvd	United Valet Parking		310-642-7740	no vacancy currently	month to month	\$120.00	\$12.00
	0	83	20	76%	0.5	6333 Wilshire Blvd	United Valet Parking	Cesar	323-393-5750	nothing currently- check in june	month to month	\$200.00	\$20.00
	0	53	20	63%	0.6	6344 Wilshire Blvd	AVI parking	Luis	323-694-5060	nothing currently- check in june	month to month	\$150.00	\$22.00
	0	96	30	69%	0.7	6404 Wilshire Blvd	Imperial Parking Industries	Jose Mazariego	323-651-5588	nothing currently- check in june	month to month	\$135.00	\$14.00
	15	40	8	81%	0.4	6150 wilshire Blvd	Athena Parking		213-891-9565	pending call back on date	month to month		\$12.00
	25	150	150		0.9	5410 Wilshire Blvd	King Valet Parking	Dan Gerstner	818-726-5109	availability starting next month	month to month	\$150.00	
	25	100	40	60%	2.9	636 S St. Andrews Place	King Valet Parking	Dan Gerstner	818-726-5109	availability starting next month	month to month	\$150.00	\$10.00
	0	359	72	80%	3.1	601 S Serrano Ave		Mario	213-382-6971	no vacancy currently			\$16.00
	0	492	84	83%	3.3	670 S Serrano Ave		Mario	310-505-0125	no vacancy currently			\$12.00
	0	55	18	68%	0.7	6380 Wilshire Blvd	SP Plus parking	Pedro Gutierrez	213-488-3121	availability starting next month			\$12.00
	25	31	6	82%	0.3	6100 Wilshire Blvd					month to month	\$185.00	\$25.00
	0	120	26	78%	0.4	6222 Wilshire Blvd							\$16.00
	0	78	20	74%	0.9	5455 Wilshire Blvd							\$16.00
	0	51	11	78%	1.4	4929 Wilshire Blvd							\$14.50
	0	56	22	60%	2.3	4311 Wilshire Blvd							\$16.00
	0	113	40	65%	2.4	4201 Wilshire Blvd							\$16.00
	0	292	64	78%	3	3807 Wilshire Blvd							\$16.00
	0	95	23	76%	3.2	3700 Wilshire Blvd							\$16.00
	0	109	15	86%	3.2	3699 Wilshire Blvd							\$16.00
	0	89	14	84%	3.3	3660 Wilshire Blvd							\$16.00
	0	200	20	90%	3.5	3545 Wilshire Blvd							\$16.00
	400	2144	386	82%	3.4	3550 Wilshire Blvd					month to month with 60 day cancellation	\$90.00(plus a \$15.00, non- refundable key card deposit)	\$16.00
	0	55	6	90%	3.6	3424 Wilshire Blvd							\$16.00
	0	358	54	85%	3.8	3333 WilshireBlvd							\$16.00
	0	584	70	88%	3.8	3325 Wilshire Blvd							\$16.00
	0	92	14	85%	4.0	3255 Wilshire Blvd							\$16.00
	0	411	115	72%	4.0	3200 Wilshire Blvd						\$175.00	\$16.00
	0	341	99	71%	4.2	3055 Wilshire Blvd							\$16.00
	420	1661	581	65%	2.1	8687 Melrose Avenue	Pacific Design Center/ ABM Parking Services	Ruben Morales	310-360-6410	immediately	month to month/ if building gets occupied- there is a right to cancel contract. Less than 3 miles from site	\$200.00 unreserved \$344.00 reserved	

Totals	1015	10408	2701
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Notes:  
Note 1: Parking spaces have been validated with Property manager (Column I,J,K)as available for lease to the LACMA Permanent Collection Project  
Note 2: Total capacity of lot/ parking garage based on BestParking.com website: https://losangeles.bestparking.com/  
Note 3: Number based on average occupancy (Column E) and capacity (Column C) without accounting for parking spaces available for lease to Project (Column B)  
Note 4: Average occupancy based on Occupancy percentages found in Parkme.com for workday hours website: https://www.parkme.com/  
Note 5: For locations further than .25 mile from site, shuttle service would be provided