

II. Corrections and Additions to the Draft EIR



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This section of the Final EIR provides changes to the Draft EIR that have been made to revise, clarify, correct, or add to the environmental impact analysis for LACMA Building for the Permanent Collection (the Project). Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. The changes described in this section do not result in the Project creating any new or substantially increased significant environmental impacts.

This section is divided into three parts: Section II.A, General Corrections and Revisions to the Draft EIR; Section II.B, Corrections and Additions to Draft EIR Sections and Appendices; and Section II.C, Effect of Corrections and Revisions.

A. General Corrections and Revisions to the Draft EIR

The following proposed modifications are made to the Draft EIR to implement minor clerical corrections, clarify information in response to comments received, and to address additional information that has become available since publication of the Draft EIR.

The Applicant has proposed several modifications to the Project as described in the Draft EIR, which are primarily related to the design of the Museum Building. Refinements to the Museum Building include: (1) an overall square footage reduction from approximately 387,500 gross square feet to approximately 347,500 gross square feet; (2) a shift of the portion of the Museum Building crossing Wilshire Boulevard approximately 30 feet to the east; (3) a change in the geometry of the Pavilions to the Museum Building from polygonal to rectilinear forms and an alteration to the curvilinear geometry on the exhibition level above; (4) the removal of the Chapel Galleries, with a resulting height that was shortened from a maximum of 85 feet to a maximum of 60 feet; and (5) a shift of the location of the Pavilions on LACMA East and use of more glazing in the design of the Pavilions. Due to the modified location of the Pavilions, the proposed basement on LACMA East would connect to four Pavilions, rather than three as described under the Original Project; however, the size of the basement is estimated to remain the same. As such, the maximum total grading area soil export is anticipated to remain the same under both the Original and Modified Project. In addition to these refinements, the overall duration of construction would be reduced compared to the Original Project analyzed in the

Draft EIR. The Project as described in the Draft EIR is hereafter referred to as the “Original Project.” The Project with the revisions to the Museum Building described above is hereafter referred to as the “Modified Project”. As a note, the refinements proposed under the Modified Project would not increase or decrease attendance levels to the Museum Building. No modifications are proposed to the Ogden Parking Structure.

Upon buildout, the Modified Project would include approximately 347,500 total gross square feet, a reduction of approximately 40,000 total gross square feet compared to the Original Project. Specifically, gallery space, education, restaurant and kitchen space, back of house, covered outdoor spaces, and mechanical circulation and other spaces were reduced while the theatre space increased and the retail space remained the same. As a note, while the theatre space would increase under the Modified Project, the number of seats within the theatre remains the same as proposed under the Original Project. Table II-1 on page II-3 compares the program uses under the Original Project with the program uses revised under the Modified Project. Overall, the Museum Building proposed under the Modified Project would result in a reduction of approximately 45,371 total gross square feet from the existing buildings on LACMA East.

Under the Modified Project, the portion of the Museum Building crossing over Wilshire Boulevard shifted to the east by approximately 30 feet. This shift would require the removal of one additional street light, bringing the total required number of street lights to be removed to three. As discussed in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, all street lights affected by the Museum Building crossing Wilshire Boulevard would be removed, stored, and reinstalled at new locations deemed appropriate by the City’s Bureau of Street Lighting.

Figure II-1 on page II-4 and Revised Figure II-5 on page II-9 illustrate an alteration to the curvilinear geometry on the exhibition level. The Original Project Museum Building had a shape which resembled an “S.” Under the Original Project design, the portion of the Museum Building on LACMA East abutted the northwestern and the southwestern boundaries of LACMA East. However, the design of the Modified Project Museum Building has a shape which resembles a “W.” Under this Modified Project design, the Museum Building would be pulled back from the northwestern and southwestern Project boundaries of LACMA East. As the Museum Building would be pulled back from the southwestern boundary of LACMA East, the area between the Project boundary and the Museum Building would create a larger open space area that would encourage pedestrian activity between the Wilshire Boulevard right-of-way and north entrance stairs into the Museum Building. In addition, the Modified Project includes a change in the geometry of the Pavilions to the Museum Building from polygonal to rectilinear forms.

**Table II-1
Original Project vs. Modified Project**

Program Use	Original Project	Modified Project	Difference^a
Galleries	121,050 sf	109,900 sf	(11,150) sf
Theatre	3,400 sf	4,100 sf	700 sf
Education	2,230 sf	1,500 sf	(730) sf
Retail	1,900 sf	1,900 sf	0 sf
Restaurant & Kitchens	5,555 sf	4,090 sf	(1,465) sf
Back of House	43,763 sf	32,210 sf	(11,553) sf
Covered Outdoor Space	64,500 sf	69,037 sf	4,537 sf
Mechanical Circulation and Other	145,102 sf	124,763 sf	(20,339) sf
Total Gross Square Feet	387,500 sf	347,500 sf	(40,000) sf
<i>sf = square feet</i> ^a Values in parentheses indicate a decrease in square footage between the Original Project and Modified Project. Source: LACMA, 2018.			

The revised design of the Modified Project includes the removal of the Chapel Galleries. As described in the Draft EIR, the Chapel Galleries were characterized by high ceilings and clerestory windows. Under the Original Project, the new Museum Building roof would have a height of approximately 55 to 65 feet above-grade, with the roof of the Chapel Galleries reaching a maximum height of 85 feet. With removal of the Chapel Galleries, the roof of the Museum Building would be a level roof with heights ranging from approximately 50 to 60 feet. This would reduce the Museum Building's massing.

As illustrated further in Figure II-1 on page II-4 and Revised Figure II-5 on page II-9, the location and design of the Pavilions has changed under the Modified Project. Beginning on the Spaulding Lot, the Pavilion which would house the theater includes the same uses and would be in a similar location as what was proposed under the Original Project design; however, the Pavilion would incorporate more glazing for the theater, which would provide a more transparent view of the interior spaces of the Pavilion for pedestrians walking along Spaulding Avenue and Wilshire Boulevard. While the south entrance stairs would remain in the same location, the Modified Project would include a third pedestrian access point on the Spaulding Lot that would be accessed from underneath the portion of the Museum Building crossing Wilshire Boulevard.

The Pavilions on LACMA East include several design changes. In particular, a gallery Pavilion was removed and the café Pavilion and the Education Studios/gallery Pavilion were moved further east, parallel to Wilshire Boulevard. These Pavilions include more glazing, which offers a more transparent view of the interior spaces of the Pavilions

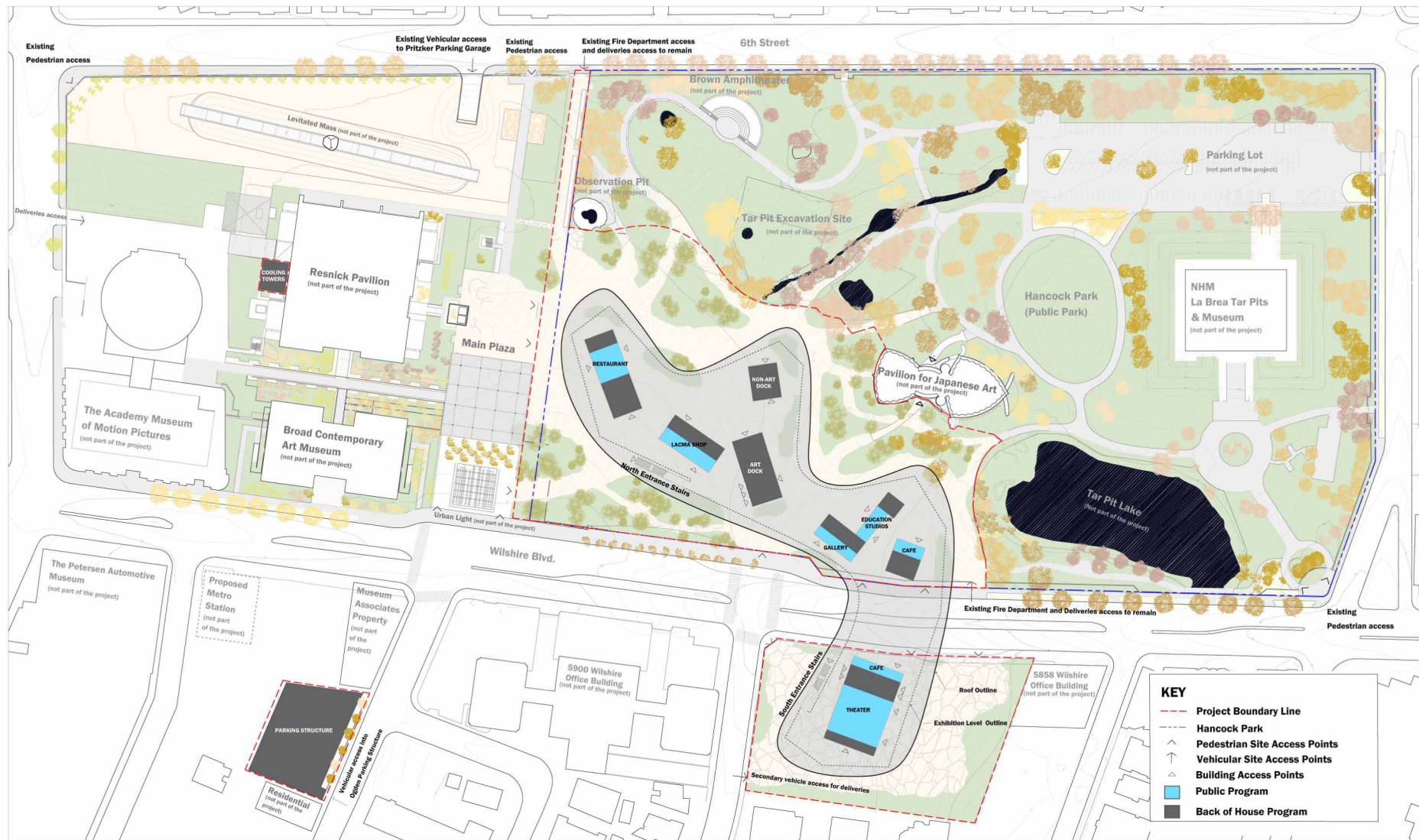


Figure II-1
Conceptual Site Plan of the Modified Project

and activates the Wilshire Boulevard right-of-way. The two Pavilions would be located in proximity to one another, encouraging interaction between the café, gallery, and education studios located within these Pavilions. In addition, two pedestrian access points on LACMA East would be provided underneath the portion of the Museum Building crossing Wilshire Boulevard, directly adjacent to these Pavilions. With regard to the dock Pavilion under the Original Project, this Pavilion was separated into two Pavilions: a non-art dock Pavilion and an art dock Pavilion. Separating the two Pavilions would improve the efficiency of Museum operations. Accordingly, the Modified Project includes the same number of Pavilions as the Original Project. The LACMA Shop shifted westward toward the southeastern Museum entrance provided from the Urban Light area of LACMA West. The north entrance stairs were also moved from the interior of the northeastern portion of the Museum Building to the southwestern portion of the Museum Building, adjacent to the LACMA Shop Pavilion. This would provide a more inviting Museum entrance, which would be further bolstered by the open space created with the change in the design of the Museum Building, as discussed above. With regard to the restaurant Pavilion located in the northwestern portion of the Museum Building, the general location of the Pavilion would remain the same, as compared to the Original Project; however, two pedestrian access points would be provided adjacent to this Pavilion, better connecting the existing buildings within LACMA West to the proposed Museum Building. Overall, the changes to the Pavilions would encourage pedestrian activity along Wilshire Boulevard as well as between LACMA West and LACMA East.

Similar to the Original Project, the Modified Project would open up more than 2.5 acres of new public outdoor space on LACMA East in addition to the existing approximately 2 acres of open space, for a total of approximately 4.5 acres of open space on LACMA East. The Project would also include approximately 1 acre of new open space on the Spaulding Lot. In total, the Project would provide approximately 5.5 acres of open space within the Project Site, including LACMA East and the Spaulding Lot. As with the Original Project, outdoor open spaces would include plazas, terraces, gardens, and pedestrian paths that would be designed to integrate the new building and existing uses within Hancock Park and LACMA West and provide for outdoor programming such as outdoor music spaces, various sculpture gardens, and educational spaces. Outdoor dining would remain the same under the Modified Project, as with the Original Project.

With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Original Project. Specifically, it was determined that the construction of the Modified Project could be completed over a 51-month period, in comparison to the original estimate of 68 months. In order to reduce the duration of the construction schedule, the construction assumptions now include overlap of various phases during construction of the Project. The four-month duration when the demolition, grading/shoring/excavation, and piles/foundation/superstructure

phases overlap represents the worst-case scenario, due to the number of haul trucks and construction workers anticipated on-site on a given day. The maximum amount of soil and demolition export required for the Modified Project is estimated to remain the same as compared to the Original Project. In addition, the grading footprint would be similar under the Modified Project as with the Original Project. The excavation required for the Modified Project would reach a maximum depth of 28.5 feet below grade, similar to the Original Project. The construction assumptions are provided in further detail in the updated Appendix C.1, Construction Assumptions.

B. Corrections and Additions to Draft EIR Sections and Appendices

Additional changes have been made to the Draft EIR as a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. Deletions are shown in ~~striktthrough text~~ and additions are shown in underlined text. Such changes are presented by EIR section.

I. Executive Summary

The corrections for the Draft EIR sections described in this section below also apply to the executive summary of the Draft EIR.

II. Project Description

Volume 1, Section II, Project Description page II-12, revise the first paragraph, as follows:

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

Center and currently operates from 8:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 8:00 A.M. to 7:00 P.M. on Friday, 10:00 A.M. to 6:00 P.M. on Saturday and Sunday, and from 9:00 A.M. to 2:00 P.M. on Wednesday to serve LACMA staff. In addition, LACMA East includes a bookstore, located in the Ahmanson Building, and a museum gift shop, located in the Hammer Building. The bookstore currently operates from 11:00 A.M. to 5:30 P.M. on Mondays, Tuesdays, and Thursdays, from 11:00 A.M. to 8:00 P.M. on Fridays, from 10:00 A.M. to 7:00 P.M. on Saturdays and Sundays, and is closed on Wednesdays. The museum gift shop currently operates from 11:00 A.M. to 5:30 P.M. on Mondays, Tuesdays, and Thursdays, from 11:00 A.M. to 8:00 P.M. on Fridays, from 11:00 A.M. to 7:00 P.M. on Saturdays and Sundays, and is closed on Wednesdays.

Volume 1, Section II, Project Description page II-17 and II-20, revise the last paragraph through the second full paragraph and remove Figure II-6 on page II-19, as follows:

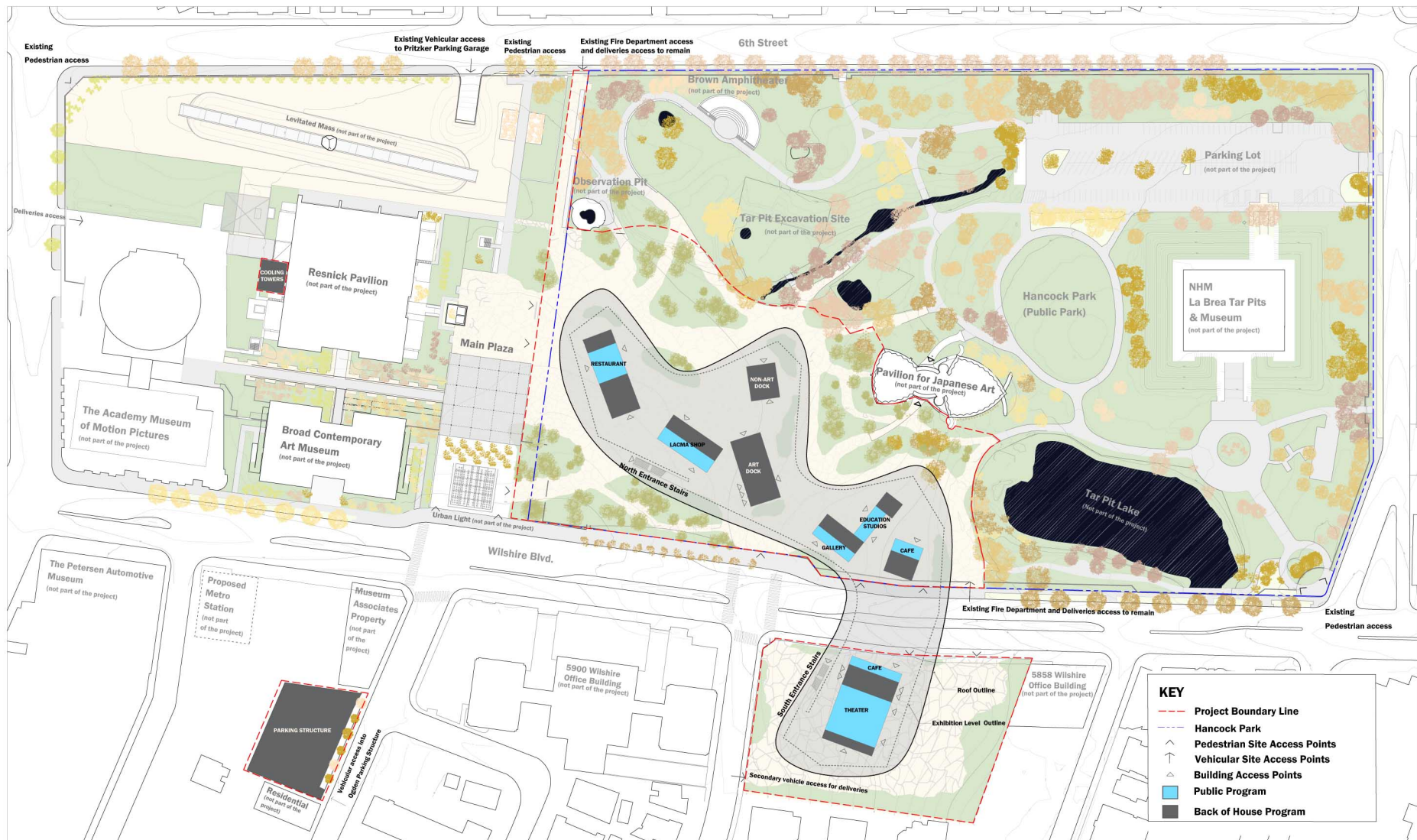
As shown in Figure II-5 on page II-18, the new Museum Building would span Wilshire Boulevard from LACMA East to the Spaulding Lot. The new Museum Building would include seven semi-transparent Pavilions that would support an elevated, continuous, transparent main exhibition level. The Pavilions would house parts of LACMA's collections, libraries, education studios, conservation treatment spaces, restaurants, retail spaces, and theater, enabling access to cultural programming both during the day and into the evening. Creative interiors and art display in the Pavilions would also allow them to become key elements of the landscape. The Pavilions would include ground floor levels and some Pavilions would also include mezzanine levels located below the main exhibition level. On the LACMA East portion of the Museum Building, ~~three~~ four Pavilions would be connected by a basement. The Pavilion on the Spaulding Lot portion of the Museum Building, which would contain a theater, would include a basement as well. ~~Each Pavilion would also have a gallery on the main exhibition level. These galleries are referred to as Chapel Galleries and are characterized by high ceilings and clerestory¹ windows. This is shown in further detail in Figure II-6 on page II-19.~~ The façade of the Pavilions at ground level would be comprised of concrete structural cores which would be partially enveloped by glass façades. The glass portion of these Pavilions would allow for views of art and retail and other program space from the outside while the concrete cores would house light and sound sensitive programming.

The Museum Building's main exhibition level would be elevated approximately ~~20–19~~ feet to ~~30–31~~ feet above ground level. The main exhibition level would be surrounded by a continuous “meander” gallery along the outer edge of the main exhibition level that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA's collection of sculptural and other, less light-sensitive works. The façade of the main exhibition level would include floor to ceiling glass that could be screened with interior curtains and protected from direct sunlight by generous overhangs from the roof above.

In general, the new Museum Building roof would have a height of approximately ~~55–50~~ to ~~65–60~~ feet above-grade; ~~however, the roof of the Chapel Galleries would reach a maximum height of 85 feet.~~ The underside portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately ~~20–19~~ feet above the street level on the east end and approximately ~~25–23~~ feet above the street level on the west end.² The heights of the portion of the Museum Building spanning Wilshire Boulevard would increase from the east to west as the ground slopes downward from the east to the west. In addition, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. Accordingly, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately ~~55–50~~ feet above the street surface on the east end and approximately 60 feet above the street surface on the west end. The roof of the portion of the Museum Building spanning Wilshire Boulevard would be level with the rest of the Museum Building.

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

Volume 1, Section II, Project Description page II-18, replace Figure II-5 with Revised Figure II-5 on page II-9.



Volume 1, Section II, Project Description page II-21, revise the first two bullets as follows:

- The lower limit of the airspace parcel is a horizontal plane at the elevation of roughly 197 feet above mean sea level. The roadway beneath the airspace parcel slopes down to the west such that the lower limit of the airspace being vacated would begin approximately 20-19 feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately 25-23 feet above the street surface at the west end of the crossing, with no upper limit.
- The east-west span of the airspace parcel is approximately 476-170 feet.

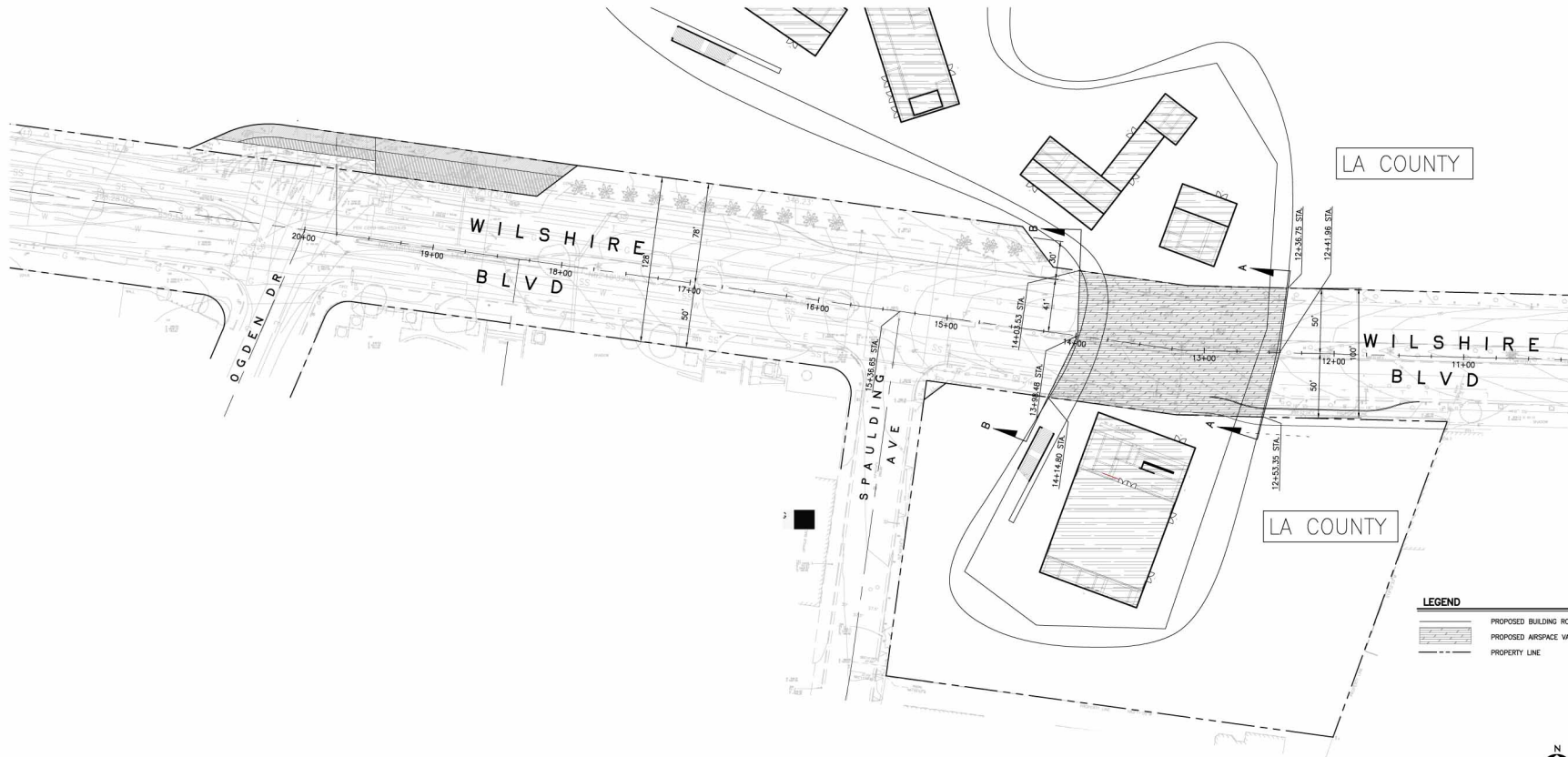
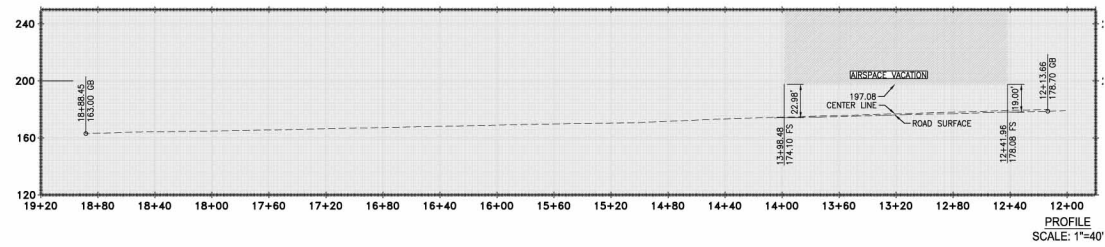
Volume 1, Section II, Project Description page II-22, revise the second paragraph as follows:

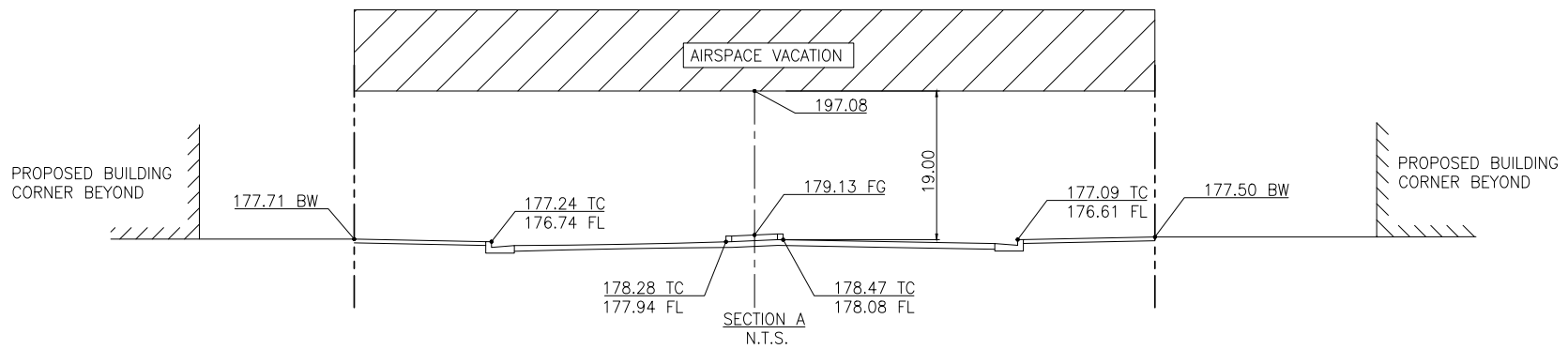
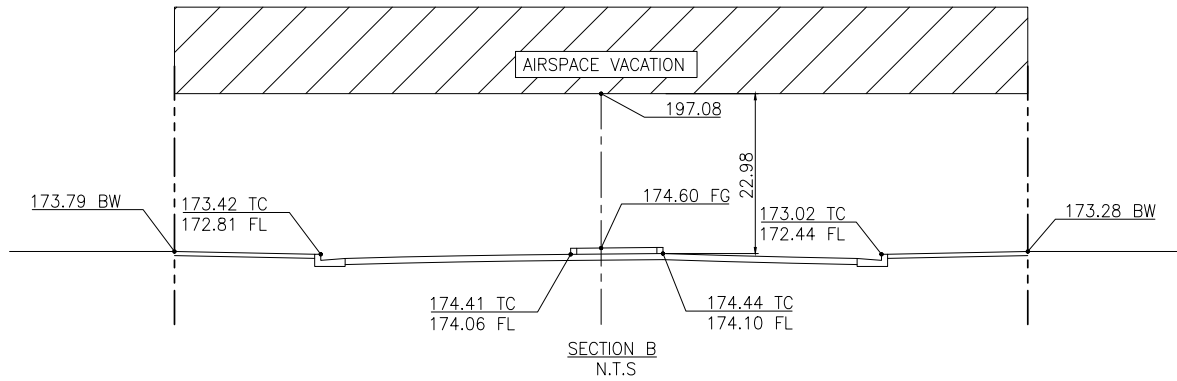
The Project would meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards for certification of environmentally sustainable buildings. The Museum Building would incorporate LEED features achieving Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards (Los Angeles County Code, Title 31—Green Building Standards Code) and the Ogden Parking Structure would be designed to meet the City's Green Building Code. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff. In addition, water conservation measures would may include features such as: ~~the use of drought tolerant planting;~~ installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; ~~use of restaurant faucets of a self-closing design;~~ and storm water retention ~~after through~~ a biofiltration flow-through planter system to capture treated ~~the first flush of stormwater runoff before it is captured in below grade cisterns for use in, and used on-site for toilets, urinals, landscape irrigation, and cooling towers.~~

Volume 1, Section II, Project Description page II-23, replace Figure II-7 with Revised Figure II-7, on page II-12.

Volume 1, Section II, Project Description between page II-23 and II-24, after Figure II-7, add Figure II-7a, on page II-13.

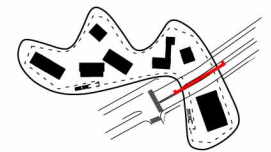
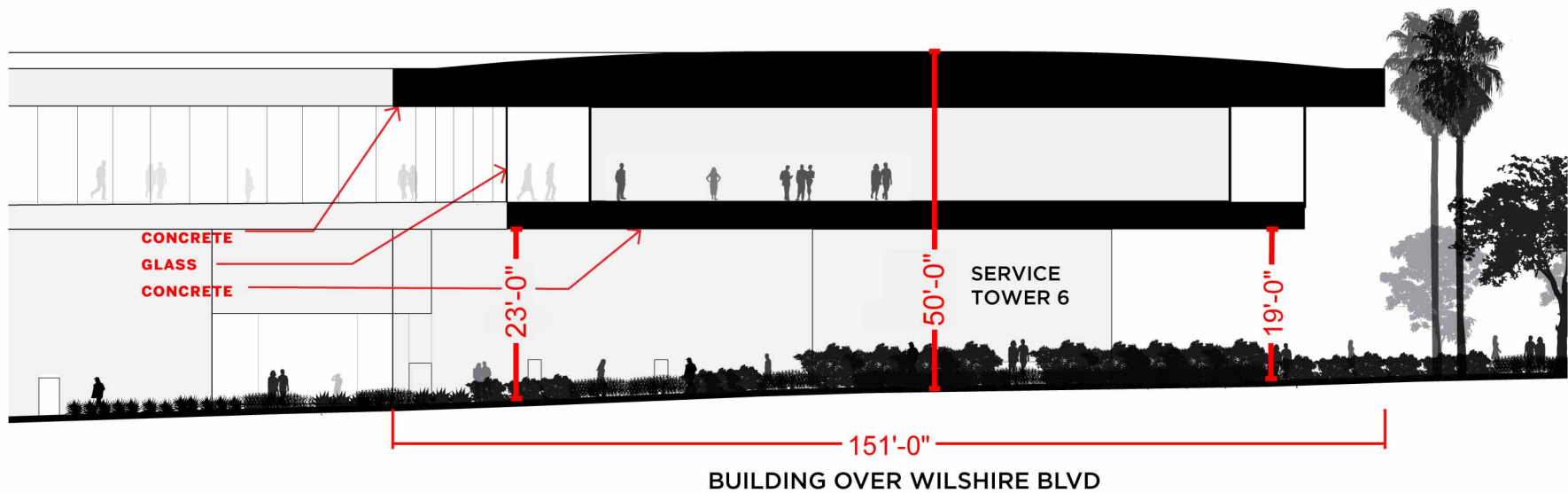
Volume 1, Section II, Project Description page II-24, replace Figure II-8 with Revised Figure II-8 on page II-14.





LEGEND

- PROPOSED BUILDING ROOF OVERHANG
- PROPOSED AIRSPACE VACATION AREA
- PROPERTY LINE



Volume 1, Section II, Project Description page II-26, revise second full paragraph as follows:

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

Volume 1, Section II, Project Description page II-26, revise the last two full paragraphs as follows:

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

As discussed above, the underside of the portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately ~~20~~ 19 feet above the street level on the east end and approximately ~~25~~ 23 feet above the street level on the west end. The portion of the Museum Building spanning Wilshire Boulevard would provide sufficient clearance for vehicles, including emergency vehicles, traveling along Wilshire

Boulevard to pass under the Museum Building. Sufficient clearance would also be provided for utility providers to access their infrastructure without impacting the portion of the Museum Building spanning Wilshire Boulevard.

Volume 1, Section II, Project Description page II-27, revise the second to last full paragraph, footnote 13, and the last paragraph as follows:

Implementation of the Project would require the removal of up to approximately ~~64~~ 43 non-protected street trees within the City's public right-of-way, located on the north and south side of Wilshire Boulevard.¹³ Street trees would be replaced on a two-to-one basis within the Project Site, in the immediate vicinity, or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. In addition, any outstanding specimens of street trees and plants located in the existing landscaped median which must be removed for the Project would be replanted within the median or parkways of the Wilshire Boulevard public right-of-way to the maximum extent feasible. If retention within the public right-of-way is infeasible, such trees and plants would be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Tree species selected would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used. The Project may also relocate trees throughout the Project Site.

With regard to the landscaped median on Wilshire Boulevard, the plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition¹⁴ to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. In addition, the plant palette would be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

¹³ *In an effort to minimize the overall impact of the Project on the public right-of-way, the number of non-protected street trees to be removed by the Project has decreased from 74 non-protected street trees, which was the number of non-protected street trees to be removed by the Project as identified in the Initial Study, provided in Appendix A, of this Draft EIR, to ~~64~~ 43 non-protected street trees.*

Volume 1, Section II, Project Description page II-28, revise the second paragraph as follows:

Similar to existing conditions, Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. New sources of artificial lighting that may be introduced by the Project may include: low-level interior lighting visible through the windows of the Museum Building, signage lighting, and low-level lighting associated with rooftop maintenance uses. Project lighting has been designed to minimize light trespass from the proposed buildings and overall Project Site. Construction of the portion of the Museum Building spanning Wilshire Boulevard would require ~~two~~three existing street lights to be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. The Museum Building would include lighting for the street segment beneath the building or the Project would provide equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's ~~recommendation and the City lighting standards~~ Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version).

Volume 1, Section II, Project Description page II-30, revise the first paragraph as follows:

If the Project is approved, demolition and construction of the Project are anticipated to commence ~~during the third or fourth quarter of 2018 in 2019~~ and be completed by the end of 2023. Prior to demolition, art objects that need to be removed would be stored in one or more of the many existing art storage facilities that LACMA uses for its current collection. Transport for the art works would involve a maximum of two to three trucks per day, which is consistent with current delivery rates for the exhibition programming.

Volume 1, Section II, Project Description pages II-30 to II-31, revise the pages as follows:

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

- Certification of the EIR;

- Approval of Project as described in the EIR;
- Approval of Project financing including bond issuances;
- Approval of lease/lease-back or comparable agreement as necessary for financing or construction of the Museum Building;
- Approval of a ground lease or other comparable agreement between the County and Museum Associates for the Spaulding Lot, ~~with the County as lessee under the ground lease~~;
- Demolition, grading, excavation, and building permits for the Museum Building; and
- Other approvals and permits as needed and as may be required.

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

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

- Approval by the City ~~Board~~Department of Public Works for removal of street trees and other street improvements; and
- Other approvals and permits as needed and as may be required.

III. Environmental Setting

Volume 1, Section III, Environmental Setting, page III-3, second paragraph, revise as follows:

The portion of the Museum Building that spans Wilshire Boulevard would require a vacation of the airspace above the roadway by the City of Los Angeles. The roadway itself plus approximately ~~20~~19 feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately ~~25~~23 feet above the street surface at the west end of the crossing (beneath the Museum Building) would continue to be public right-of-way maintained and supervised by the City of Los Angeles. The City's Bureau of Engineering (Land Development and GIS Division) will evaluate the airspace vacation request and make recommendations to the Los Angeles City Council.

IV.A. A esthetics, Views, Light/Glare, and Shading

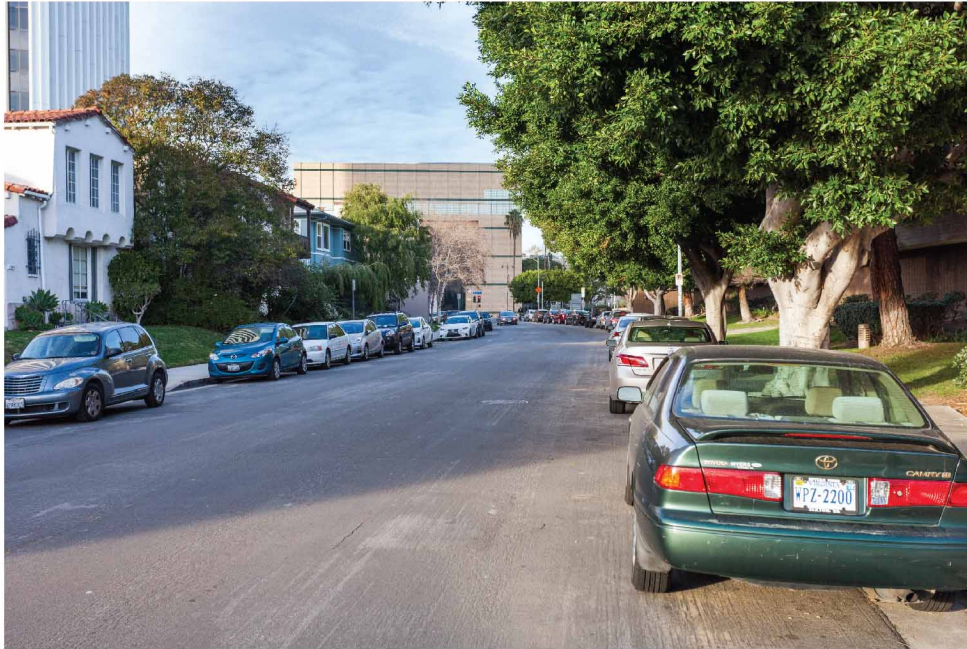
Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, pages IV.A-30 through IV.A-38, replace Figures IV.A-4 through IV.A-12 with Revised Figure IV.A-4 through Revised Figure IV.A-12, on pages II-20 through II-28.



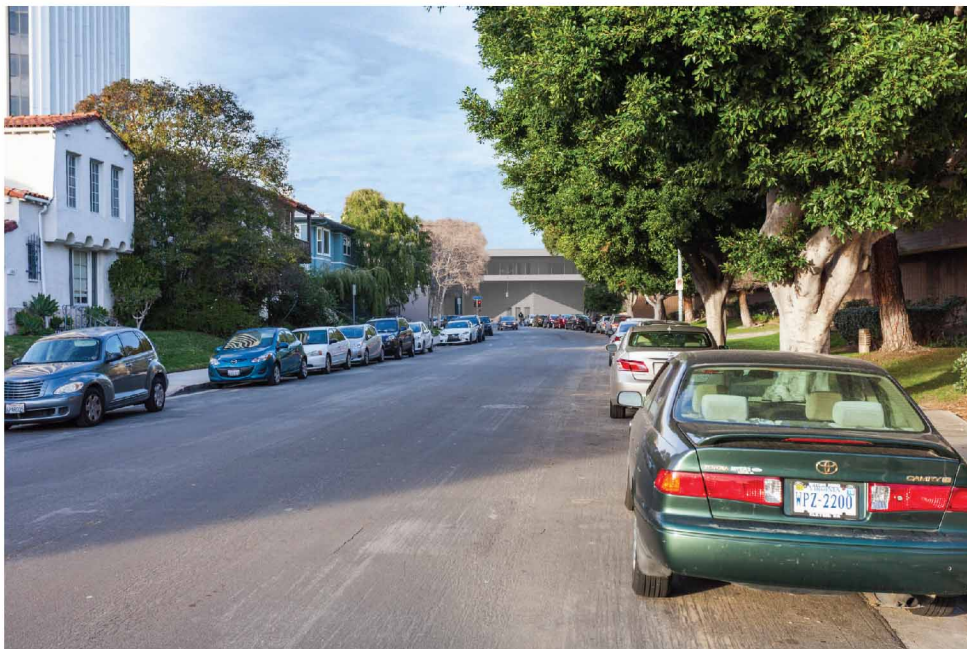
Existing



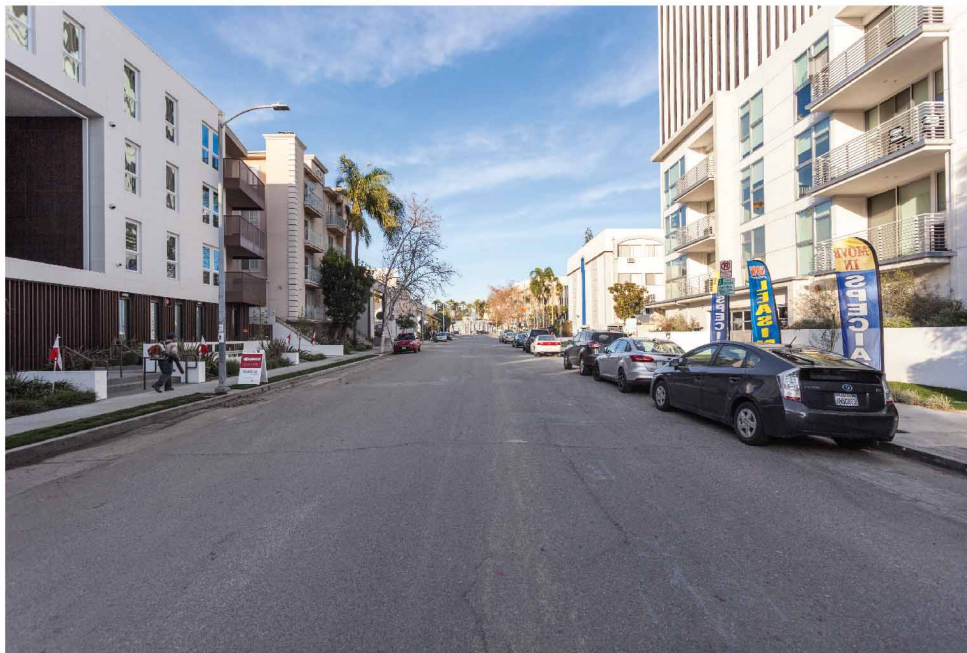
Proposed



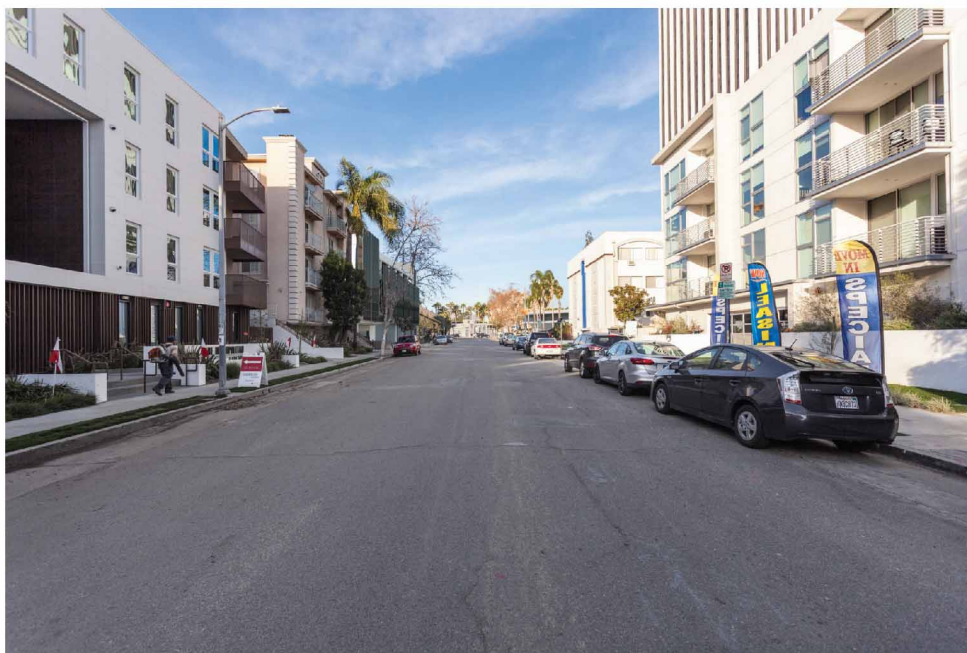
Existing



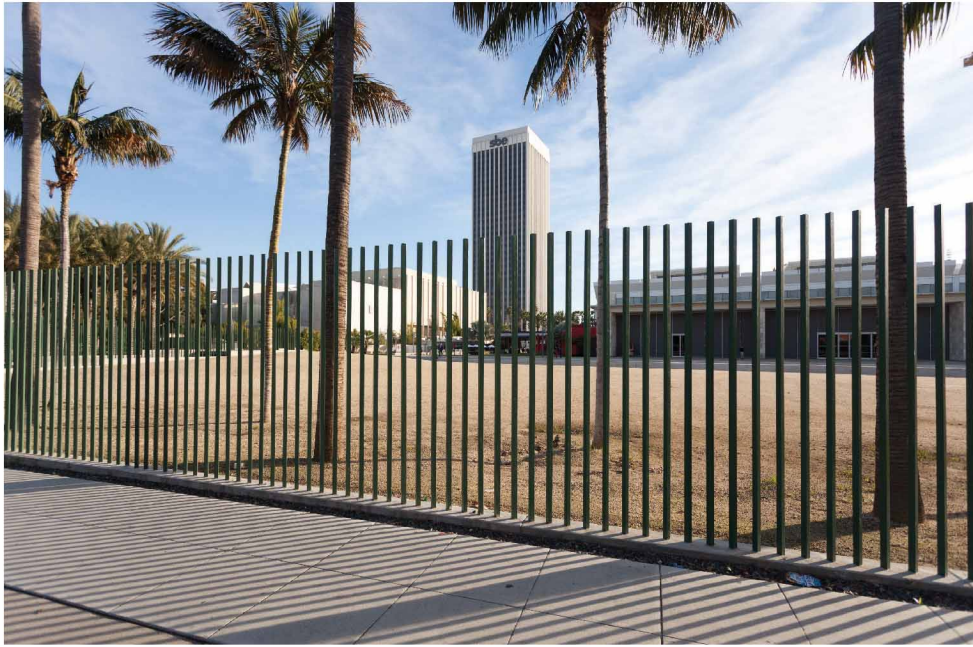
Proposed



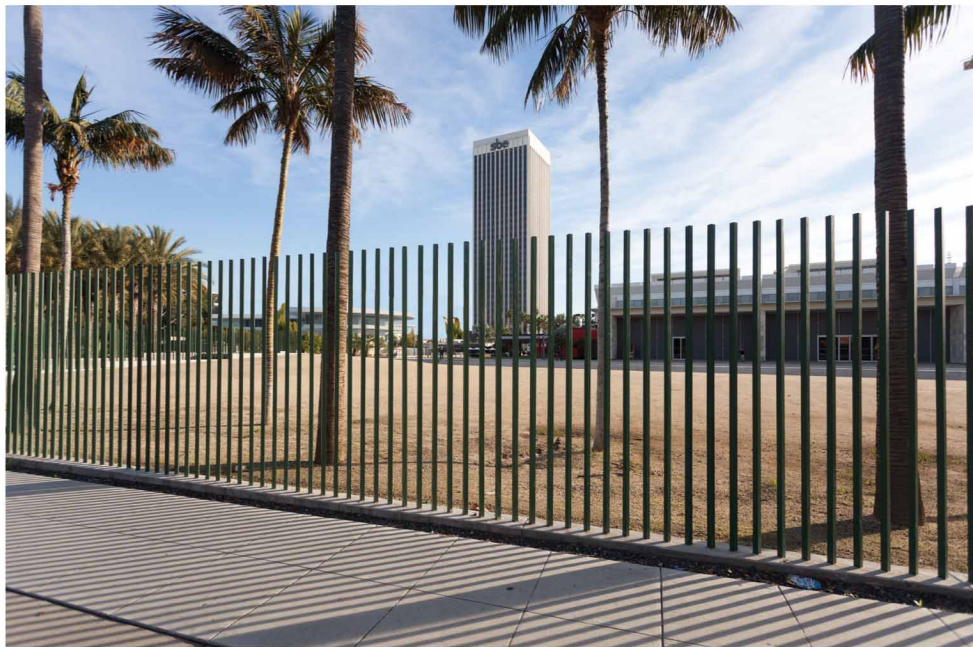
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Proposed



Existing



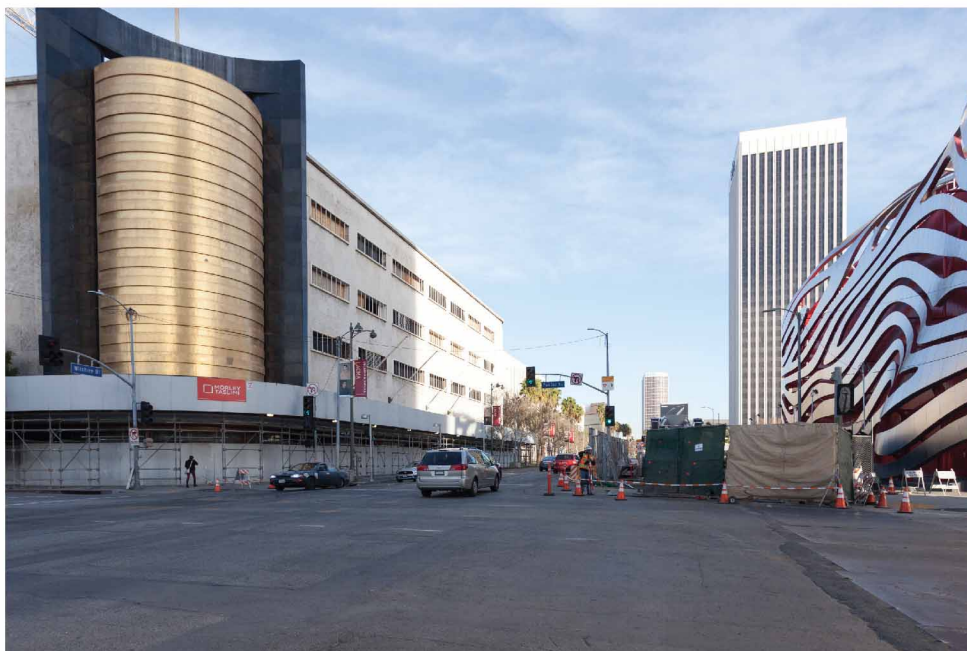
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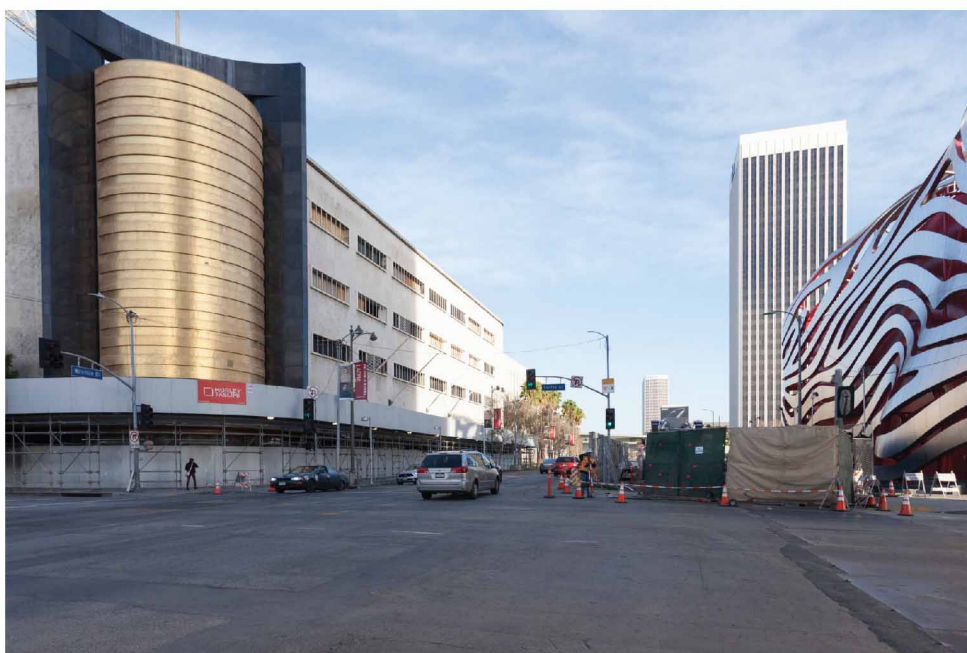
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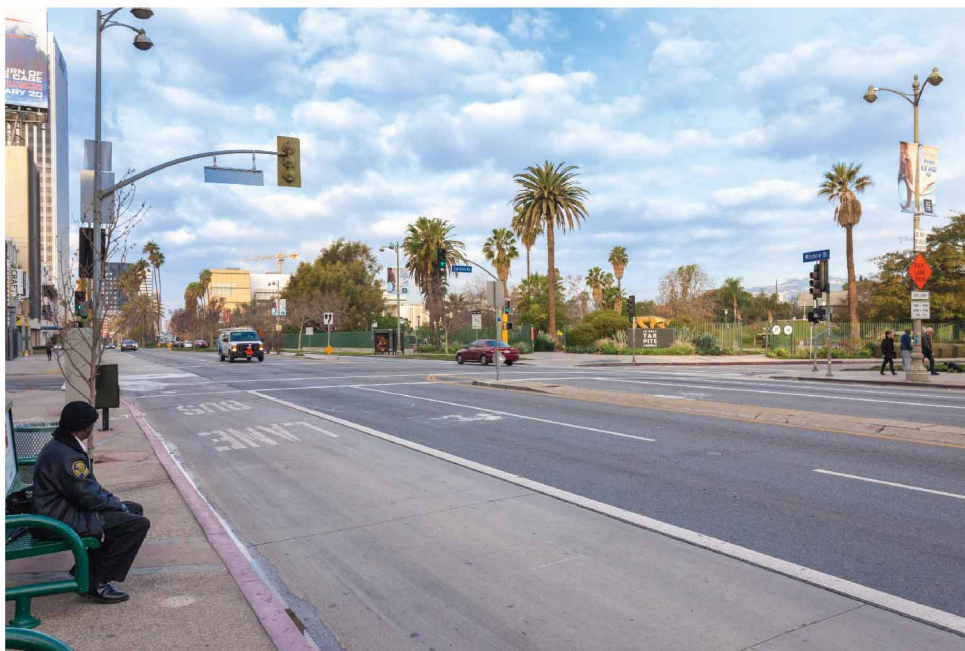
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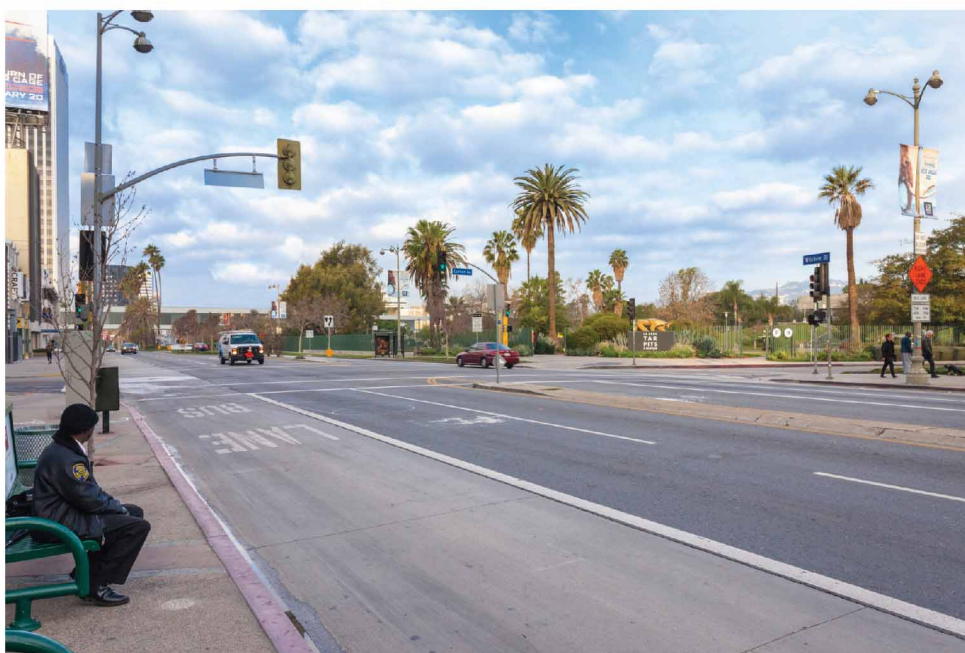
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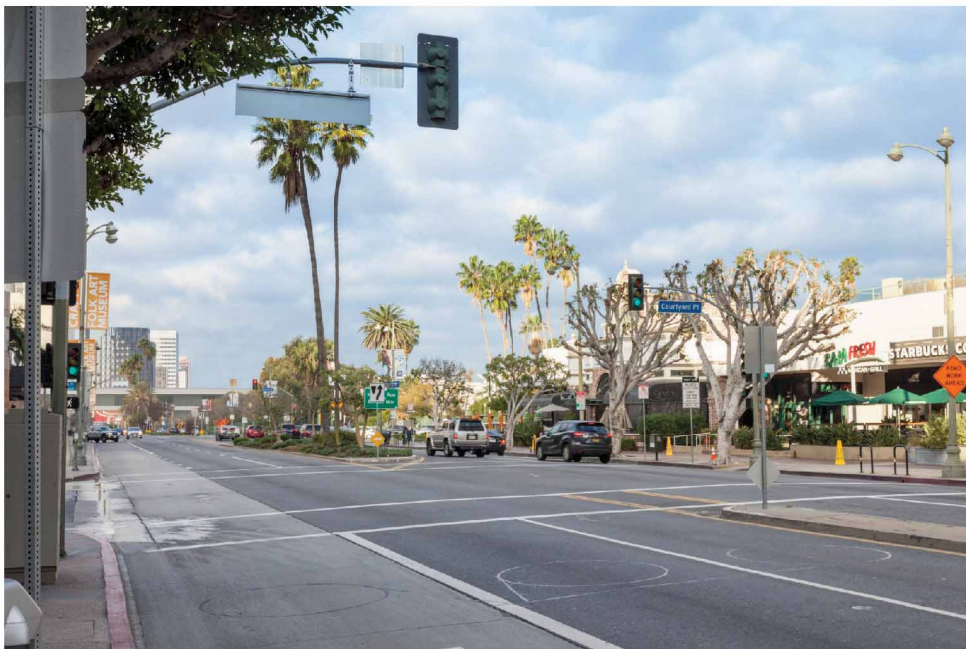
Existing



Proposed



Existing



Proposed



Existing



Proposed

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-49, revised Project Design Feature A-4, as follows:

Project Design Feature A-4: All exterior ~~windows and glass glazing~~ used on building ~~facades~~ shall be ~~non-reflective or treated with a non-reflective coating in order of~~ low reflectivity not exceeding approximately 19 percent exterior visible light reflectance to minimize glare.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-49, add Project Design Features A-5 and A-6, as follows:

Project Design Feature A-5: The plant palette for the landscaped median along Wilshire Boulevard shall be determined in collaboration with the Miracle Mile Civic Coalition and the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Project Design Feature A-6: To the extent feasible, outstanding specimen trees and plants in the existing landscaped median which must be removed for the Project may be relocated provided they are retained within the right-of-way either as street trees (along the parkway or within the sidewalks) or within the median. If retention within the right-of-way is infeasible, such trees and plants shall be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-49 through IV.A-50, last paragraph into the first paragraph, revise as follows:

The Museum Building is designed by architect Peter Zumthor and is proposed with seven semi-transparent structures at the ground level (referred to as Pavilions), that would support an elevated, continuous, transparent main exhibition level. The Museum Building would extend over Wilshire Boulevard to the Spaulding Lot. Specifically, the ~~387,500~~ 347,500-square-foot Museum Building, including up to 70,000 square feet in two basements, would include galleries, study centers, space for conservation treatments, museum support operations, education studios, a 300-seat theater, restaurants, and retail uses. A conceptual rendering of a representative portion of the Museum Building is provided in Figure IV.A-13 on page IV.A-51. In general, the new Museum Building roof would have a height of approximately ~~55–50~~ to 65–60 feet above grade. ~~However, the roof of the Chapel Galleries, described~~

~~below, would reach a maximum height of 85 feet.~~ The underside portion of the building that would span Wilshire Boulevard would be elevated approximately ~~20–19~~ feet above the street level at the east end and approximately ~~25–23~~ feet above the street level on the west end, as illustrated in the conceptual rendering included as Figure IV.A-13, Photo 2. This portion of the building would provide a physical and visual connection between the Pavilions located north and south of Wilshire Boulevard while maintaining a park-like setting at the ground level. The main exhibition level would also be elevated approximately ~~20–19~~ feet to ~~30–31~~ feet above ground level and would be surrounded by a continuous “meander” gallery along the outer edge that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA’s collection of sculptural and other, less light-sensitive, works. The façade of the main exhibition level would include floor to ceiling glass that could be screened with interior curtains and protected from direct sunlight by overhangs from the roof above. Creative interiors and art display in the Pavilions would allow them to become key elements of the surrounding landscape. The Pavilions would include ground floor levels and some would also include mezzanine levels located below the main exhibition level. ~~Each Pavilion would have a gallery on the main exhibition level, referred to as Chapel galleries, which are characterized by high ceilings and clerestory windows.~~²⁶ The façade of the Pavilions at ground level would be comprised of concrete structural cores which would be partially enveloped by glass façades. The glass portion of these Pavilions would allow for views of art and retail and other program space from the outside while the concrete cores would house light and sound sensitive programming.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-50, revise bullet as follows:

- The lower limit of the airspace parcel is a horizontal plane at the elevation of roughly 197 feet above mean sea level. The roadway beneath the airspace parcel slopes down to the west such that the lower limit of the airspace being vacated would begin approximately ~~20–19~~ feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately ~~25–23~~ feet above the street surface at the west end of the crossing, with no upper limit.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-52, revise first bullet as follows:

- The east-west span of the airspace parcel is approximately ~~476–170~~ feet.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-51, replace Figure IV.A-13 with Revised Figure IV.A-13 on page II-32.



Photo 1: Rendering of the Proposed Museum Building Looking North along Wilshire Boulevard



Photo 2: Rendering of the Proposed Museum Building Extending over Wilshire Boulevard Looking West down Wilshire Boulevard



Photo 3: Rendering of the Proposed Museum Building at Dusk Looking Northwest Towards the Urban Light



Revised Figure IV.A-13
Conceptual Renderings
Museum Building

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-53 through IV.A-54, starting with the last paragraph, including footnote 28, revise as follows:

The Project would provide approximately 5.5 acres of open space within the Project Site, including LACMA East and the Spaulding Lot. The removal of the existing buildings on LACMA East and design of the Museum Building would open up more than 2.5 acres of new public outdoor space on LACMA East in addition to the existing approximately 2 acres of open space on LACMA East, for a total of approximately 4.5 acres of open space on LACMA East. The Project would also include approximately 1 acre of open space on the Spaulding Lot. The outdoor open spaces would include landscaped plazas, gardens, and pedestrian paths that would be designed to integrate the new building and existing uses within Hancock Park and LACMA West and provide for outdoor programming such as outdoor music spaces, various sculpture gardens, and educational spaces. The Project would also incorporate several outdoor dining and seating areas. A variety of landscaping opportunities would be provided throughout the Project Site. Vegetation would consist of primarily native planting and drought tolerant plant material, including a variety of shade and ornamental trees, grasses, and chaparral plants throughout the internal and perimeter of the Project Site. A landscape buffer would also be provided along the southern portion of the Spaulding Lot as well as along Ogden Lot property lines, adjacent to the Ogden Parking Structure. Landscaping around the perimeter of the Museum Building would be designed so as to not impede with the intended visibility and transparency of the building. The Project would retain the landscaped median along Wilshire Boulevard. Any median landscaping that would require removal to accommodate Project construction activities would be replaced with new landscaping that would be compatible with the design and palette of landscaping in the area, including the landscaping theme established by Metro and the Miracle Mile community, with species modifications to reflect the overall landscape of the Project Site. In addition, the plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. The plant palette would also be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Implementation of the Project would require the removal of approximately 97 non-protected trees located within the Project Site and ~~64~~43 non-protected street trees within the City's public right-of-way, located on the north and south side of Wilshire Boulevard.²⁸ No oak trees would be removed. A portion of street trees within the public right-of-way

adjacent to the Project Site would require removal in order to accommodate construction of the Museum Building. These include a number of trees east of Spaulding Avenue on both the north and south side of Wilshire Boulevard. The proposed drop-off along the south side of Wilshire Boulevard and the proposed length reduction of the existing drop-off along the north side of Wilshire Boulevard would also require the removal of street trees. The trees along the existing drop-off on the north side of Wilshire Boulevard were part of the original design for the Art of the Americas building and, as such, would be removed along with the demolition of the Art of the Americas Building. Trees within the LACMA Campus would be replaced at a minimum one-to-one basis. Street trees would be replaced on a two-to-one basis within the Project Site, in the immediate vicinity, or to the satisfaction of the City of Los Angeles Department of Public Works Bureau of Street Services, Urban Forestry Division. In addition, tree-any outstanding specimens of street trees and plants located in the existing landscaped median which must be removed for the Project would be replanted within the median or parkways of the Wilshire Boulevard public right-of-way to the maximum extent feasible, as required under Project Design Feature A-6, above. Tree species selected would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used. The Project may also relocate trees throughout the Project Site.

²⁸ *In an effort to minimize the overall impact of the Project on the public right-of-way, the number of non-protected street trees to be removed by the Project has decreased from 74 non-protected street trees, which was the number of non-protected street trees to be removed by the Project as identified in the Initial Study, provided in Appendix A, of this Draft EIR, to ~~61~~43 non-protected street trees.*

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-55, first paragraph, revise as follows:

The Project would include lighting that is similar to the existing on-site lighting as well as to other lighting sources in the vicinity of the Project Site. Specifically, new sources of artificial lighting that may be introduced by the Project may include: low-level interior lighting visible through the windows of the Museum Building and the Ogden Parking Structure; low-level lighting associated with outdoor dining areas; signage lighting; low-level lighting on buildings, including lighting associated with rooftop maintenance uses; low-level security and wayfinding lighting; landscape lighting; and automobile headlights. The Museum Building would include lighting for the street segment beneath the building or equivalent street lighting that would provide

for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's ~~recommendation and the City lighting standards~~ Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version). In addition, the Project could also include temporary outdoor lighting associated with special events on the Project Site, similar to special event lighting that currently occurs on the Project Site. The Project would not include outdoor electronic signage or signs with flashing, mechanical, or strobe lights. In addition, no lighting would be mounted on the underside of the portion of the Museum Building that spans Wilshire Boulevard. Project lighting sources would not generate artificial light levels that are out of character with the surrounding area and would be designed to minimize light trespass from the proposed buildings and the overall Project Site and reduce skyglow. In addition, all applicable LAMC lighting standards would be met. Project signage would include new identification signage and general ground level and wayfinding pedestrian signage. On-site signage would be designed to be aesthetically compatible with the proposed architecture on the Project Site and with the existing architecture in the surrounding area. As previously noted, the Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. Any illumination of Project signage would be directed onto signs to minimize off-site glare. Furthermore, in accordance with the LAMC, illumination used for project signage would be limited in light intensity to avoid negative lighting impacts to the nearest residentially-zoned property.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-57, starting with the last paragraph, revise as follows:

As previously noted, the Project would require the removal of some of the existing landscaping on and adjacent to the Project Site. Specifically, construction of the Project would require the removal of approximately 97 non-protected trees located within the Project Site, including the cluster of palm trees located adjacent to the Ahmanson Building. On-site trees would be replaced at a minimum one-to-one basis. In addition, as discussed in Appendix S, of the Draft EIR, approximately 64-43 non-protected street trees would be removed, including the tall palm trees located on the north side of Wilshire Boulevard, adjacent to the Project Site. Any street tree that would be removed would be replaced on a two-to-one basis, pursuant to the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division requirements. However, due Outstanding specimens of street trees and plants located in the existing landscaped median which must be removed for the Project would be replanted within the median or parkways

of the Wilshire Boulevard public right-of-way to the maximum extent feasible, as required under Project Design Feature A-6, above. If retention within the right-of-way is infeasible, such trees and plants would be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Due to the visual dominance of some of these trees, particularly those that are located near Wilshire Boulevard (e.g., the cluster of trees near the Ahmanson Building and the street trees adjacent to the Project Site), their removal would temporarily reduce the visual character of the area during construction of the Project. However, as discussed above, the trees to be removed would be replaced on a one-to-one or two-to-one basis with new trees specifically chosen for the Project area. Planted trees would be consistent with or complementary to the existing streetscape and would reflect the architecture of the new Museum Building, thereby creating a cohesive streetscape. Thus, given that the loss of on-site and street trees would be temporary, that removed trees would be replaced, and that the Project would serve to improve the streetscape in the Project area, the removal of on-site and street trees during construction would not substantially and adversely alter or degrade the existing visual character of the Project Site or surrounding area. Similarly, any landscaping that would have to be removed from the landscaped median along Wilshire Boulevard to accommodate Project construction would be replaced with compatible landscaping, thereby not permanently impacting the visual character of the area. Landscaping for the Project would be completed once construction for the Museum Building and Ogden Parking Structure is complete.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-58, first full paragraph, revise as follows:

Construction of the Project would also require the removal of ~~two-three~~ of the Wilshire Boulevard Street Lights, which are part of a collection of street lights that is a potential historical resource. These street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. In addition, as the street lights are so thin in profile and share the public space with a variety of street trees, they do not individually have a strong visual presence. Furthermore, some individual street lights in the collection have already been moved in the past so portions of this collection are no longer evenly spaced. Therefore, removal of the street lights would not substantially or adversely alter or degrade the existing visual character of the Project area.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-59, last full paragraph, revise as follows:

The new Museum Building would have a height of approximately ~~55-50~~ to ~~65-60~~ feet above grade, ~~with the roof of the Chapel galleries reaching a maximum height of 85 feet.~~ This would be consistent with buildings in the area, which range in height from one to 31 stories. The building scale would be reduced as compared to the existing structures on the Project Site, which essentially form a wall along Wilshire Boulevard. The new Museum Building would also be comparable, if not lower, in scale than most of the buildings along Wilshire Boulevard in the area, including the 31-story building at 5900 Wilshire Boulevard, adjacent to the Project Site, the 16-story building at 6100 Wilshire Boulevard, and the 16-story building at 6200 Wilshire Boulevard. The lower scale of the Museum Building would provide a visual transition between Hancock Park and the higher-scale uses along Wilshire Boulevard, including the 31-story building at 5900 Wilshire Boulevard, the 16-story building at 6100 Wilshire Boulevard, and the 16-story building at 6200 Wilshire Boulevard.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-60 through IV.A-61, starting with the last paragraph, revise as follows:

The Project would include new landscaping within the Project Site and along the perimeter of the property, as well as landscaped plazas, gardens, and pedestrian paths that would further enhance the aesthetic environment. Landscaping around the perimeter of the Museum Building would be intentionally designed so as to allow artwork to be visible from the exterior and the City and its surrounding environment to be visible from the interior. However, other features would be incorporated into the design of the exterior space, including decorative paving, sculpture gardens, and accent lighting. As analyzed above, all on-site trees requiring removal would be replaced at a minimum one-to-one basis and all street trees would be replaced on a two-to-one basis within the Project Site, in the immediate vicinity, or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Tree species selected would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used. Furthermore, the landscaped median along Wilshire Boulevard would be retained and any landscaping that would have to be removed to accommodate Project construction would be replaced with consistent and compatible landscape materials, including a

variety of groundcover materials, grasses, and trees. As discussed above, outstanding specimens of street trees and plants located in the existing landscaped median which must be removed for the Project would be replanted within the median or parkways of the Wilshire Boulevard public right-of-way to the maximum extent feasible, as required under Project Design Feature A-6, above. If retention within the right-of-way is infeasible, such trees and plants would be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Any modification to the median landscaping would be designed to continue the landscaping theme established by Metro and the Miracle Mile community, with species modifications to reflect the overall landscape of the Project Site. In addition, the plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. The plant palette would also be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry. Thus, the scenic nature of Wilshire Boulevard, which is a City-designated Scenic Highway, would be maintained and enhanced. Overall, while the landscaping in the area would be altered, it would continue to contribute to an attractive and cohesive visual setting.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, pages IV.A-64 to IV.A-65, last paragraph on to the first paragraph, revise as follows:

Easterly-facing views from areas west of the Project Site along Wilshire Boulevard are shown in Figure IV.A-8 and Figure IV.A-9 on pages IV.A-34 and IV.A-35. Figure IV.A-8 provides an expansive view of the Project Site, including the portion of the Museum Building that would extend over Wilshire Boulevard. While the aesthetic environment along Wilshire Boulevard would be dramatically altered as a result of the Project, as discussed above in the analysis of aesthetics, the Project would generally fill in the existing urban landscape, thereby not drastically altering views. Furthermore, long-range easterly views along Wilshire Boulevard are limited due to the bend in the roadway that generally begins adjacent to the eastern portion of the Project Site. As a result, easterly views along Wilshire Boulevard generally terminate at buildings located on the south side of Wilshire Boulevard at the bend. Long-range east-west views along the Wilshire Boulevard corridor in the vicinity of the Project Site are further limited by the bend in the roadway that begins adjacent to the Project Site and trends northward to the west for several miles. As a result, longer-range

views along this roadway generally terminate at the buildings where this bend occurs. As previously discussed, the Project would necessitate the removal of ~~two-three~~ of the Wilshire Boulevard Street Lights, which are part of a collection of street lights that is a potential historical resource. These ~~two-three~~ street lights are located in the area where the new Museum Building would extend over Wilshire Boulevard, one on the north and one on the south. These ~~two-the-three~~ street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. Thus, as concluded in Section IV.C, Cultural Resources, of this Draft EIR, the Project would not have a significant impact on these street lights. In addition, as depicted in Figure IV.A-8, the portion of the Museum Building that would extend over Wilshire Boulevard would partially block views of 5850 Wilshire Boulevard, which is a potential historical resource. However, as can be seen in the existing view included in Figure IV.A-8, the western façade of this building is a blank wall with no windows, access points, or architectural features. Thus, as concluded in Section IV.C, Cultural Resources, of this Draft EIR, the Project would not have a significant impact on this building.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-68, first full paragraph, revise as follows:

New sources of artificial lighting that would be introduced by the Project would be similar to what currently exists on the Project Site and in the surrounding area. Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level lighting to accent architectural features, landscape elements, and Project signage. New sources of artificial lighting that may be introduced by the Project would include low-level interior lighting visible through the windows of the Museum Building, new signage lighting, and low-level lighting associated with outdoor activities, including rooftop maintenance uses. While ~~two-three~~ street lights currently located in the area where the new Museum Building would span over Wilshire Boulevard would be removed, the illumination provided by the existing street lights would be replaced with lighting included beneath the Museum Building or equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's ~~recommendation and the City lighting standards~~ Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version). Therefore, lighting on Wilshire Boulevard would be similar to what currently exists. Overall, the Project would not generate artificial light levels

that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light.

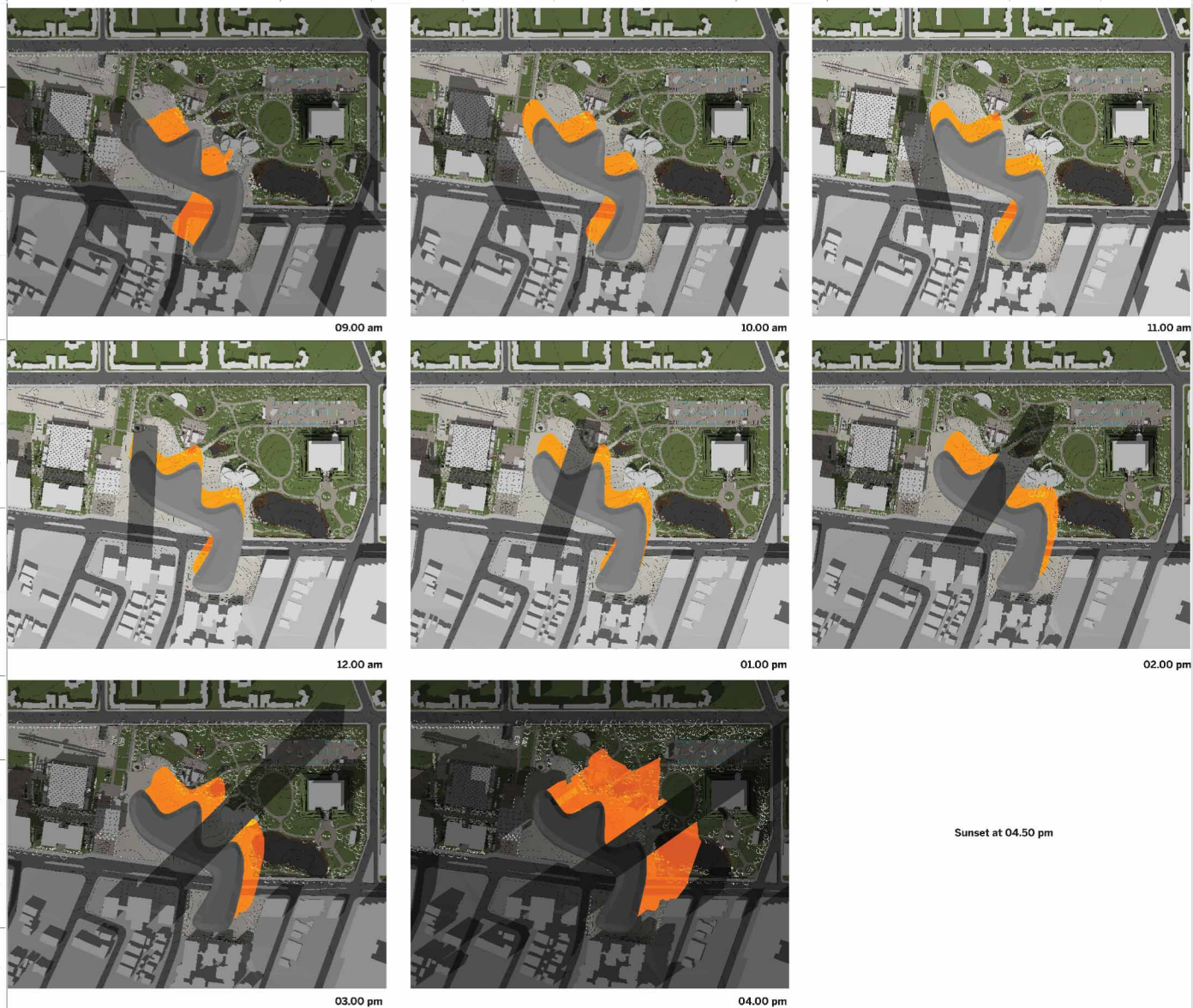
Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-69, last sentence of the first paragraph, revise as follows:

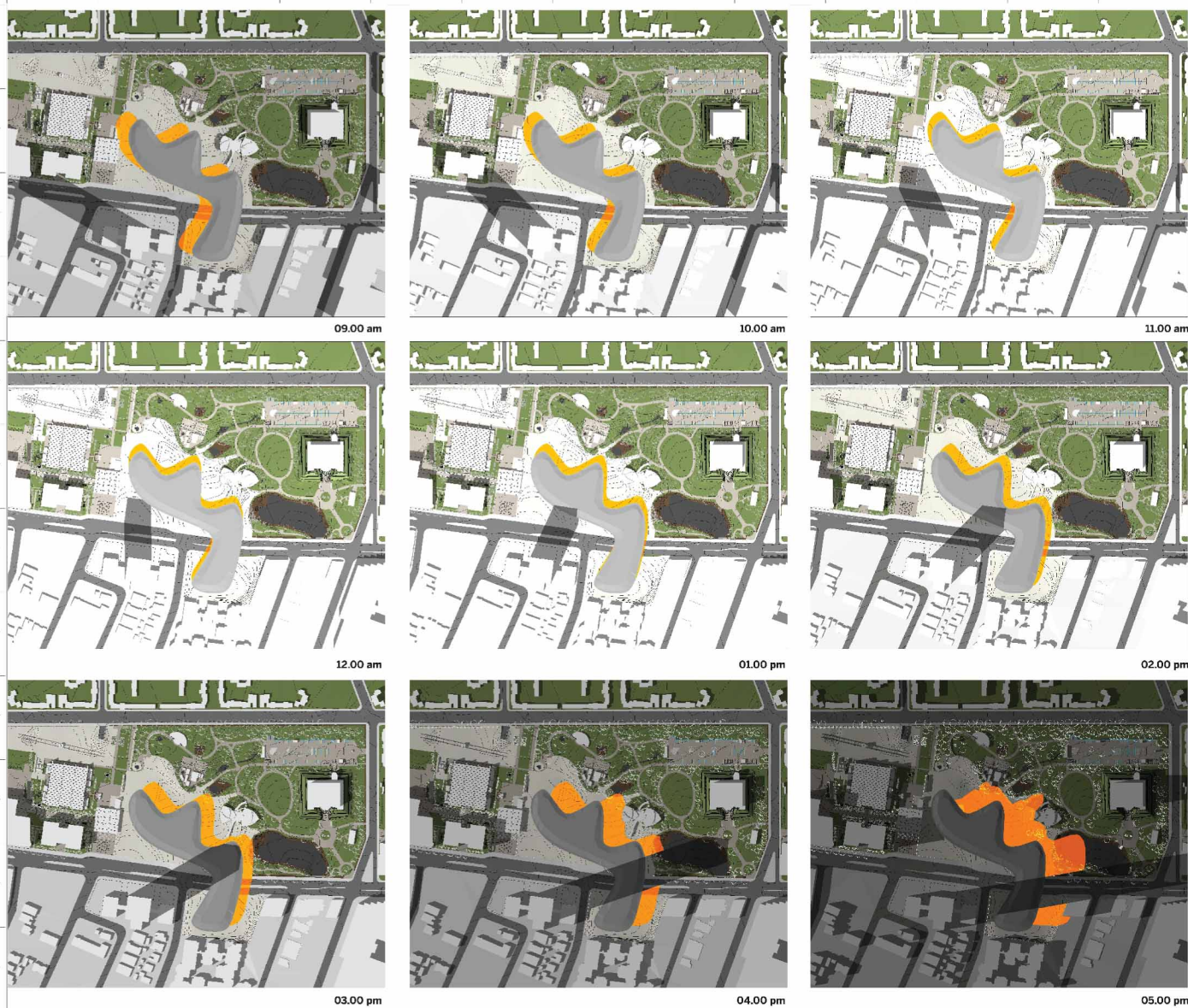
Pursuant to Project Design Feature A-4, as shown above, all exterior ~~windows and glass glazing~~ used on building surfaces ~~shall~~ facades would be non-reflective or treated with a non-reflective coating in order of low reflectivity not exceeding approximately 19 percent exterior visible light reflectance to minimize glare from reflected ~~sunlight~~.

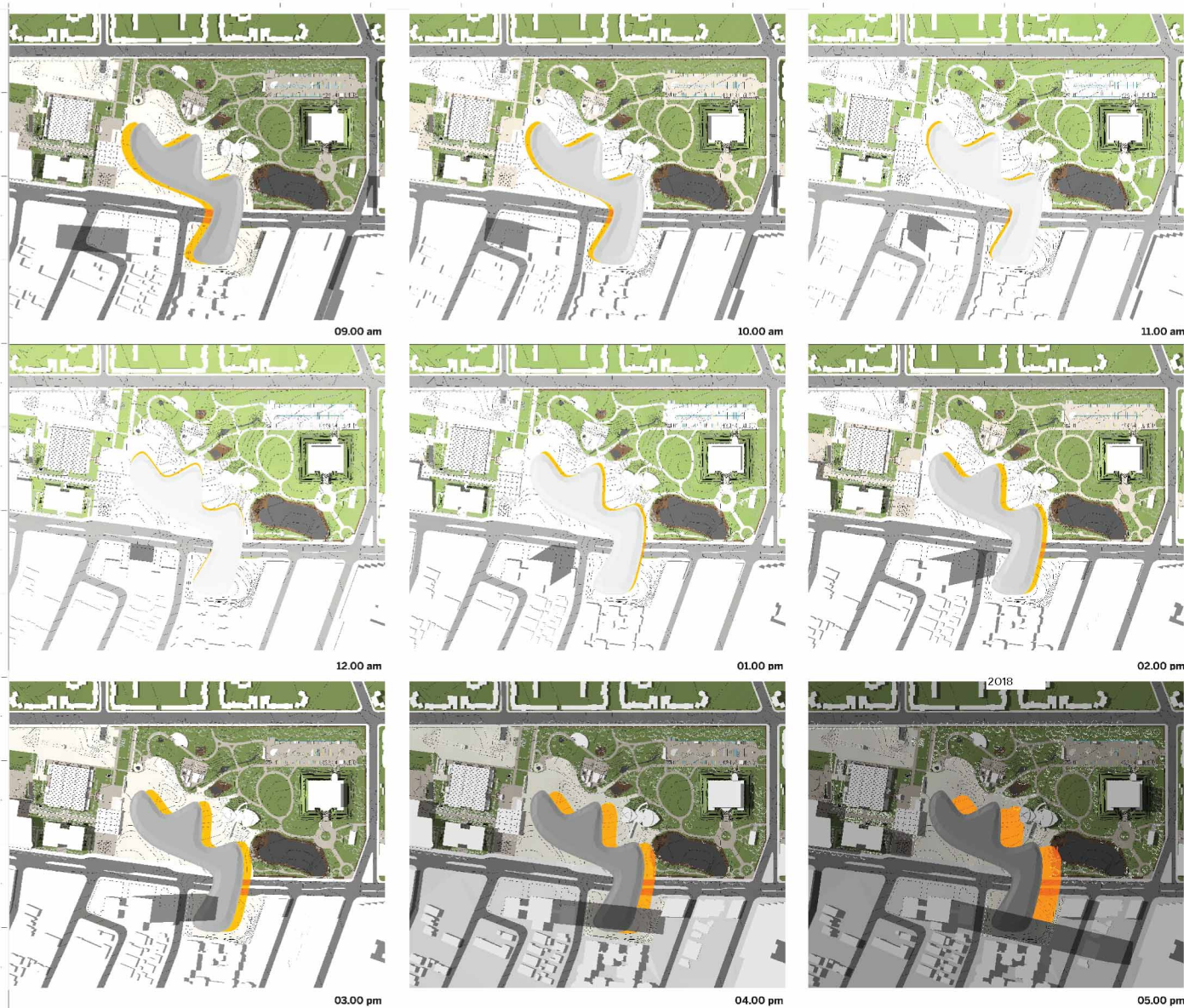
Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-70 and page IV.A-79, a portion of the last paragraph to the first paragraph, revise as follows:

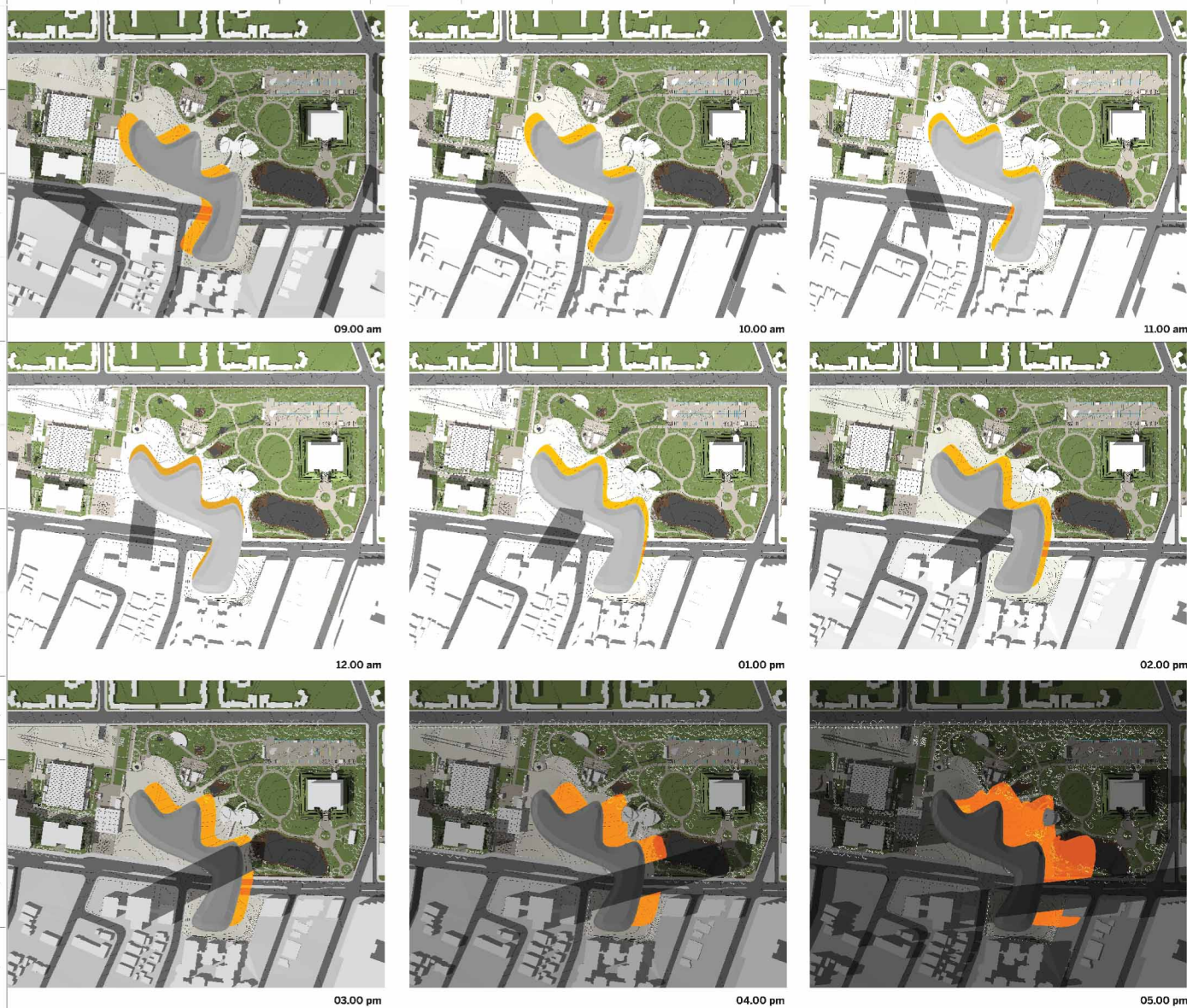
Shadow impacts are typically greatest during the winter months due to the sun's low position in the sky, with the resultant longer shadows stretching roughly from the northwest to the northeast during daytime hours. As shown in Figure IV.A-15 and Figure IV.A-19 on page IV.A-71 and page IV.A-75, respectively, Project shadows during the winter would extend in a northerly direction and would move from northwest to northeast across the surrounding landscape. Specifically, at 9:00 A.M. shadows from the Museum Building would extend in a north-westerly direction, reaching a small portion of LACMA West. Shadows would then move north and northeast, at times covering a portion of structures associated with ~~the NHM La Brea Tar Pits & Museum north of the Project Site~~, the Pavilion for Japanese Art, and Hancock Park. By 4:00 P.M., shadows would extend across the western portion of Hancock Park, including the NHM La Brea Tar Pits & Museum, ~~reaching the southern edge of 6th Street~~. No residential uses would be shaded by the Museum Building during winter months. Furthermore, due to the lower height of the new Museum Building as compared to the existing structures on the Project Site, the greater distance between the Museum Building and the adjacent uses within Hancock Park, and the increased open space, Project shadows would generally be less extensive than those generated by the existing structures. The portion of the Museum Building that spans Wilshire Boulevard and the Pavilion located on the Spaulding Lot would generate new shadows on Wilshire Boulevard and within adjacent areas to the east. However, when viewed in the context of existing shadows and off-site sensitive uses, these shadows would not be significant.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, pages IV.A-71 through IV.A-74, replace Figures IV.A-15 through IV.A-18 with Revised Figure IV.A-15 through Revised Figure IV.A-18, on pages II-42 through II-45.









Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-80, second two last paragraph, revise as follows:

During the summer solstice, Project shadows would be the shortest due to the higher position of the sun in the sky and would move from west to east, as shown in Figure IV.A-17 and Figure IV.A-21 on page IV.A-73 and page IV.A-77, respectively. The Museum Building would cast minimal to no shadows during most of the day. By 5:00 P.M., shadows would extend to the west of the Museum Building toward Hancock Park and along Wilshire Boulevard and would begin to shade a small portion of the Tar Pits. Shadows from the Ogden Parking Structure are similarly minimal during the summer months, with shadows reaching the back of the adjacent vacant parcels to the west at 9:00 A.M., and receding to within the Project Site until they begin to cross Ogden Drive at approximately 3:00 P.M. Shadows cross Ogden Drive and extend into the setback of the uses on the east side of the street by 5:00 P.M.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-85, Table IV.A-2, analysis related to Policy 3.1.4, revise as follows:

<p>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).</p>	<p>Consistent. The Framework Element Long Range Land Use Diagram and Wilshire Community Plan Land Use Diagram identify the Project Site as being within an area designated as a Regional Center, more specifically, the Miracle Mile Regional Commercial Center. As described in the Long-Range Land Use Diagram, Regional Centers contain a diversity of uses, such as corporate and professional offices, retail commercial, eating and drinking establishments, entertainment, major cultural facilities (e.g., libraries, museums, etc.), small parks, and other community-oriented activity facilities. The Project would accommodate a diversity of uses, including galleries, study centers, space for conservation treatments, museum support operations, education studios, a theater, restaurant, and retail uses, which are consistent with the types of uses identified within Regional Centers.</p> <p>As also described in the Long-Range Land Use Diagram, generally, Regional Centers are characterized by 6- to 20-story buildings (or higher), such as the various building typologies present in the vicinity of the Project Site. The new Museum Building would have a maximum height of <u>55-50 feet to 85-60 feet</u>, which would be within the lower end of this height range. The portion of the Museum Building spanning Wilshire Boulevard would be elevated approximately <u>20-19</u> to <u>30-31</u> feet above the street level.</p>
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Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-87, Table IV.A-2, analysis related to Policy 3.8.6, revise as follows:

<p>Policy 3.8.6: Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use.</p>	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, similar to existing conditions, Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. New sources of artificial lighting that may be introduced by the Project may include low-level interior lighting visible through the windows of the Museum Building, signage lighting, and low-level lighting associated with outdoor activities, including rooftop maintenance uses. While two-three street lights located in the area where the new Museum Building would extend over Wilshire Boulevard would be removed, the illumination provided by the existing street lights would be replaced with lighting included beneath the Museum Building or equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's recommendation and the City lighting standards Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version). Project lighting has been designed to minimize light trespass from the proposed buildings and from the overall Project Site.</p>
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Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-91 through page IV.A-92, revise paragraph and add Table IV.A-2a on page II-49, as follows:

The Project would support the policy related to scenic highways and associated relevant scenic highways design guidelines included in Appendix B of Mobility Plan 2035, specifically, those relevant to the landscaped median and the location within the Miracle Mile. Appendix B, Inventory of Designated Scenic Highways and Guidelines, of Mobility Plan 2035 includes guidelines for scenic highways in the City that address roadway design, earthwork and grading, planting and landscaping, signs and outdoor advertising, and utilities within scenic highways. The design guidelines provided for roadway design, earthwork, and grading design would not be applicable to the Project since the Project would not be modifying Wilshire Boulevard and no earthwork along Wilshire Boulevard is proposed. The With regard to outstanding specimens of existing street trees and plants located within the landscaped median, any removal of outstanding specimens would be replanted within the median or parkways of the Wilshire Boulevard public right-of-way to the maximum extent feasible, as required under Project Design Feature A-6, above. In addition, the Project would retain the landscaped median along Wilshire Boulevard, which is the primary feature that contributes to the scenic

value of this portion of Wilshire Boulevard. This median has undergone many alterations over time with modifications to its landscape scheme. The Project would replace any impacted landscaping within the median with compatible new landscaping, in accordance with the planting and landscaping design guidelines included in Appendix B of Mobility Plan 2035. Landscaping would include various materials, including groundcover materials, grasses, and trees, and would be designed to continue the landscaping theme established by Metro and the Miracle Mile community, with species modifications to reflect the overall landscape of the Project Site. In addition, the plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. The plant palette would also be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry. Thus, the scenic nature of Wilshire Boulevard, which is a City-designated Scenic Highway, would be maintained and enhanced. As discussed above, new identification signage that would be provided as part of the Project would include standard signage for wayfinding and security purposes and would not include electronic signage or signs with flashing, mechanical, or strobe lights. Thus, the Project would be consistent with the sign and outdoor advertising design guidelines included in the Mobility Plan. Consistent with the utilities design guidelines included in Appendix B of the Mobility Plan 2035, all utilities for the Project would be placed underground. In addition to the analysis above, Table IV.A-2a on page IV.A-91a provides the Project consistency with the relevant guidelines for scenic highways and scenic highway corridors in Appendix B of the Mobility Plan. Thus, overall, the Project would be generally consistent with the applicable policies that support the goals and objectives set forth in the Mobility Plan 2035.

(d) Wilshire Community Plan

The Project would be consistent with the Wilshire Community Plan's aesthetics-related objectives and policies. Specifically, with regard to Objective 2-3, enhance the visual appearance and appeal of commercial districts, the Project would replace deteriorating buildings with a new Museum Building that would incorporate design elements that would emphasize transparency and horizontality to elicit the feeling of openness and approachability from all sides. The distinctive design of the Museum Building would enhance the visual appearance of a well known and visually unique area of Los Angeles. The Project would be comparable, if not lower, in scale than most of the buildings along Wilshire Boulevard. Project signage would be consistent and compatible with existing museum signage and other

Table IV.A-2a
Project Consistency with Relevant Guidelines for Scenic Highways and Scenic Corridors in
Appendix B of the City of Los Angeles Mobility Plan 2035

<u>Guideline</u>	<u>Analysis of Project Consistency</u>
<u>Guideline 3c:</u> Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible within the same public right-of-way.	<u>Consistent.</u> When removal of any outstanding specimens of existing trees and plants located within the Wilshire Boulevard landscaped median is necessary to accommodate the Museum Building, such outstanding specimens which must be removed for the Project would be replanted within the median or parkways of the Wilshire Boulevard public right-of-way to the maximum extent feasible. If retention within the public right-of-way is infeasible, such trees and plants would be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.
<u>Guideline 3d:</u> Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature listed in Appendix E of this Element. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.	<u>Consistent.</u> New landscaping within the Wilshire Boulevard public right-of-way would be determined in collaboration with the City and Miracle Mile Civic Coalition to ensure it meets and maintains the identity of the neighborhood in a manner that avoids blocking desirable views of scenic features. The plant palette would also be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.
<u>Guideline 3e:</u> Landscaped medians of Scenic Highways shall not be removed. Such medians may be reduced in width (1) to accommodate left turn channelization within one hundred feet of a signalized intersection; or (2) to accommodate a designated Class II bikeway provided that there is compliance with Guideline 3c above, and that the resulting median width is not less than eight (8) feet.	<u>Consistent.</u> The Project would retain the existing landscaped median along Wilshire Boulevard. The landscaping theme on this median has been redesigned over time, and currently consists of various groundcover, palm trees of varying heights, and ornamental trees. Any median landscaping that would require removal to accommodate Project construction activities would be relocated or replaced, as discussed in analysis for Guidelines 3c and 3d above.
<u>Guideline 5a:</u> To the maximum extent feasible, all new or relocated electric, communication, and other public utility distribution facilities within five hundred feet of the center line of a Scenic Highway shall be placed underground.	<u>Consistent.</u> To the extent feasible, all utilities serving the Project would be constructed underground and no new utility infrastructure would be placed above ground.
<u>Guideline 5b:</u> Where undergrounding of such utilities is not feasible, all such new or relocated utilities shall be screened to reduce their visibility from a Scenic Highway.	<u>Consistent.</u> In the event that undergrounding of any utility infrastructure is not feasible, such infrastructure would be screened to reduce visibility from Wilshire Boulevard.
<i>Source: Eyestone Environmental, 2018.</i>	

signage in the vicinity of the Project Site. New landscaping along portions of the perimeter of the Museum Building fronting Wilshire Boulevard that would extend and be compatible with the existing landscaping along the perimeter

of Hancock Park. The Project would also retain the landscaped median along Wilshire Boulevard and any modification to the median that would be necessitated by Project development would be designed to continue the landscaping theme established by Metro and the Miracle Mile community, with species modifications to reflect the overall landscape of the Project Site. The plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. The plant palette would also be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. In addition to the objectives included in the Wilshire Community Plan, the Wilshire Community Plan also contains an Urban Design Chapter that includes general policies that establish the minimum level of design that should be observed in the Wilshire Community Plan area. The Project would support, and is generally consistent with, the relevant policies included in the Urban Design Chapter of the Community Plan. Specifically, with regard to commercial site planning, the Project would be oriented toward Wilshire Boulevard and would enhance the pedestrian experience by allowing pedestrians to interact with the Museum space from exterior locations along Wilshire Boulevard and within the LACMA Campus and Hancock Park. The Project would also provide greater open space and pedestrian connectivity and would enhance outdoor areas, including plazas, terraces, gardens, pedestrian paths, and outdoor dining opportunities. An existing surface parking area would be removed and parking would be located within a new parking structure that would be buffered from surrounding uses with a landscaped setback. All utilities would be placed underground and mechanical and electrical equipment and trash areas would be screened from public view.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-99, fourth full paragraph into the first paragraph, revise as follows:

In order to further ensure that the Project would enhance the walkability of pedestrians on Wilshire Boulevard, a Wind Tunnel Analysis was prepared for the Project, and is included as Appendix B of this Draft EIR.³⁰ As concluded therein, the increased setback and lower height of the new Museum Building would allow more wind to pass over and under ~~the building~~ Museum Building, resulting in lower wind acceleration. Thus, wind conditions as experienced by pedestrians along Wilshire Boulevard adjacent to the Project Site would be expected to improve slightly as compared to existing

conditions, thereby improving the overall comfort and walkability of this portion of Wilshire Boulevard.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-100, last paragraph, revise as follows:

With regard to height and FAR, the Height District 1 designation within the PF zone establishes no height limit and a maximum FAR of 3:1. Height District 2 within the C4 zone imposes no height limit and a maximum FAR of 6:1. The Height District 1 designation within the C2 zone imposes no height limitation and a maximum FAR of 1.5:1. The Height District 1 designation within the R3 zone imposes a height limitation of 45 feet and a maximum FAR of 3:1. As described in Section II, Project Description, of this Draft EIR, in general, the new Museum Building roof would have a height of approximately ~~55–50~~ to ~~65–60~~ feet above grade, ~~with the roof of the Chapel galleries reaching a maximum height of 85 feet.~~ The portion of the building spanning Wilshire Boulevard would be elevated approximately ~~20–19~~ to ~~30–31~~ feet above street level. The maximum height of the Ogden Parking Structure would primarily be 55 feet and would include an elevator that would extend an additional 10 feet for a maximum building height of 65 feet. Approximately two rooftop light fixtures may also extend 20 feet above the roof level. As previously discussed, the Project Site is located within a Regional Center. Generally, different types of Regional Centers are characterized by 6- to 20-story buildings (or higher). The Project would have a maximum height of ~~55–50~~ feet to ~~85–60~~ feet, which would be within this height range along Wilshire Boulevard. Furthermore, the portion of the Project Site where the 45-foot height limit applies is the southernmost portion of the Spaulding Lot south of the Museum Building. This portion of the Spaulding Lot would primarily consist of landscaping with no structures and would, thus, provide a buffer and transition between the Museum Building and the uses to the south of the Spaulding Lot. Overall, the Project would be consistent with the height and FAR outlined in the LAMC.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-106, Table IV.A-4, analysis related to Guideline 10, revise as follows:

<p>Guideline 10: Incorporate lighting into the design not only to accentuate architectural features, but to provide a safe environment for pedestrian activity.</p>	<p>Consistent. Security and wayfinding lighting would be incorporated throughout the Project Site, including along the perimeter of the Museum Building and the Ogden Parking Structure. In addition, the Museum Building would include lighting for the street segment beneath the building or equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's recommendation and the City lighting standards Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version).</p>
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IV.B. Air Quality

Volume 1, Section IV.B, Air Quality, page IV.B-35, third paragraph, revise the paragraph as follows:

As described in Section II, Project Description, of this Draft EIR, Project construction is anticipated to commence ~~during the third or fourth quarter of 2018 in 2019~~ and is anticipated to be completed as early as 2023.

Volume 1, Section IV.B, Air Quality, page IV.B-37, replace Table IV.B-4, Estimate of Regional Project Construction Emissions, with Revised Table IV.B-4 on page II-53 as follows:

Revised Table IV.B-4
Estimate of Regional Project Construction Emissions^a
(pounds per day)

Construction Year	VOC ^b	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2018	42	177	74	<1	46	7
2019	4419	184283	105118	<1	2837	11214
2020	4333	71323	100234	<1	15118	733
2021	4229	65115	96161	<1	1525	610
2022	3027	124106	112156	<1	2824	119
2023	264	4948	8936	<1	1613	66
Maximum Construction Emissions	3033	184323	112234	<1	28118	1233
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	(4542)	84223	(438316)	(150)	(12232)	(4322)
Exceed Threshold?	No	Yes	No	No	No	No

^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix C of this Draft EIR.

^b Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

Source: Eyestone Environmental, 2017 2018.

Volume 1, Section IV.B, Air Quality, page IV.B-36, first paragraph, revise the paragraph as follows:

However, maximum construction emissions would exceed the SCAQMD daily significance threshold for NO_x during demolition and grading activities in Year ~~2018, 2019, 2020, 2021,~~ and 2022.

Volume 1, Section IV.B, Air Quality, page IV.B-38, replace Table IV.B-5, Estimate of Localized Project Construction Emissions, with Revised Table IV.B-5 on page II-54 as follows:

Revised Table IV.B-5
Estimate of Localized Project Construction Emissions
(pounds per day)

Construction Year	NO _x	CO	PM ₁₀	PM _{2.5}
LACMA East/Spaulding Lot				
2018	404	49	8	4
2019	93 145	57 76	15 9	3 6
2020	58 193	57 136	31 4	4 11
2021	53 81	56 94	35	0 4
2022	52 74	52 94	9 4	4
2023	37 0	48 0	20	40
Spaulding Lot Maximum Daily Localized Emissions	404 193	57 136	15 14	4 11
SCAQMD Localized Significance Threshold^a	95	1,861	16	8
Over/(Under)	998	(1,804) (1,725)	(12)	(4)3
Exceed Threshold?	Yes^c	No	No	No^cYes^c
Ogden Lot				
2022	20	14	3	2
2023	7 20	40 18	3 43	2 42
Ogden Lot Maximum Daily Localized Emissions	20	4418	3	2
SCAQMD Localized Significance Threshold^b	43	680	5	3
Over/(Under)	23	(666662)	(52)	(31)
Exceed Threshold?	No	No	No	No
^a Potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 1. Maximum active construction activities would occur on 5 acres at a distance of approximately 25 meters from sensitive land uses (the shortest distance available for LSTs). ^b Potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 1. Maximum active construction activities would occur on less than 1 acre at a distance of approximately 25 meters from sensitive land uses (the shortest distance available for LSTs). ^c As discussed below, with implementation of mitigation measures, this impact would be reduced to a less than significant level. Source: Eyestone Environmental, 2017-2018.				

Volume 1, Section IV.B, Air Quality, page IV.B-37, last paragraph, revise the paragraph as follows:

As presented in Revised Table IV.B-5, localized impacts from maximum localized construction emissions at off-site sensitive receptors south of LACMA East/Spaulding Lot would not exceed SCAQMD-

recommended localized screening thresholds for CO₂, and PM₁₀ and PM_{2.5}. However, maximum localized construction emissions would exceed the SCAQMD daily significance threshold for NO_x in Year 2019–2020 and PM_{2.5} in Year 2020 at off-site sensitive receptors south of LACMA East/Spaulding Lot ~~in Year 2018~~. As discussed below, with implementation of the mitigation measures, this impact would be reduced to a less than significant level.

Volume 1, Section IV.B, Air Quality, page IV.B-38, first paragraph, revise the paragraph as follows:

Therefore, localized construction emissions resulting from the Project would result in a significant short-term impact without incorporation of mitigation measures. As discussed further below, implementation of B-1 through B-5 would reduce NO_x and PM_{2.5} impacts and would reduce localized impacts to a less than significant level.

Volume 1, Section IV.B, Air Quality, page IV.B-39, add the following subheading and text after the first full paragraph, as follows:

(d) Public Health Effects

On December 24, 2018, the California Supreme Court (Court) issued the Friant Ranch decision addressing the legal sufficiency of an EIR's discussion of environmental impacts. *Sierra Club v. County of Fresno (2018) 6 Cal. 5th 502 (Friant Ranch, L.P.)*. Specifically, the Supreme Court held that the EIR for the Friant Ranch Project—a 942-acre master-planned, mixed-use development—was deficient in its informational discussion of the human health impacts associated with the Project's significant and unavoidable impacts related to air quality. In response to the Friant Ranch decision, a supplemental discussion of the potential health effects related to the Project's significant and unavoidable criteria pollutant emissions is provided in Appendix T, of the Draft EIR. Appendix T provides additional details regarding the potential health effects from the LACMA Project's significant and unavoidable criteria pollutant emissions, relating the effects in the context of relevant science, and explains why it is not scientifically feasible at the time of drafting of the EIR to provide an analysis identifying the connection between the Project's construction-related regional pollutant emissions and specific human health outcomes.

Volume 1, Section IV.B, Air Quality, page IV.B-44, revise the first full paragraph as follows:

As shown in Revised Table IV.B-5 on page IV.B-38, the increases in ~~PM₁₀ and PM_{2.5}~~ emissions during construction on LACMA East/Spaulding Lot and PM₁₀ and PM_{2.5} during construction of the Ogden Lot would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site. As discussed below, with incorporation of Mitigation Measure B-1, the increase in PM_{2.5} emissions during construction on LACMA East/Spaulding Lot would be reduced to below the SCAQMD-recommended significance threshold.

Volume 1, Section IV.B, Air Quality, page IV.B-52, first paragraph, revise the paragraph as follows:

Construction-related daily emissions at the Project Site would exceed the SCAQMD's regional significance threshold for NO_x. Consequently, the Project would have a cumulative impact due to construction-related regional NO_x emissions. In terms of localized air quality impacts, construction of the Project would have a less-than-significant cumulative impact due to CO₂ and ~~PM₁₀ and PM_{2.5}~~. Localized PM_{2.5} and NO_x emissions would have a less-than-significant cumulative impact with implementation of mitigation measures.

Volume 1, Section IV.B, Air Quality, page IV.B-53, revise Mitigation Measure B-1 as follows:

Mitigation Measure B-1: During plan check, the Project representative shall make available to the lead agency ~~and the South Coast Air Quality Management District~~ a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used ~~an aggregate of 40 or more hours~~ during any portion of construction for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet the Tier 3 or exceed Tier 4 CARB/U.S. EPA standards where commercial available.

Volume 1, Section IV.B, Air Quality, page IV.B-54, add Mitigation Measure B-6 as follows:

Mitigation Measure B-6: During construction, the Project shall give preference to contractors for soil import/export that have haul trucks meeting EPA Model Year 2007/2010 NO_x emissions levels when such trucks are reasonably available.

Volume 1, Section IV.B, Air Quality, page IV.B-54, revise bottom two paragraphs as follows:

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. As impacts are primarily related to the number of daily haul trips required for import/export during the demolition and grading phases, Mitigation Measure B-1 would require off-road equipment ~~during demolition and grading phases~~ to meet Tier III-IV standards, which would reduce NO_x emissions. As a result, peak daily regional NO_x emissions that would exceed the SCAQMD regional significance threshold for NO_x (100 pounds per day) would be reduced ~~from 177 pounds per day to 132 pounds per day during Year 2018, 184 pounds per day to 162 to 153 pounds per day during Year 2019, and 124 pounds per day to 105 pounds per day during Year 2022 of construction of the Project.~~ The duration of impacts would be short-term as impacts would occur for the ~~nine-eight months of overlap between demolition and, grading, piles, which will provide support for the walls of the excavation area, and building foundation during construction of the Museum Building and the one-month of grading during construction of the Ogden Parking Structure.~~ As such, Project construction would result in significant and unavoidable Project-level and cumulative regional impacts even with incorporation of all feasible mitigation measures.

Implementation of the mitigation measures described above would reduce localized construction emissions for all pollutants. Peak daily localized NO_x emissions that would exceed the SCAQMD localized significance threshold for NO_x (95 pounds per day) during construction on LACMA East/Spaulding Lot would be reduced from ~~404-193 pounds per day to 59-23 pounds per day.~~ With incorporation of mitigation measures, impacts from localized NO_x emissions would be reduced to a less-than-significant level.

IV.C. Cultural Resources

Volume 1, Section IV.C, Cultural Resources, page IV.C-64 to 65, beginning of last paragraph on page IV.C-64, revise as follows:

It is apparent from visual observation that the street lights were spaced at fairly regular intervals when they were installed in 1955. Development along Wilshire Boulevard, and specifically within the Project Site, since 1955 has required their relocation to accommodate loading zones, driveways and pedestrian ramps. The proposed removal of ~~two-three~~ street lights in a large collection of street lights that stretch from Fairfax to Highland Avenues would comply with the Standards. The removal of ~~two-three~~ street lights would not be a perceptible “alteration of the spatial relationships that characterize the property.” Individual street lights in the collection have already been moved so they are no longer evenly spaced. Furthermore, as the street lights are so thin in profile and share the public space with a variety of street trees, they do not have a strong visual presence. Additionally, the ~~two-three~~ removed street lights would be stored and reinstalled at new locations deemed appropriate by the City’s Bureau of Street Lighting. Therefore, the impact of the Project on the Wilshire Boulevard street lights would be less than significant.

Volume 1, Section IV.C, Cultural Resources, page IV.C-73, first paragraph, revise the paragraph as follows:

~~Two-Three~~ of the Wilshire Boulevard street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City’s Bureau of Street Lighting. The removal of ~~two-three~~ street lights in a large collection of street lights that stretch from Fairfax to Highland Avenues would comply with the Standards, as this would not constitute a perceptible “alteration of the spatial relationships that characterize the property.”

IV.D. Geology and Soils

Volume 1, Section IV.D, Geology and Soils, pages IV.D-9 through IV.D-11, starting with the last full paragraph, revise as follows:

According to the Geotechnical Evaluation, the Project Site is part of the La Brea Plain consisting of a broad south-dipping gently sloping topography with underlying ~~alluvial deposits~~ slightly elevated/dissected generally late Quaternary age older alluvium. ~~These alluvial deposits are known as the Lakewood Formation.~~ Older alluvial deposits, including nonmarine terrace

deposits, are exposed in uplifted areas around the margins of the Los Angeles Basin. The Lakewood Formation is generally non-marine and similar to the overlying alluvial deposits. The Lakewood Formation is underlain by ~~weakly dense to very dense~~ consolidated lower shallow marine deposits referred to as the San Pedro Formation. The Project Site is also underlain by crude oil deposits that originated from structural traps created by folding and faulting of bedrock. These structural traps exist in the form of anticlinal folds and fault blocks where crude oil migrated to the surface along bedrock shears and joints. During migration toward the surface, crude oil tends to lose its volatile constituents producing a viscous tar. There are several oil and gas fields located adjacent to the Project Site, including the South Salt Lake and Salt Lake oil fields.

During subsurface explorations under LACMA East and the Spaulding Lot, artificial fill was encountered up to ~~three~~ 9 feet below ground surface. The artificial fill consists of sandy silt and sandy/silty clay with few rootlets, asphalt, and brick fragments. Localized backfill from archaeological excavation pits was also found between 15 and 20 feet deep at LACMA East. With regard to the Ogden Lot, there was a previous 23-foot-deep shored excavation covering most of the Ogden Lot. However, the shored excavation was abandoned and was backfilled in 2009/2010. Backfills on the Ogden Lot consist of silty/clayey sand and sandy clay and is considered secondary structural fill, which may be only used for supporting the floor slabs and pavement sections.

~~Generally beneath the artificial fill are alluvial deposits associated with Alluvium and the Lakewood Formation, which is~~ are exposed at the surface of the Project Site and at depths ranging from 12 to 16 feet below ground surface to a maximum thickness of approximately 40 feet below ground surface. Alluvium consisted primarily of dense to stiff clayey sand, sandy clay and clay. The Lakewood Formation consists of medium dense fine to medium-grained silty sand with trace fine gravels interbedded with discontinuous flood plain fine-grained sediments consisting of clayey silt, lean clay, and sandy clay.

Underlying the alluvial deposits from the Lakewood Formation are shallow marine deposits from the San Pedro Formation, consisting of dense to very dense silty sand, sand, sand with salt, and varying amounts of fine gravel. The depth to the San Pedro formation varies from approximately 17 feet below ground surface to ~~50~~ 25 feet below ground surface.

The entire Project Site is then underlain by marine sedimentary bedrock known as the Fernando Formation. The depth to the Fernando Formation ranges from ~~58.5-56~~ feet below ground surface to ~~82-78~~ feet below ground surface. The Fernando Formation was characterized by a transition to dark brown to black very fine sandy silt, clayey silt with fine sand, lean clay, and very fine sandy clay and some samples were impacted with varying amounts of tar content up to 10 percent.

(b) Liquefaction/Seismically Induced Settlement and Lateral Spreading

As discussed in the Geotechnical Evaluation, liquefaction is a phenomenon whereby saturated, granular soils lose their inherent shear strength due to excess pore water pressure buildup, such as that generated during repeated cyclic loading from an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration and high acceleration of seismic shaking are some of the factors favorable to cause liquefaction. Liquefaction-related effects include sand boils, excessive settlement, bearing capacity failures, and lateral spreading. Based on the Seismic Hazards Maps of the State of California, the Project Site is not located within a potentially liquefiable area.⁴ ~~Although groundwater may be present at relatively shallow depths at the Project Site,~~ In addition, as analyzed in the Geotechnical Evaluation, the potential for liquefaction and seismically induced settlement are not expected to occur due to the soil below the groundwater level consists—consisting—predominately of fine-grained soils and dense to very dense, tar-impregnated sand with low liquefaction-susceptibility. Therefore, the potential for liquefaction as well as seismically induced settlement is considered remote at the Project Site. Since the groundwater was present at relatively shallow depths and soil above the groundwater level also consist predominately of fine-grained soils, dry sand settlement due to ground shaking is also considered remote at the Project Site.

Volume 1, Section IV.D, Geology and Soils, page IV.D-16, add Project Design Feature D-1 as follows:

c. Project Design Features

~~No specific—The following project design features are—feature is~~ proposed with regard to geology and soils.

Project Design Feature D-1: Prior to issuance of grading permits, the Applicant shall prepare a load analysis, which shall include geotechnical, structural, and load detail demonstrating that the building would not impose any improper surcharge loads on the concrete lining of the Metro tunnel below, as well as an appropriate instrumentation program in order to determine tolerance. The load analysis shall be coordinated with the Los Angeles County Metropolitan Transportation Authority.

Volume 1, Section IV.D, Geology and Soils, pages IV.D-18 and IV.D-19, starting with the beginning of the last paragraph, revise as follows:

(3) Liquefaction/Seismically Induced Settlement and Lateral Spreading

As discussed above, liquefaction-related effects include sand boils, excessive settlement, bearing capacity failures, and lateral spreading. Based on the Seismic Hazards Maps of the State of California, the Project Site is not located within a potentially liquefiable area. In addition, ~~although groundwater may be present at relatively shallow depths at the Project Site, as analyzed in the Geotechnical Evaluation, the potential for liquefaction and seismically induced settlement are not expected to occur due to the soil below the groundwater level consists~~ consisting predominately of fine-grained soils and dense to very dense, tar-impregnated sand with low liquefaction-susceptibility. Therefore, the potential for liquefaction, as well as seismically induced settlement, is considered remote at the Project Site. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area, such as an unlined river channel. As described in Section II, Project Description, of this Draft EIR, the Project Site is located in an urbanized area and is primarily surrounded by commercial uses, residential uses, and open space. The Project Site is also relatively flat and is not surrounded by an unlined river channel or similar feature. As the potential for liquefaction to occur on the Project Site is considered remote, the potential for lateral spreading to occur at the Project Site is also considered remote. Thus, potential impacts related to lateral spreading would be less than significant, and no mitigation measures are required.

(4) Subsidence

As previously discussed, subsidence generally occurs when a large portion of land is displaced vertically, usually due to the rapid and intensive withdrawal of subterranean fluids such as groundwater or oil. Historical ground subsidence related to fluid withdrawal has been documented in the vicinity of the Project Site. This subsidence has been primarily attributed to oil production from the petroleum reservoirs underlying the general area. In addition, as described in the Geotechnical Evaluation, the groundwater level is assumed to be at the existing ground surface for LACMA East/Spaulding Lot and eight feet below ground surface for the Ogden Lot. Grading for the Project would require excavations up to approximately 25 feet below the existing ground surface for the basement level under the Museum Building and subterranean parking as part of the Ogden Parking Structure. Therefore, in the event groundwater is encountered during construction of the Project, temporary dewatering or other withdrawals of groundwater could be required within the Project Site. However, no permanent dewatering is anticipated for operation of the Project. As temporary dewatering would not cause a rapid and intensive withdrawal of subterranean fluids, the Project would not have the potential to cause subsidence. In addition, the Applicant would implement Mitigation Measure D-6 to ensure no impacts occur due to temporary dewatering performed during construction of the Project. Thus, the Project would not exacerbate, cause, or accelerate geologic hazards related to subsidence. Therefore, impacts related to subsidence would be less than significant.

Volume 1, Section IV.D, Geology and Soils, pages IV.D-19 and IV.D-20, starting with the beginning of the last paragraph, revise as follows:

(6) Expansive Soils

As discussed above, based on soil investigations of the Project Site, the clay soils encountered within the artificial fill and alluvium are subject to expansion and shrinkage resulting from changes in the moisture content. The fine-grained clayey artificial fill and alluvial deposits have a medium to high expansion potential. The Geotechnical Evaluation provides recommendations to reduce impacts related to expansive soils. Specifically, the Geotechnical Evaluation recommends performing a detailed assessment of the potential for expansive soils during the design phase of the Project, in which mitigation techniques would be developed, as enforced through Mitigation Measure D-1. Examples of techniques include over-excavation and replacement with non-expansive soil, soil treatment, moisture

management, and/or specific structural design for expansive soil conditions developed during design of the Project. In addition, Mitigation Measure D-5 would ensure the impact risk due to expansive soil remains less than significant, after implementation of the techniques required under Mitigation Measure D-1, through reporting of the site conditions and soil testing conducted by a hired geotechnical engineer. Based on the above, the Project would not create substantial risks to life or property associated with expansive soils, and potential impacts related to expansive soils would not be exacerbated by the Project. With implementation of Mitigation Measure D-1 and D-5, impacts related to expansive soils would be less than significant.

Volume 1, Section IV.D, Geology and Soils, page IV.D-23, revise Mitigation Measure D-1 as follows:

Mitigation Measure D-1: A-Prior to issuance of grading permits, a final site-specific, design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a qualified geotechnical engineer and certified engineering geologist and submitted to both the Los Angeles County Building and Safety Division and the City of Los Angeles Department of Building and Safety for review. The site-specific, design-level geotechnical reports shall address each of the potential geologic hazards addressed in the *Preliminary Geotechnical Evaluation Los Angeles County Museum of Art 5905 Wilshire Boulevard, Los Angeles, California 90036* prepared by AECOM, August 2016, revised September 2017 2018. The site-specific, design-level geotechnical report shall include recommendations for fills and compaction, foundation, expansive soils, corrosive soils, dewatering, and tar sands, as necessary, based on final design and construction plans. The recommendations shall include techniques such as over-excavation and replacement with non-expansive soils, soil treatment, moisture management, and/or specific structural design for expansive soil conditions. The Applicant shall demonstrate to the satisfaction of the County Building and Safety Division with regard to the Museum Building and the City Department of Building and Safety with regard to the Ogden Parking Structure that the recommendations of the final geotechnical report have been incorporated into the grading and construction plans for the Project.

Volume 1, Section IV.D, Geology and Soils, page IV.D-24, add Mitigation Measures D-5 and D-6 as follows:

Mitigation Measure D-5: The Applicant shall hire a geotechnical engineer to observe site conditions and conduct soil testing, such as the Standard Test Method for Expansion Index for Soils (ASTM D4829), during construction, in accordance with the site-specific, design-level geotechnical recommendations identified in the report required by Mitigation Measure D-1 to ensure the impact risk due to expansive soils remains less than significant. The geotechnical observation and testing shall be documented in a final geotechnical construction report for geotechnical related as-built information and submitted to both the Los Angeles County Building and Safety Division and the City of Los Angeles Department of Building and Safety for review.

Mitigation Measure D-6: The Project shall implement the following instrumentation program during construction to monitor any potential impact due to dewatering. The instrumentation program shall include periodic monument survey on selected ground features and critical locations adjacent to neighboring properties shall be performed. In addition, groundwater monitoring wells with water level loggers shall be installed at locations adjacent to the property lines to monitor the groundwater level continuously. If such monitoring should detect any unanticipated issues, construction dewatering shall be temporarily halted and the issues shall be addressed and corrected immediately to the satisfaction of the applicable City or County Department.

IV.E. Greenhouse Gas Emissions

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-41, last paragraph, revise the paragraph as follows:

As described in Section II, Project Description, of this Draft EIR, Project construction is anticipated to commence ~~during the third or fourth quarter of 2018~~ in 2019 and is anticipated to be completed as early as 2023.

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-42, first full paragraph, revise the paragraph as follows:

As presented in Table IV.E-5, construction of the Project is estimated to generate a total of ~~44,168~~ 13,408 MTCO₂e from the use of equipment and worker, vendor, and haul trips. As recommended by the SCAQMD, the total GHG construction emissions were 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) and added to operational emissions in order to determine the Project's annual GHG emissions inventory. Accordingly, the annual construction emissions is estimated to be ~~472~~ 447 MTCO₂e per year over a 30 year period.¹ A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix C of this Draft EIR.

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-43, replace Table IV.E-5, Construction-Related Emissions, with Revised Table IV.E-5 below as follows:

Revised Table IV.E-5
Construction-Related Emissions
(MTCO₂e)

Year	MTCO ₂ e ^a
2018	1,958
2019	3,612 <u>1,266</u>
2020	2,720 <u>5,210</u>
2021	2,302 <u>4,169</u>
2022	2,749 <u>2,166</u>
2023	827 <u>597</u>
Total	14,168 <u>13,408</u>
Amortized Over 30 Years	472 <u>447</u>
^a CO ₂ e was calculated using CalEEMod and the results are provided in Appendix C of this Draft EIR. Source: Eyestone Environmental, <u>2017-2018</u> .	

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-44, replace Table IV.E-6, Construction-Related Emissions, with Revised Table IV.E-6 on page II-66 as follows:

Revised Table IV.E-6
Annual GHG Emissions Summary (Buildout)^a
(metric tons of carbon dioxide equivalent [MTCO_{2e}])

Scope	Baseline (at Buildout) ^b	Buildout ^c	Project (Buildout less Baseline)
Area ^d	<1	<1	<1
Energy ^e	2,304	1,822	(482)
Mobile	1,430	1,742	312
Stationary ^f	9	7	(2)
Solid Waste	90	85	(5)
Water/Wastewater	157	105	(53)
Construction	—	<u>472</u> <u>447</u>	<u>472</u> <u>447</u>
Total Emissions	3,990	<u>4,234</u> <u>4,209</u>	<u>243</u> <u>218</u>
<p>^a CO_{2e} was calculated using CalEEMod and the results are provided in Appendix C of this Draft EIR.</p> <p>^b Emissions under Baseline (at Buildout) are emissions from existing uses on the Project Site, but modeled at Project buildout (2023) to provide an accurate comparison.</p> <p>^c Emissions under Buildout are emissions from proposed uses on the Project Site modeled at Project buildout (2023).</p> <p>^d Area source emissions are from landscape equipment.</p> <p>^e Energy source emissions are based on electricity and natural gas usage rates provide in Table IV.O-2 of Section IV.O, Utilities and Service Systems—Energy, of this Draft EIR.</p> <p>^f Stationary source emissions are from an on-site emergency generator.</p> <p>Source: Eyestone Environmental, 2017 <u>2018</u>.</p>			

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-49, first full paragraph, revise as follows:

As shown in Revised Table IV.E-6 on page IV.E-44, when taking into consideration implementation of project design features provided throughout this Draft EIR, including the requirements set forth in the Green Building Standards and the full implementation of current state mandates, the GHG construction emissions for the Project would equal ~~472~~ 447 MTCO_{2e} amortized over the life of the Project (i.e., 30 years). Operational emissions for Buildout would result in a total of 3,761 MTCO_{2e} in comparison to Baseline condition of 3,990 MTCO_{2e} for a total reduction in Project operational emissions of 229 MTCO_{2e} per year. The combined total Project emissions equal ~~472~~ 447 MTCO_{2e} construction emissions amortized over the

life of the Project plus the reduction (less) of 229 MTCO₂e operational emissions or a total increase of ~~243~~218 MTCO₂e per year.

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-49, second full paragraph, revise as follows:

As noted above, while there are no local, regional, or statewide significance thresholds to measure GHG impacts for mixed-use project, the SCAQMD has proposed a draft screening criterion of 3,000 MTCO₂e/yr for mixed-use projects to determine whether a land use project could presumptively have less than significant GHG impacts if it produced less GHGs than the screening criteria. As discussed above, the Project's estimated annual emissions would be ~~243~~218 MTCO₂e per year. Thus, for informational purposes, the Project GHG annual emissions would not exceed the 2008 SCAQMD draft screening threshold of significance of 3,000 MTCO₂e per year.

Volume 1, Section IV.E, Greenhouse Gas Emissions, page IV.E-73, last paragraph, revise as follows:

With regard to the policies in the Air Quality Element of the County General Plan, the Project would reduce energy consumption in comparison to existing uses and approximately 20 percent in comparison to baseline requirements, in compliance with Policy AQ 3.2. In addition, the Project would comply with applicable provisions of the California Green Building Standards (20-percent overall water use reduction), which would be consistent with Policy AQ 3.3. Furthermore, in compliance with Policy AQ 3.5, the Project includes various energy conservation measures such as incorporation of LEED features to achieve Gold certification, ~~the installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscaping, and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff before it is captured in below grade cisterns, and used on-site for toilets, urinals, landscape irrigation and cooling towers.~~ Additionally, in compliance with Policy AQ 3.6, the Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells. Thus, the Project would be consistent with the applicable polices in the Air Quality Element of the County General Plan.

IV.F. Hazards and Hazardous Materials

Volume 1, Section IV.F, Hazards and Hazardous Materials, page IV.F-31, revise the third bullet of Project Design Feature F-1, as follows:

- Enclosed or confined spaces shall be ventilated in a manner so as to not allow methane to exceed ~~25-20~~ percent of the lower explosion limit for methane, and no ignition sources may be present indoors or outdoors when the concentrations may reasonably be expected to exceed 25 percent as set forth by Cal/OSHA;

IV.H. Land Use

Volume 2, Section IV.H, Land Use, page IV.H-14, second full paragraph, revise as follows:

As discussed in Section II, Project Description, of this Draft EIR, to accommodate the proposed Museum Building design, the County and Museum Associates are requesting the City to vacate a portion of the airspace above Wilshire Boulevard between Spaulding Avenue and Stanley Avenue. In accordance with California Street and Highways Code, Division 9, Part 3, Chapter 3, General Vacation Procedure, the vacation process is initiated by the submission of an application and payment of required fees by an interested person to the City Bureau of Engineering. Upon submission of an application and payment, the Bureau of Engineering submits a report directly to the City Council to ~~begin-initiate~~ the vacation process by ~~evaluating the feasibility of the~~ directing the Bureau of Engineering to evaluate the feasibility of the vacation request. The City's Bureau of Engineering Land Development and GIS Division previously submitted a report to initiate the vacation process to the City Council on May 15, 2017. On May 24, 2017, the City Council adopted the report to initiate vacation proceedings.

Volume 2, Section IV.H, Land Use, page IV.H-26 through IV.H-27, last two paragraphs, revise as follows:

As detailed in Section II, Project Description, of this Draft EIR, the proposed Museum Building would include approximately ~~387,500-347,500~~ gross square feet, including up to 70,000 square feet in two basements, which would replace the Ahmanson, Hammer, Bing Center, and Art of the Americas buildings that together comprise approximately 392,871 square feet

of gross building area within Hancock Park and the outdoor covered areas in the Los Angeles Times Central Court.² As such, the Project would result in a ~~slight reduction in overall 40,000-square-foot reduction~~ footage within the Project Site. The new Museum Building would include galleries, study centers, space for conservation treatments, museum support operations, education studios, a theater, restaurants, and retail uses. The maximum capacity of the theater space would be approximately 300 seats, also representing a reduction in size from the existing 600-seat Bing Theater and the 116-seat Dorothy Brown Auditorium, both of which are located within the Bing Center.

The new Museum Building would span Wilshire Boulevard from LACMA East to the Spaulding Lot and would include seven semi-transparent Pavilions that would support an elevated, continuous, transparent main exhibition level. The Pavilions would house parts of LACMA's collections, libraries, education studios, conservation treatment spaces, restaurants, retail spaces, and theater, enabling access to cultural programming both during the day and into the evening. The Pavilions would include ground floor levels and some Pavilions would also include mezzanine levels located below the main exhibition level. On the LACMA East portion of the Museum Building, ~~three-four~~ of the six Pavilions would be connected by a basement. The Pavilion on the Spaulding Lot portion of the Museum Building, which would contain a theater, would include a basement as well. ~~Each Pavilion would also have a gallery on the main exhibition level. These galleries are referred to as Chapel Galleries and are characterized by high ceilings and clerestory³ windows.~~ The façade of the Pavilions at ground level would be comprised of concrete structural cores which would be partially enveloped by glass façades. The glass portion of these Pavilions would allow for views of art and retail and other program space from the outside while the concrete cores would house light and sound sensitive programming. In general, the new Museum Building roof would have a height of approximately ~~55-50~~ to ~~65-60~~ feet above grade; ~~however, the roof of the Chapel galleries would reach a maximum height of 85 feet.~~ The underside portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately ~~20-19~~ feet above the street level on the east end and approximately ~~25-23~~ feet above the street level on the west end. The heights of the portion of the Museum Building spanning Wilshire Boulevard would increase from the east to west as the ground slopes downward from the east to the west. In addition, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. Accordingly, the roof of the portion of the

Museum Building spanning Wilshire Boulevard would be approximately ~~55-50~~ feet above the street surface on the east end and approximately 60 feet above the street surface on the west end. The roof of the portion of the Museum Building spanning Wilshire Boulevard would be level with the rest of the Museum Building.

Volume 2, Section IV.H, Land Use, page IV.H-28, first two bullets, revise the bullets as follows:

- The lower limit of the airspace parcel is a horizontal plane at the elevation of roughly 197 feet above mean sea level. The roadway beneath the airspace parcel slopes down to the west such that the lower limit of the airspace being vacated would begin approximately ~~20-19~~ feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately ~~25-23~~ feet above the street surface at the west end of the crossing, with no upper limit.
- The east-west span of the airspace parcel is approximately ~~176-170~~ feet.

Volume 2, Section IV.H, Land Use, page IV.H-28, last paragraph, revise the paragraph as follows:

The Project would meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards (Los Angeles County Code, Title 31—Green Building Standards Code) and the Ogden Parking Structure would be designed to meet the City's Green Building Code. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff. ~~In addition, water conservation measures would may include features such as: the use of drought tolerant planting;~~ installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and

landscape; ~~use of restaurant faucets of a self-closing design; and storm water retention through~~ after a biofiltration flow-through planter system to capture treated the first flush of stormwater runoff before it is captured in below grade cisterns for use in, ~~and used on-site for toilets, urinals, landscape irrigation and cooling towers.~~

Volume 2, Section IV.H, Land Use, page IV.H-31, revise first two full paragraphs as follows:

With regard to the landscaped median on Wilshire Boulevard, the plant palette would be determined in collaboration with the City and Miracle Mile Civic Coalition¹⁸ to ensure it meets and maintains the identity of the neighborhood while trying to introduce more drought tolerant and native species. In addition, the plant palette would be reviewed and approved by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. New sources of artificial lighting that may be introduced by the Project may include: low-level interior lighting visible through the windows of the Museum Building, signage lighting, and low-level lighting associated with rooftop maintenance uses. Project lighting has been designed to minimize light trespass from the proposed buildings and overall Project Site. Construction of the portion of the Museum Building spanning Wilshire Boulevard would require ~~two~~ three existing street lights to be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. The Museum Building would include lighting for the street segment beneath the building or the Project would provide equivalent street lighting that would provide for adequate pedestrian visibility and safety underneath the Museum Building per the Bureau of Street Lighting's ~~recommendation and the City lighting standards~~ Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version).

Volume 2, Section IV.H, Land Use, IV.H-32, fourth and fifth bullet, revise the bullets as follows:

- Approval of lease/lease-back or comparable agreement as necessary for financing or construction of the Museum Building;

- Approval of a ground lease or other comparable agreement between the County and Museum Associates for the Spaulding Lot, ~~with the County as lessee under the ground lease;~~

Volume 2, Section IV.H, Land Use, IV.H-33, sixth bullet, revise the bullet as follows:

- Termination of existing parking covenants on the Spaulding Lot and recordation of a new parking covenant for the Ogden Lot (including a variance, if necessary, for temporary ~~construction~~ parking located more than 750 feet from the use or without a covenant);

Volume 2, Section IV.H, Land Use, IV.H-33, eleventh bullet, revise the bullet as follows:

- Approval by the City ~~Board~~ Department of Public Works for removal of street trees and other street improvements; and

Volume 2, Section IV.H, Land Use, page IV.H-37, Table IV.H-1, analysis related to Policy LU 10.3 and LU 10.4, revise as follows:

<p>Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, color, detailing, or ornament.</p>	<p>Consistent. The Museum Building has been intentionally designed to respect the built environment and surrounding area, including its location within Hancock Park and the Miracle Mile. Specifically, the Museum Building would extend across Wilshire Boulevard to minimize the footprint within Hancock Park and allow for the expansion of open space. In addition, the façade of the Pavilions at ground level have been designed to be partially enveloped by glass façades to allow for views of art and retail and other program space from the outside, thereby integrating the existing built environment to the Project. Furthermore, the Museum Building’s main exhibition level would be surrounded by a continuous “meander” gallery along the outer edge of the main exhibition level that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA’s collection of sculptural and other, less light-sensitive works. Additionally, the warm, earthy color scheme of the Museum Building would create cohesion with the existing buildings within the LACMA Campus and the surrounding Miracle Mile, which generally exhibits a similar color palette. Further, the new Museum Building would have a height of approximately 55 50 to 60 feet above grade, with the roof of the Chapel galleries reaching a maximum height of 85 feet. This would be consistent with buildings in the area,</p>
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	which range in height from one to 31 stories.
Policy LU 10.4: Promote environmentally-sensitive and sustainable design.	Consistent. The Project would replace four existing inefficient and deteriorating buildings with a new, environmentally sustainable Museum Building. The Project would meet the U.S. Green Building Council's LEED standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards Code and the Ogden Parking Structure would be designed to meet the City's Green Building Code. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. In addition, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site. The numerous existing and future public transit options, bicycle routes, and pedestrian amenities within the Project vicinity also promote sustainability by reducing vehicle miles traveled. Furthermore, <u>water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> Additionally, water conservation measures would <u>may</u> include <u>features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention after through a biofiltration flow-through planter system to capture treated the first flush of stormwater runoff before it is captured in below grade cisterns for use in, and used on-site for toilets, urinals, landscape irrigation and cooling towers.</u>

Volume 2, Section IV.H, Land Use, page IV.H-40, Table IV.H-1, analysis related to Policy LU 11.2, revise as follows:

Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficiency roofing materials to reduce	Consistent. As discussed in Section II, Project Description, of this Draft EIR, no oak trees would be removed as part of the Project. In addition, any trees to be removed within the LACMA Campus would be replaced at a minimum one-to-one basis and street trees would be replaced on a two-to-one basis within the
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the urban heat island effect	<p>Project Site, in the immediate vicinity, or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. Tree species selected would be drought-tolerant and/or of a native tree species and would primarily require moist to dry soil conditions. Smart irrigation systems with flow sensors and drip tubing delivery systems would be used. Furthermore, based on the urban heat island effect memorandum prepared by BuroHappold Engineering and included as Appendix J,¹⁹ of this Draft EIR, the potential for a site to contribute to the urban heat island effect is proportional to the Solar Reflectance Index of the surfaces contained within the site. The analysis indicates that the Project's—overall Solar Reflectance Index is reduced by an average of 30 percent compared to existing conditions; however, the impacts of the urban heat island effect at the Project Site would be minimal due to the surrounding park and open space areas proposed roof design, when paired with a landscape design that is at least 60 percent vegetated, would have an aged Solar Reflectance Index value of 35, which is nearly equal to the Solar Reflectance Index of the existing Project Site. Specifically with With regard to the Spaulding Lot, the heat island effect of the Spaulding Lot is reduced under the Project compared to the existing conditions as the Spaulding Lot is an existing asphalt parking lot which generates high temperatures. Additionally, as discussed in the memorandum, the high thermal mass of the building, including the roof design, decreases the building heating and cooling loads by retaining heat during the day and releasing the heat at night. Therefore, the Project would support Policy LU 11.2. Also refer to the consistency analysis for Policy LU 10.4.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-41, footnote 19, delete the footnote as follows:

~~¹⁹ The heat island effect memorandum prepared by BuroHappold Engineering included a conservative analysis which assumed that the proposed roof of the Museum Building would have a color similar to very black asphalt. Subsequent to the analysis provided in the heat island effect memorandum, the Museum Building color was changed to an earthy, tan color scheme.~~

Volume 2, Section IV.H, Land Use, page IV.H-46, Table IV.H-1, analysis related to Policy P/R 6.4, revise as follows:

Policy P/R 6.4: Ensure that new buildings on County park property are environmentally sustainable by	Consistent. The Project would replace four existing inefficient and deteriorating buildings with a new, environmentally sustainable Museum Building. The Project would meet the U.S.
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reducing carbon footprints, and conserving water and energy.	<p>Green Building Council's LEED standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards Code and the Ogden Parking Structure would be designed to meet the City's Green Building Code. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. In addition, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site. The numerous existing and future public transit options, bicycle routes, and pedestrian amenities within the Project vicinity also promote sustainability by reducing vehicle miles traveled. Furthermore, <u>water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> Additionally, water conservation measures would <u>may</u> include features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through <u>after</u> a biofiltration flow-through planter system to <u>capture treated the first flush of stormwater runoff before it is captured</u> in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-48, Table IV.H-1, analysis related to Policy PS/F 2.1, revise as follows:

Policy PS/F 2.1: Support water conservation measures.	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, the Project <u>water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> Additionally, water conservation measures would <u>may</u> include features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through <u>after</u> a biofiltration flow-through planter system to <u>capture treated the first flush of stormwater runoff before it is captured</u> in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-61, Table IV.H-2, analysis related to Policy 3.86, revise as follows:

<p>Policy 3.8.6: Encourage outdoor areas within neighborhood districts to be lighted for night use, and comfort commensurate with their intended nighttime use.</p>	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, similar to existing conditions, Project lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. New sources of artificial lighting that may be introduced by the Project may include low-level interior lighting visible through the windows of the Museum Building, signage lighting, and low-level lighting associated with outdoor activities, including rooftop maintenance uses. While two <u>three</u> street lights located in the area where the new Museum Building would extend over Wilshire Boulevard would be removed, the illumination provided by the existing street lights would be replaced with lighting included beneath the Museum Building or equivalent street lighting that would provide for adequate pedestrian visibility and safety per the Bureau of Street Lighting's recommendation and the City lighting standards <u>Department of Public Works Design Standards and Guidelines (Version: May 2007 or subsequent version)</u>. Project lighting has been designed to minimize light trespass from the proposed buildings and from the overall Project Site.</p>
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Volume 2, Section IV.H, Land Use, pages IV.H-64 and IV.H-65, Table IV.H-2, analysis related to Objective 7.2, revise as follows:

<p>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development, which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	<p>Consistent. The Project would support this objective by providing a diversity of uses, including galleries, study centers, space for conservation treatments, museum support operations, education studios, a theater, restaurants, and retail uses that serve the needs of existing and future residents, provide employment opportunities, and support visitors and tourism. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. The Museum Building would also achieve LEED Gold certification. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. <u>Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat</u></p>
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	<p>the first flush of stormwater runoff. In addition, water conservation measures would <u>may</u> include <u>features such as:</u> the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through <u>after</u> a biofiltration flow-through planter system to <u>capture</u> treated <u>the first flush of stormwater runoff before it is captured</u> in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers. In addition, Furthermore, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-67, Table IV.H-2, to be consistent with order if the policies in the Mobility Plan 2035, revise as follows:

<i>Mobility Plan 2035 (as a Supplement to the Transportation Chapter of the Framework Element)</i>	
<p>Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.</p>	<p>Consistent. A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to LADOT for review and approval. The Construction 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 Management Plan would include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Wilshire Boulevard and 6th Street to ensure traffic safety on public rights-of-way. • Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men). • Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate. • Coordination with public transit agencies to provide advanced notifications of stop relocations and durations. • Detour plans to address temporary road closures during construction.
<p>Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>Consistent. See the consistency analysis for Policy 3.8.4.</p>

<p>Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, existing fire/delivery access on 6th Street would be maintained and would continue to provide access to the LACMA loading dock for the Museum Building, which would be located within the northern portion of the Museum Building. Less active vehicular access for deliveries is planned to be provided within the southern portion of the Spaulding Lot. On the whole, most deliveries to LACMA would occur on the north side of campus through the entrance to the existing loading dock off of 6th Street. These deliveries would include but not be limited to art shipments and deliveries for the kitchens, facilities, security, and special events etc. Less active vehicular access for deliveries to support programming specific to the Project Site, including theater and café, trash, and maintenance is planned to be provided within the southern portion of the Spaulding Lot via a driveway on Spaulding Avenue. All vehicular access within the Project Site would be provided in accordance with applicable County and City design requirements.</p>
<p>Policy 2.16: Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.</p>	<p>Consistent. Wilshire Boulevard is identified as a scenic highway associated with the landscaped median, which runs adjacent to the Project Site along Wilshire Boulevard between Sycamore Avenue and Fairfax Avenue, as described in the Mobility Plan. Landscaping within the median has been replaced and modified over time. The Project would retain the landscaped median. Any landscaping that requires removal to accommodate Project construction activities would be replaced with new compatible landscaping. Refer to Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of this Draft EIR, for further discussion on the landscaped median.</p>
<p>Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes—including goods movement—as integral components of the City's transportation system.</p>	<p>Consistent. See the consistency analysis for Objective 3.2.</p>
<p>Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.</p>	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, existing fire/delivery access on 6th Street would be maintained and would continue to provide access to the LACMA loading dock for the Museum Building, which would be located within the northern portion of the Museum Building. Less active vehicular access for deliveries is planned to be provided within the southern portion of the Spaulding Lot. On the whole, most deliveries to LACMA would occur on the north side of campus through the entrance to the existing loading dock off of 6th Street. These deliveries would include but not be limited to art shipments and deliveries for the kitchens, facilities, security, and special events etc. Less active vehicular access for deliveries to support programming specific to the Project Site, including theater and café, trash, and maintenance is planned to be</p>

	provided within the southern portion of the Spaulding Lot via a driveway on Spaulding Avenue. All vehicular access within the Project Site would be provided in accordance with applicable County and City design requirements.
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Volume 2, Section IV.H, Land Use, page IV.H-68, Table IV.H-2, analysis related to Policy 3.9, revise as follows:

Policy 3.9: Discourage the vacation of public rights-of-way.	Consistent. The Project would not involve the vacation of public streets. However, the Project would require vacation of airspace associated with spanning the Museum Building over Wilshire Boulevard. Specifically, as detailed in Section II, Project Description, of this Draft EIR, and as illustrated in Figure II-7 and Figure II-8, the County and Museum Associates are requesting the City to vacate a portion of the airspace <u>the air rights above Wilshire Boulevard between Spaulding Avenue and Stanley Avenue. The heights of the airspace vacation would not interfere with the street or utility uses of the right of way. Moreover, the airspace would be utilized for a public facility.</u> Sufficient area will remain below the Museum Building to meet California State law to permit vehicles to pass underneath the Museum Building crossing Wilshire Boulevard.
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Volume 1, Section IV.H, Land Use, page IV.H-85, revise fourth full paragraph and add Table IV.H-3a on page II-80 as follows:

Various site-specific “Q” Conditions and “D” Limitations have been assigned to portions of the Project Site through ordinances that have amended the LAMC. A “D” Limitation established through Ordinance No. 171,043 (effective June 11, 1996) limits FAR at LACMA East to 1.5:1. A “Q” Condition applicable to the southerly two lots of the Ogden Lot (Lots 75 and 76 of TR 6826) established through Ordinance No. 177,483 (effective May 5, 2002) limits permitted uses to parking lots and residential development up to the R3 density). Furthermore, “Q” Conditions associated with the Miracle Mile CDO established through Ordinance No. 176,332 (effective January 16, 2005) establish standards for site planning, circulation, architecture, parking, and signage at the portions of the Project Site that contain the CDO suffix in their zone designation (including the entire Ogden Lot and the northerly, commercially-zoned portion of the Spaulding Lot). Table IV.H-3a on page IV.H-85a, discusses Project consistency with relevant Miracle Mile CDO “Q” conditions.

Table IV.H-3a
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
<u>[Q] Condition A1: Site Planning</u>		
<u>[Q] Condition A1a:</u> New buildings shall be constructed to the sidewalk. Corner buildings shall be constructed to the sidewalks of Wilshire Boulevard and adjacent cross street. Small setbacks from the sidewalk no greater than fifteen feet in depth to accommodate building entries and/or pedestrian-scaled areas such as individual store entries will be permitted. In no case shall the total gross length of these setbacks exceed 20% of the linear frontage of the building fronting Wilshire Boulevard.	<u>Partially Consistent.</u> The Museum Building would be constructed over Wilshire Boulevard; thus, it would have a 0-foot setback along Wilshire for approximately one half of the street frontage. The Spaulding Lot is a corner lot. The Spaulding Avenue frontage has a setback that is greater than 15'-0". The setback between Spaulding Avenue and the building would accommodate landscaped open space to contribute to a park-like setting with pedestrian scale. At the southern portion of the lot, this setback area would accommodate a driveway for vehicular access for deliveries.	<u>Consistent.</u> The Ogden Parking Structure would provide a 5-foot landscape setback along Ogden Drive, in accordance with [Q] Condition A4c discussed below.
<u>[Q] Condition A1b:</u> All buildings shall have a primary ground floor entrance that serves the building as a whole with at least one (1) secondary entrance for every 100 linear feet of building frontage. In addition, each business fronting Wilshire Boulevard shall have at least one entryway on Wilshire Boulevard, which is open and unlocked during business hours.	<u>Consistent.</u> The portion of the Museum Building on the Spaulding Lot would have a primary entrance near Wilshire Boulevard comprising a stairway up to the Exhibition Level. There would also be an elevator in the Pavilion on the Spaulding Lot that serves as an entrance to the Exhibition Level. Additionally, there would be an entrance into a café along Wilshire Boulevard and a ticket booth entrance along Wilshire Boulevard. The whole ground floor, both the active and passive uses, would contribute to the pedestrian experience and invite patrons into the museum. The Project would include approximately 1 acre of open space on the Spaulding Lot (part of a total of 5.5 acres of open space within the Project Site, including LACMA East and the Spaulding Lot). Outdoor open spaces would include landscaped plazas, gardens, and pedestrian paths that would be designed to integrate the new building and	<u>Consistent.</u> The primary ground floor entrance into the Ogden Parking Structure would be located on Ogden Drive. Given its location is set back from Wilshire Boulevard, this structure would not front on Wilshire Boulevard.

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
	existing uses within Hancock Park, LACMA West, and the surrounding community, and provide for outdoor programming such as outdoor music spaces, various sculpture gardens, and educational spaces. The Project would also incorporate several outdoor dining and seating areas.	
<u>[Q] Condition A1c:</u> New driveway cuts and/or vehicular points of access off of Wilshire Blvd shall be prohibited except for key lots where no other access is available.	<u>Consistent.</u> No new driveway cuts are proposed along Wilshire Boulevard.	<u>Not Applicable.</u> The Ogden Parking Structure would not front on to Wilshire Boulevard.
<u>[Q] Condition A1d:</u> Ground floor parking stalls incorporated within a building shall be located at least 40 feet behind the building façade for adequately sized storefronts or lobbies.	<u>Not Applicable.</u> No ground floor parking is proposed.	<u>Consistent.</u> The new structure would be a parking structure that fronts along Ogden Drive and not along Wilshire Boulevard. This structure would not be part of a building that includes commercial or residential uses. While retail uses would not be provided, the parking structure would include a ground floor entry area to access the building’s vertical circulation. Additionally, the Ogden Lot where the parking structure is proposed is comprised of three lots. The two southern lots are subject to an additional [Q] Condition for Subarea “A,” that limits uses to residential developments up to the R3 densities or parking lots; thus, retail storefronts are not a permitted use.
<u>[Q] Condition A2: Circulation</u>		
<u>[Q] Condition A2:</u> Loading areas shall be located at the rear of structures.	<u>Consistent.</u> A secondary delivery loading area would be located in the rear of the Spaulding Lot, but the primary loading area at the portion of the Project located north of Wilshire would be accessed from 6th Street, away from Wilshire Boulevard.	<u>Consistent.</u> No loading areas are proposed.

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
[Q] Condition A3: Architecture		
[Q] Condition A3a: The ground floor façade of all buildings shall be comprised of a minimum of 60% glazing. The bottom of a window or storefront display window shall not be lower than 18 inches from the sidewalk.	Partially Consistent. The ground floor of the Pavilion on the Spaulding Lot would be substantially glazed, including the north, east, and west elevations of the café, closest to Wilshire Boulevard, as well as the east and west elevations of the theatre. However, the Project would not meet the requirement for glazing not to be lower than 18 inches from the sidewalk (a requirement intended to accommodate traditional storefront bulkheads). Instead, glazing would generally be floor-to-ceiling, in order to contribute to an inviting, pedestrian-friendly environment on the Spaulding Lot.	Consistent. No storefronts are proposed that would be subject to glazing requirements.
[Q] Condition A3b: All floors of a building above the ground floor shall incorporate a minimum of 40% masonry to include smooth finished plaster, brick, concrete, ceramic tile, stone, or metal finishes and a minimum of 20% glazing. The use of heavily textured stucco (combed finish, dash troweled finish, stipple-troweled finish) as the primary exterior for all buildings shall be prohibited. The use of reflective or mirrored glass as part of the façade treatment for high-rise buildings shall be prohibited.	Consistent. The Museum Building would be constructed primarily with glass and concrete. No stucco is proposed. The glazing would be clear, not reflective or mirrored. The building would not be a high-rise building.	Consistent. The Ogden Parking Structure would be constructed of smooth finished plaster, concrete and permeable metal screens that would cover the east façade of the structure (along Ogden Drive) and would partially wrap around the north and south sides of the parking structure. Based on its parking use, the Ogden Parking Structure would not be glazed. It would also not be clad in heavily textured stucco.
[Q] Condition A3c: All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas shall not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. No new mechanical equipment shall be permitted in window or door openings, except that new window air conditioning units shall be	Consistent. All new exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas of the Project would not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or other architectural treatments. New cooling towers, approximately 14 to 18 feet in	Consistent. All exterior mechanical equipment, including, sprinklers, fire alarms, air conditioning equipment, satellite dishes, cellular antennas of the Ogden Parking Structure would not be visible from public rights-of-way, but enclosed or screened through use of building parapets, masonry walls or

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
permitted in window or door openings of any façade where existing air conditioning units are located.	height, would be installed on an approximately 20-foot by 50-foot enclosure immediately west of the Resnick Pavilion on LACMA West. The proposed enclosure would be a maximum of 20 feet high and open to the sky. The enclosure would screen the cooling towers.	other architectural treatments.
<u>[Q] Condition A3d:</u> New exterior security grilles or permanently affixed security bars, or roll-down grilles that conceal storefront windows shall be prohibited.	<u>Consistent.</u> The Project would implement alternative security features other than grilles or permanently affixed security bars.	<u>Consistent.</u> Given the parking structure use, no storefronts are proposed. Additionally, the [Q] Condition for Subarea “A,” where the Ogden Lot is located, restricts uses to residential development or parking. Security gates would be installed to prevent unauthorized access outside of public hours but would not be used to conceal storefronts.
<u>[Q] Condition A3e:</u> Enlarging, closing or filling in, or altering windows, door openings and/or storefront windows within the first 35 feet in height on a façade fronting a public street shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building. Enlarging, closing or filling in, or altering windows above 35 feet in height on all façades shall be prohibited, unless such changes are necessary to maintain the structural integrity of the building.	<u>Not Applicable.</u> There are no existing windows, door openings or storefronts.	<u>Not Applicable.</u> There are no existing windows, door openings or storefronts.
<u>[Q] Condition A4: Parking</u>		
<u>[Q] Condition A4a:</u> The ground floor of parking structures fronting Wilshire Boulevard shall be comprised of storefronts, the area of a retail establishment that faces the street and consists of a display window(s) and an entrance(s), with architectural detailing to maintain visual interest and continue the street wall. Automobiles on those parking levels above the ground floor shall be screened from public view. A parking structure adjacent or across the	<u>Not Applicable.</u> No parking is proposed.	<u>Consistent.</u> The Ogden Parking Structure would not front along Wilshire Boulevard and therefore would not be required to provide storefronts. Parking levels above the first floor would be screened by permeable screens and solid wall. The southern wall of the Ogden Parking Structure, adjacent to a residential use

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
street or alley from a residential zone or use shall install 5-foot solid decorative walls along the sides of the structure adjoining the residential areas to block light and noise, exhaust vents venting to public streets, solid spandrel panels a minimum of 3 1/2 feet in height at the ramps of the structure, and texture surfaces on the garage floors and ramps to minimize tire squeal.		and zone, would feature a solid decorative wall. It would also include exhaust vents venting to the public streets, solid spandrel panels a minimum of 3 1/2 feet in height at the ramps of the structure, and textured surfaces on the garage floors and ramps, as required by this [Q] Condition.
<u>[Q] Condition A4b:</u> New surface parking shall not be located between the front property line and any building fronting Wilshire Blvd and shall be located to the rear of all structures. Surface parking lighting shall be shielded to prevent glare to adjacent residential properties.	<u>Not Applicable.</u> No parking is proposed.	<u>Consistent.</u> No surface parking proposed. The Ogden Parking Structure fronts along Ogden Drive and would include a fifth floor of uncovered parking. The parking lighting on the fifth floor would be shielded to prevent glare to adjacent residential properties.
<u>[Q] Condition A4c:</u> Parking areas adjacent to a public right-of-way shall be separated from the sidewalk with a 5-foot landscape buffer to be located between the sidewalk and parking area. The landscape buffer shall contain one fifteen-gallon tree for every 20 lineal feet of parking frontage and may contain fountains, flowering plants, decorative tile, vines and grass, and shall include an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.	<u>Not Applicable.</u> No parking is proposed.	<u>Consistent.</u> A 5-foot landscape buffer would be provided along Ogden Drive between the public right of way and the Ogden parking structure and would be planted with trees in conformance with this [Q] Condition.
<u>[Q] Condition A5: Signage</u>		
<u>[Q] Condition A5a:</u> Legally existing signs and/or sign structures at the time of adoption of this ordinance shall be governed by the Nonconforming Building and Uses Provisions in the Los Angeles Municipal Code and the Existing Sign Provisions in the Los Angeles Building and Safety Code.	<u>Not Applicable.</u> There are no existing signs to remain on the Spaulding Lot.	<u>Not Applicable.</u> There are no existing signs to remain on the Ogden Lot.
<u>[Q] Condition A5b:</u> The combined sign area of all signage shall not exceed three (3) square feet for each foot of street frontage, except that signs comprised of neon or channel lettering	<u>Consistent.</u> Signage would be designed to comply with this [Q] Condition. Pole, monument and illuminated architectural canopy signs would	<u>Consistent.</u> Signage would be designed to comply with this [Q] Condition. Pole, monument and illuminated architectural

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

[Q] Condition	Spaulding Lot Conformance	Ogden Lot Conformance
<p>may increase the allowable sign area by 20% not to exceed three and a half square feet (3%) for each foot of street frontage.</p> <p>Pole, monument, and illuminated architectural canopy signs as defined in Section 91.6202 of the Building and Safety Code shall be prohibited.</p>	not be provided.	canopy signs would not be provided.
<p>[Q] Condition A5c: Box/Cabinet/Can/Canister signs shall be prohibited.</p> <p><i>Box/Cabinet/Can/Canister Signs: a sign with text, logos and/or symbols that are placed on a face(s) of an enclosed cabinet attached to a building, structure, or pole.</i></p>	Consistent. Box/Cabinet/Can/Canister Signs would not be provided on the Spaulding Lot.	Consistent. Box/Cabinet/Can/Canister Signs would not be provided on the Ogden Lot.
<p>[Q] Condition A5d: Any type of electronic message display sign shall be prohibited.</p> <p><i>Electronic Message Display Sign: a wall, projecting or pedestrian sign that displays still images, scrolling or moving images, including video animation, utilizing a series of grid lights that may be changes through electronic means such as cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media.</i></p>	Consistent. Electronic message display signs are not proposed for the Spaulding Lot.	Consistent. Electronic message display signs are not proposed for the Ogden Lot.
<p>[Q] Condition A5e: Internal illumination shall be used only for signs composed of individual channel or neon letters or graphics.</p>	Consistent. Signage would be designed to comply with this [Q] Condition.	Consistent. Signage would be designed to comply with this [Q] Condition.
<p>[Q] Condition A5f: A pedestrian sign shall be used to identify the business tenant served by the sign only. No text message or logos shall be allowed on that portion of a pedestrian sign that is parallel to the face of the building. Each business on the ground floor may have one pedestrian sign except that corner businesses with frontage on both streets may have two pedestrian signs. Each business that is located on a second floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the business. The sign area for a</p>	Consistent. Signage would be designed to comply with this [Q] Condition.	Consistent. Signage would be designed to comply with this [Q] Condition.

Table IV.H-3a (Continued)
Consistency with “Q” Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
<p>pedestrian sign shall not exceed 6 square feet and all portions of the sign parallel to the face of the building shall not exceed two (2) feet in width. A pedestrian sign that incorporates neon can increase the allowable sign area by 20%.</p> <p><i>Pedestrian Sign: A sign attached to a wall or to the underside of an awning, architectural canopy or marquee with one or two faces perpendicular to the face of the building, identifying a use or service exclusively or primarily by symbol.</i></p>		
<p><u>[Q] Condition A5g:</u> The text message or logo on a projecting sign as defined in Section 91.6202 of the Building and Safety Code shall consist of individual letters or graphic elements. No text message or logos shall be allowed on that portion of a projecting sign that is parallel to the face of the building. A projecting sign shall align with major building elements such as cornices, string-courses, window banding, or vertical changes in material or texture. The width of a projecting sign shall not exceed 20% of the overall height of the sign and in no event shall exceed 4 feet. All portions of the projecting sign parallel to the face of the building shall not exceed 2 feet in width.</p>	<p><u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.</p>	<p><u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.</p>
<p><u>[Q] Condition A5h:</u> The top of a wall sign as defined in Section 91.6202 of the Building and Safety Code may not be located at a height higher than 35 feet above grade as measured vertically except as a high rise sign. A wall sign shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings. The overall height of a wall sign shall not exceed three feet, except that signs composed of individual channel or neon letters or graphics can increase the allowable height by 20%. Notwithstanding Section 91.6209 of the Building and Safety Code to the contrary, the area of a single wall sign</p>	<p><u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.</p>	<p><u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.</p>

Table IV.H-3a (Continued)
Consistency with "Q" Conditions for the Miracle Mile CDO

<u>[Q] Condition</u>	<u>Spaulding Lot Conformance</u>	<u>Ogden Lot Conformance</u>
shall not exceed 250 square feet in area, except that signs composed of individual channel or neon letters or graphics can increase the allowable sign area by 20%, up to a maximum of 300 square feet.		
<u>[Q] Condition A5i:</u> A high-rise sign as defined in Section 91.6209 of the Building and Safety Code shall comply with the regulations as outlined in Section 91.6209.5(e) of the Building and Safety Code, except that a high-rise sign shall be prohibited on any building or property, which has a roof sign. Signs on the rear sides of buildings that abut residentially zoned areas shall be prohibited.	<u>Not Applicable.</u> The Project does not include a high-rise building. Therefore, this [Q] Condition does not apply.	<u>Not Applicable.</u> The Project does not include a high-rise building. Therefore, this [Q] Condition does not apply.
<u>[Q] Condition A5j:</u> Each building/business shall be permitted one awning sign over the building/business entrance. An awning sign is defined as any sign located on the valance of a shelter supported entirely from the exterior wall of a building which extends over a building feature such as a door or window, or a landscape/site feature such as a patio, deck, or courtyard and which is constructed of fabric. Letters, numbers, or symbols on awning valances may not exceed ten (10) inches in height and covering no more than seventy percent (70%) of the valance area. Telephone numbers or services offered shall not be permitted on any part of the awning.	<u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.	<u>Consistent.</u> Signage would be designed to comply with this [Q] Condition.
<u>[Q] Condition B1 for Sub-Area "A"</u>		
<u>[Q] Condition B1 for Sub-Area "A" (Sub-Area No. 951 of Ordinance 174,483),</u> which states "The use of the property shall be limited to parking lots or residential development up to R3 densities."	<u>Not Applicable.</u> The Spaulding Lot is not located in a Sub-Area that is subject to additional [Q] Conditions, such as [Q] Condition B1.	<u>Consistent.</u> The two southern lots on the Ogden Lot fall within Subarea "A," and are, thus subject to this [Q] Condition. The proposed parking use on the Ogden Lot is consistent with the uses permitted by this [Q] Condition.

Volume 2, Section IV.H, Land Use, page IV.H-86, first full paragraph, revise the paragraph as follows:

As described in Section II, Project Description, of this Draft EIR, in general, the new Museum Building roof would have a height of approximately ~~55-50~~ to ~~65-60~~ feet above grade. ~~However, the roof of the Chapel galleries would reach a maximum height of 85 feet.~~ The portion of the building spanning Wilshire Boulevard would be elevated approximately 20 feet above the street level. The maximum height of the Ogden Parking Structure would primarily be 55 feet and would include an elevator that would extend an additional 10 feet for a maximum building height of 65 feet. Approximately two rooftop light fixtures may also extend 20 feet above the roof level. As previously discussed, the Project Site is located within the Miracle Mile Regional Commercial Center. Regional Commercial Centers contain a diversity of uses, such as corporate and professional offices, retail commercial, eating and drinking establishments, entertainment, major cultural facilities (e.g., libraries, museums, etc.), small parks, and other community-oriented activity facilities. Generally, different types of Regional Commercial Centers are characterized by 6- to 20-story buildings (or higher). The Museum Building would have a maximum height of ~~55-60 feet to 85 feet~~, which would be within this height range along Wilshire Boulevard. As discussed above, Height District 1 designation within the C2 zone imposes no height limitation and Height District 2 within the C4 zone imposes no height limitation. Thus, the Ogden Parking Structure would comply with the permitted heights established in the LAMC.

Volume 2, Section IV.H, Land Use, pages IV.H-88 and IV.H-89, last paragraph of page IV.H-88 through first paragraph of page IV.H-89, revise as follows:

(f) Airspace Vacation

The proposed Museum Building located on LACMA East would span over Wilshire Boulevard and extend onto the Spaulding Lot. The portion of the building spanning Wilshire Boulevard is located within the airspace above the right-of-way where the City of Los Angeles holds a public easement for public ingress and egress and other incidental uses. In accordance with the easement and state law, the City supervises and controls the use of the right-of-way for the public. Generally, adjacent owners may not use the right-of-way, including the air space above the right-of-way, for private uses that would interfere with the public purpose of the street or sidewalk. However, the State Streets and Highways Code and the City's Administrative Code

provide that the City may abandon, or “vacate,” a portion of the public right-of-way easement if it finds that the portion being vacated is unnecessary for present or prospective public use. Accordingly, the County and Museum Associates are requesting the City to vacate a portion of the airspace above Wilshire Boulevard between Spaulding Avenue and Stanley Avenue to accommodate the proposed Museum Building design. The LACMA airspace vacation application was filed with the City on January 30, 2017 under case number VAC-E1401310. On May 24, 2017, the City Council adopted the City Engineer’s report dated May 15, 2017 recommending that the City Bureau of Engineering be directed to investigate the feasibility of the vacation request (Los Angeles City Council File 17-0545). Through this process, the City would ensure that the requested airspace vacation would comply with the purpose, intent, and provisions of the General Plan and the California Streets and Highways Code. In Conformance with Section 892 of the California Streets and Highways Code, the City Council to determine that the vacation area is not necessary for nonmotorized transportation facilities. In Conformance with Section 8324 of the California Streets and Highways Code, the City Council to determine that the vacation area is not necessary for present or prospective public use. In Conformance Section 556 of the City Charter, the City Council to find that the vacation is in substantial conformance with the General Plan. In addition, the Museum Building would not exceed the dimensions of the airspace parcel being vacated. The airspace vacation only accounts for the air rights over Wilshire Boulevard and no portion of the street or sidewalk at the ground level beneath the building span or immediately adjacent to would be vacated for private use. Therefore, environmental effects associated with the airspace vacation would be coextensive with the environmental effects of the Museum Building itself.

Volume 2, Section IV.H, Land Use, pages IV.H-90 and IV.H-91, last paragraph of page IV.H-90 through first paragraph of page IV.H-91, revise as follows:

(4) Land Use Compatibility

The Project would include the demolition of four existing museum buildings within the LACMA Campus and the surface parking lot on the Spaulding Lot for the development of a new Museum Building. In addition, the Project would clear the Ogden Lot, which is currently being used by Metro as a construction staging site, for the development of the Ogden Parking Structure. In general, the new Museum Building roof would have a height of approximately ~~55-50~~ to ~~65-60~~ feet above grade; ~~however, the roof of the Chapel galleries would reach a maximum height of 85 feet.~~ The Ogden

Parking Structure would include up to five above-grade parking levels and up to two below-grade parking levels. The height of the Ogden Parking Structure would be primarily 55 feet and would include an elevator that would extend an additional 10 feet for a maximum building height of 65 feet. Approximately two rooftop light fixtures may also extend up to 20 feet above the roof level.

Volume 2, Section IV.H, Land Use, page IV.H-94, Table IV.H-5, analysis related to Principle 4, revise as follows:

<p>Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste.</p>	<p>Consistent. The Project would replace four existing inefficient and deteriorating buildings with a new, environmentally sustainable Museum Building. The Project would meet the U.S. Green Building Council's LEED standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. <u>Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> In addition, <u>water conservation measures would may include features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through after a biofiltration flow-through planter system to capture treated the first flush of stormwater runoff before it is captured in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.</u> As part of the Project, at least five percent of the total parking spaces would be equipped with EV charging stations. In addition, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site. The numerous existing and future public transit options, bicycle routes, and pedestrian amenities within the Project vicinity also promote sustainability by reducing vehicle miles traveled.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-95, Table IV.H-6, analysis related to Policy LU-6.2, revise as follows:

<p>Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.</p>	<p>Consistent. The Project would meet the U.S. Green Building Council's LEED standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. <u>Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> In addition, water conservation measures would may include features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through after a biofiltration flow-through planter system to <u>capture treated the first flush of stormwater runoff before it is captured</u> in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers. As part of the Project, at least five percent of the total parking spaces would be equipped with EV charging stations. In addition, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-96, Table IV.H-6, analysis related to Policy OSC-12, revise as follows:

<p>Policy OSC-12: Developers and local governments should promote water-efficient land use and development.</p>	<p>Consistent. The Project would promote reduction in total water consumption through <u>water conservation measures, which would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater runoff.</u> In addition, water conservation measures, may include features such as: the use of drought tolerant planting; installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; use of restaurant faucets of a self-closing design; and storm water retention through after a biofiltration flow-through planter system to <u>capture treated the first flush of stormwater runoff before it is captured</u> in below grade cisterns, and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.</p>
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Volume 2, Section IV.H, Land Use, page IV.H-98, Table IV.H-6, analysis related to Policy EN-10, revise as follows:

Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:

- Using energy efficient materials in building design, construction, rehabilitation, and retrofit.
- Encouraging new development to exceed Title 24 energy efficiency requirements.
- Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.
- Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at www.energystar.gov/index.cfm?c=Products.pr_tax_credits.
- Encouraging landscaping that requires no additional irrigation: utilizing native, drought-tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.
- Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.
- Encouraging neighborhood energy systems, which allow communities to generate their own electricity
- Orienting streets and buildings for best solar access.
- Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.

Consistent. The Project would meet the U.S. Green Building Council's LEED standards for certification of environmentally sustainable buildings. The Museum Building would achieve LEED Gold certification. The Museum Building would also be designed to meet the County's Green Building Standards Code and the Ogden Parking Structure would be designed to meet the City's Green Building Code. The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the Museum Building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. In addition, as discussed above, ~~while the Project's overall Solar Reflectance Index is reduced by an average of 30 percent, the impacts of the urban heat island effect at the Project Site would be minimal due to the surrounding park and open space areas. Specifically with proposed roof design, when paired with a landscape design that is at least 60 percent vegetated, would have an aged Solar Reflectance Index value of 35, which is equal to the Solar Reflectance Index of the existing Project Site.~~ With regard to the Spaulding Lot, the heat island effect of the Spaulding Lot is reduced under the Project compared to the existing conditions as the Spaulding Lot is an existing asphalt parking lot which generates high temperatures. ~~Additionally, as discussed in the memorandum, the high thermal mass of the Museum Building, including the roof design, decreases the building heating and cooling loads by retaining heat during the day and releasing the heat at night.~~ Furthermore, construction activities would make use of local, recycled, and renewable materials where possible and reuse construction materials within the Project Site. The vegetation proposed to be planted within the Project Site would include native planting and drought-tolerant plant materials. The Project has also been designed to implement a biofiltration flow-through planter system to treat the first flush of stormwater runoff before it is captured in below grade cisterns for reuse on-site.

IV.I. Noise

Volume 2, Section IV.I, Noise, page IV.I-27, first paragraph, revise the paragraph as follows:

Project construction is anticipated to commence in ~~2018~~2019 and be completed by 2023. Construction activities would include demolition of several existing facilities, grading and excavation, and construction of new structures and related infrastructure. It is estimated that the Project would require approximately 151,140 cubic yards of cut, including approximately 127,600 cubic yards of cut from LACMA East/Spaulding Lot and approximately 23,400 cubic yards of cut from the Ogden Lot, all of which would be exported. The Project would require approximately 37,400 cubic yards of fill.

Volume 2, Section IV.I, Noise, page IV.I-28, last paragraph, revise the paragraph as follows:

Table IV.I-12 on page IV.I-29 provides the estimated construction noise levels for various construction stages of the Museum Building at the off-site noise sensitive receptors. The estimated noise levels represent the worst-case scenario in which all construction equipment was assumed to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. These assumptions represent the worst-case noise scenario as construction activities would typically be spread out throughout the entire site further away from the affected receptors. As indicated in Table IV.I-12 on page IV.I-29, the estimated construction noise levels at off-site receptors R3 and R4 would be below the significance threshold. At receptors R1, R2, R5, and R6, the estimated construction-related noise levels would exceed the significance threshold by ~~5.1~~5.2 dBA at receptor R5 and to up to 18.8 dBA at receptor R6. Therefore, without mitigation, noise impacts associated with the Project's on-site construction activities for the Museum Building would be significant.

Volume 2, Section IV.I, Noise, page IV.I-29, replace Table IV.I-12, Construction Noise Impacts—Museum Building, with Revised Table IV.I-12 on page II-94 as follows:

Revised Table IV.I-12
Construction Noise Impacts—Museum Building—Prior to Mitigation

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Phases, L_{eq} (dBA)				Measured Ambient Noise Levels, L_{eq} (dBA)	Significance Threshold, ^a L_{eq} (dBA)	Significant Impact?
		Demolition	Grading/Excavation	Building Structure/Interior	Landscape/Finishing			
R1	25	79.6	76.4 76.5	74.8 77.5	73.8 76.6	58.6	63.6	Yes
R2	165	78.2	74.5 74.6	74.2 76.0	71.7 69.1	57.8	62.8	Yes
R3	875	60.1 60.2	54.5 54.6	55.0 58.7	51.0 48.4	64.0	65.0	No
R4	365	69.6 68.5	64.0 64.1	64.5 66.7	60.5 57.9	69.9	69.9	No
R5	565	70.1 70.2	64.5 64.6	65.0 68.7	61.0 58.4	63.0	65.0	Yes
R6	25	79.6	76.4 76.5	74.8 77.5	73.8 76.6	55.8	60.8	Yes
<p>^a Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</p> <p>Source: AES, 2017 2018.</p>								

Volume 2, Section IV.I, Noise, page IV.I-30, after the second paragraph, add Table IV.I-13a and Table IV.I-13b on pages II-96 and II-97, replace Table IV.I-14 with Revised Table IV.I-14 on page II-99, add Table IV.I-14a and Table IV.I-14b on pages II-100 and II-101, and revise as follows:

There would be overlapping construction activities for the various construction phases. Table IV.I-13a on page IV.I-33a provides the estimated construction noise levels at the off-site noise sensitive receptors, due to overlapping construction activities. The estimated noise levels represent the worst-case day with the maximum number of construction equipment on-site. As indicated Table IV.I-13a, the estimated construction noise levels would exceed the significance threshold at all off-site receptors, with the exception of receptors R3 and R4. The estimated construction-related noise levels for the worst-case day would exceed the significance threshold by a range of 5.6 dBA at receptor R5 to up to 19.2 dBA at receptor R6. Therefore, noise impacts due to the worst-case day construction would be significant without mitigation measures.

In addition, the erection of the temporary falsework structure over Wilshire Boulevard would occur during the week and possibly on a Saturday within the permitted hours of construction outside of the peak traffic hours for one week in order to minimize the impact of the lane closure on Wilshire Boulevard. Construction activities for the temporary falsework would be limited to the area adjacent to the Wilshire Boulevard. Table IV.I-13b on page IV.I-33b presents the estimated noise levels associated with the temporary falsework structure erection at the off-site noise sensitive receptor locations. As indicated in Table IV.I-13b, the estimated noise levels would be below the significance thresholds at the off-site receptors R3, R4 and R5. The estimated noise levels would exceed the significance thresholds at receptors R1, R2 and R6. The exceedance would range from 3.3 dBA (L_{eq}) at receptor R1 to 5.9 dBA (L_{eq}) at receptor R2, which would result in significant impacts without mitigation measures.

(b) Off-Site Construction Noise

In addition to on-site construction noise sources, materials delivery, concrete mix, haul trucks, and construction worker vehicles would require access to the Project Site during the construction phase. The major noise sources associated with off-site construction trucks would be associated with haul and delivery trucks. Construction trucks would generally access the Project Site from the US-101 or the I-10 Freeway, via Fairfax Avenue,

Table IV.I-13a
Construction Noise Impacts—Worst-Case Day—Prior to Mitigation

<u>Off-Site Receptor Location</u>	<u>Approximate Linear Distance from Receptor to Project Construction Area (feet)</u>	<u>Estimated Construction Noise Levels by Construction Phases, L_{eq} (dBA)</u>					<u>Measured Ambient Noise Levels, L_{eq} (dBA)</u>	<u>Significance Threshold,^a L_{eq} (dBA)</u>	<u>Significant Impact?</u>
		<u>Demolition & Grading/ Excavation</u>	<u>Demolition & Grading/ Excavation & Building Structure</u>	<u>Building Structure & Building Interior</u>	<u>Building Structure & Building Interior & Paving/ Landscape</u>	<u>Building Interior & Paving/ Landscape</u>			
<u>R1</u>	<u>25</u>	<u>79.7</u>	<u>80.0</u>	<u>78.0</u>	<u>78.2</u>	<u>77.3</u>	<u>58.6</u>	<u>63.6</u>	<u>Yes</u>
<u>R2</u>	<u>165</u>	<u>78.3</u>	<u>78.6</u>	<u>76.8</u>	<u>77.0</u>	<u>74.1</u>	<u>57.8</u>	<u>62.8</u>	<u>Yes</u>
<u>R3</u>	<u>875</u>	<u>60.5</u>	<u>61.7</u>	<u>59.3</u>	<u>59.5</u>	<u>56.9</u>	<u>64.0</u>	<u>65.0</u>	<u>No</u>
<u>R4</u>	<u>365</u>	<u>68.7</u>	<u>69.7</u>	<u>67.1</u>	<u>67.4</u>	<u>65.6</u>	<u>69.9</u>	<u>69.9</u>	<u>No</u>
<u>R5</u>	<u>565</u>	<u>70.3</u>	<u>70.6</u>	<u>69.2</u>	<u>69.5</u>	<u>66.7</u>	<u>63.0</u>	<u>65.0</u>	<u>Yes</u>
<u>R6</u>	<u>25</u>	<u>79.7</u>	<u>80.0</u>	<u>78.0</u>	<u>78.2</u>	<u>77.3</u>	<u>55.8</u>	<u>60.8</u>	<u>Yes</u>
^a <i>Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</i> <i>Source: AES, 2018.</i>									

Table IV.I-13b
Construction Noise Impacts—Falsework Over Wilshire Boulevard—Prior to Mitigation

<u>Off-Site Receptor Location</u>	<u>Approximate Linear Distance from Receptor to Project Construction Area (feet)</u>	<u>Estimated Construction Noise Levels, Leq (dBA)</u>	<u>Measured Ambient Noise Levels, Leq (dBA)</u>	<u>Significance Threshold,^a Leq (dBA)</u>	<u>Significant Impact?</u>
R1	220	66.9	58.6	63.6	Yes
R2	320	68.7	57.8	62.8	Yes
R3	945	53.1	64.0	65.0	No
R4	835	56.0	69.9	69.9	No
R5	720	61.3	63.0	65.0	No
R6	230	66.6	55.8	60.8	Yes
^a <i>Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</i> <i>Source: AES, 2018.</i>					

~~La Brea Avenue, Wilshire Boulevard, or 6th Street. Inbound traffic would exit I-10 at La Brea Avenue, travel northbound to Wilshire Boulevard and continue westbound on Wilshire Boulevard to the Project Site. Outbound traffic would travel eastbound on Wilshire Boulevard to La Brea Avenue, then southbound on La Brea Avenue to access the I-10.~~

The peak period of construction with the highest number of construction trucks would occur during the grading/excavation phase for the Museum Building.²⁶ During this phase, there would be a maximum of ~~465-105~~ construction trucks (~~150-90~~ haul and 15 deliveries) coming to and leaving the Project Site (equal to ~~330-210~~ total trips) per day. The hourly truck trips were calculated based on an eight-hour period (typical workday) and a uniform distribution of trips, which would result in a maximum of ~~42-27~~ truck trips per hour. In addition, there would be a total of 60 worker trips to and from the Project Site on a daily basis during the grading/excavation phase for the Museum Building. For the Ogden Parking Structure, there would be a maximum of ~~26-27~~ truck trips and 25 work trips during the grading/excavation phase. There would also be construction delivery truck trips (up to 190 truck trips per day) during other construction phases of the Project, but such trips would be significantly less than the ~~330-210~~ truck trips per day under the grading phase for the Museum Building.

Revised Table IV.I-14 on page IV.I-33 and Table IV.I-14a on page IV.I-33a presents the estimated construction-related haul truck noise levels along the proposed haul routes with noise sensitive receptors during the Museum Building and Ogden Parking Structure construction, respectively. As indicated on Revised Table IV.I-14 and Table IV.I-14a, the noise level generated by haul trucks would be well below the existing daytime ambient noise level at the noise sensitive receptors along the haul routes. In addition, haul trucks for the Ogden Parking Structure would access the Ogden Site via Ogden Drive (from Wilshire Boulevard). The estimated noise level from the haul trucks, during the grading phase for the Ogden Parking Structure, would be approximately 62.3 dBA at the residential use along Ogden Drive (Receptor R6), which would be below the existing daytime ambient noise level of 63.0 dBA.

As described above, there would be overlapping construction activities for the various construction phases. Table IV.I-14b on page IV.I-33b presents the estimated off-site construction noise levels due to the worst-case day from the overlapping construction activities. As indicated in Table IV.I-14b, the estimated noise levels from construction-related traffic under a worst-case daytime noise scenario would be below the existing daytime ambient noise levels along the anticipated haul routes, including Fairfax Avenue, La Brea Avenue, Wilshire Boulevard, and 6th Street. Therefore, noise impacts from off-site construction traffic would be less than significant.

Revised Table IV.I-14
Off-Site Construction Haul Truck Noise Impacts—Museum Building

Construction Phase	Estimated Number of Trips per Hour,^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L_{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
<u>Demolition</u>	<u>13/70</u>	<u>63.3</u>	<u>63.3</u>	<u>63.9</u>	<u>63.9</u>
<u>Grading</u>	<u>27/60</u>	<u>65.9</u>	<u>65.9</u>	<u>66.6</u>	<u>66.6</u>
<u>Parking Structure Foundation</u>	<u>24/100</u>	<u>65.8</u>	<u>65.8</u>	<u>66.4</u>	<u>66.4</u>
<u>Building Construction</u>	<u>13/100</u>	<u>63.7</u>	<u>63.7</u>	<u>64.3</u>	<u>64.3</u>
<u>Paving/Concrete/Landscape</u>	<u>5/50</u>	<u>59.8</u>	<u>59.8</u>	<u>60.4</u>	<u>60.4</u>
<u>Existing Ambient Noise Levels Along the Project Haul Routes, L_{eq} (dBA)</u>		<u>72.4^b</u>	<u>73.3^b</u>	<u>70.0^c</u>	<u>69.9^d</u>
<u>Significance Threshold,^e L_{eq} (dBA)</u>		<u>72.4</u>	<u>73.3</u>	<u>70.0</u>	<u>69.9</u>
<u>Significant Impact?</u>		<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<p>^a <i>For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin.</i></p> <p>^b <i>Ambient noise levels along the haul routes are calculated based on the existing traffic volumes along Wilshire Boulevard and La Brea Avenue.</i></p> <p>^c <i>Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014.</i></p> <p>^d <i>Ambient noise level along 6th Street is based on measured levels at Receptor Location R4.</i></p> <p>^e <i>Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower.</i></p> <p><i>Source: AES, 2018.</i></p>					

Table IV.I-14a
Off-Site Construction Haul Truck Noise Impacts—Ogden Parking Structure

Construction Phase	Estimated Number of Trips per Hour,^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L_{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
Demolition	2/15	55.5	55.5	56.1	56.1
Grading	27/25	65.7	65.7	66.4	66.4
Parking Structure	11/45	62.4	62.4	63.0	63.0
Cladding/Finishes	4/50	59.2	59.2	59.8	59.8
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA)		72.4 ^b	73.3 ^b	70.0 ^c	69.9 ^d
Significance Threshold, ^e L _{eq} (dBA)		72.4	73.3	70.0	69.9
Significant Impact?		No	No	No	No
^a For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin.					
^b Ambient noise levels along the haul routes are calculated based on the existing traffic volumes along Wilshire Boulevard and La Brea Avenue.					
^c Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014.					
^d Ambient noise level along 6th Street is based on measured levels at Receptor Location R4.					
^e Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower.					
Source: AES, 2018.					

Table IV.I-14b
Off-Site Construction Haul Truck Noise Impacts—Worst-Case Day

Construction Phase	Estimated Number of Trips per Hour,^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L_{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
Demo & Grading/Excavation	35/100	67.2	67.2	67.8	67.8
Demo, Grading/Excavation & Building Structure	50/100	68.6	68.6	69.2	69.2
Building Structure & Building Interior	37/100	67.4	67.4	68.0	68.0
Building Structure, Building Interior, & Paving/Landscape	37/100	67.4	67.4	68.0	68.0
Building Interior & Paving/Landscape	13/100	63.7	63.7	64.3	64.3
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA)		72.4 ^b	73.3 ^b	70.0 ^c	69.9 ^d
Significance Threshold, ^e L _{eq} (dBA)		72.4	73.3	70.0	69.9
Significant Impact?		No	No	No	No
^a For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin. ^b Ambient noise levels along the haul routes are calculated based on the existing traffic volumes along Wilshire Boulevard and La Brea Avenue. ^c Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014. ^d Ambient noise level along 6th Street is based on measured levels at Receptor Location R4. ^e Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower. Source: AES, 2018.					

Volume 2, Section IV.I, Noise, page IV.I-35, last paragraph, revise the paragraph as follows:

Haul trucks during construction would generate ground-borne vibration as they travel along the Project designated haul routes. Thus, an analysis of potential vibration impacts associated with building damage from ground-borne vibration along the local haul route was conducted. Based on FTA data, the

vibration generated by a typical truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.²⁹ At the shortest distance between haul trucks and sensitive receptors, haul/delivery trucks would be approximately 25 feet from nearby sensitive receptors along Wilshire Boulevard, Fairfax Avenue, 6th Street, and La Brea Avenue (between the US-101/I-10 Freeway and the Project Site). Vibration levels generated by the haul trucks at this distance would be 0.016 PPV, which would be well below the most stringent building damage threshold of 0.12 PPV. In addition, the estimated vibration levels along the haul routes would be approximately 72 VdB, which would be below the human annoyance significance threshold of 80 VdB (applicable to at residential uses). Therefore, potential impacts associated with vibration from delivery/haul trucks traveling along the designated haul routes would be less than significant.

Volume 2, Section IV.I, Noise, page IV.I-36, add the following subheading and text after the end of the first paragraph, as follows:

(3) Public Health Effects

On December 24, 2018, the California Supreme Court (Court) issued the Friant Ranch decision addressing the legal sufficiency of an EIR's discussion of environmental impacts. *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 (Friant Ranch, L.P.). Specifically, the Supreme Court held that the EIR for the Friant Ranch Project—a 942-acre master-planned, mixed-use development—was deficient in its informational discussion of the human health impacts of the Project's significant and unavoidable impacts related to air quality. In response to the Friant Ranch decision, a supplemental discussion regarding the potential health effects related to the Project's significant construction noise and vibration levels is provided in Appendix T of the Draft EIR. As discussed therein, the estimated maximum mitigated noise levels due to the Project's construction activities would be 65 dBA (L_{eq}) at the representative sensitive receptors. Therefore, the Project's construction-related noise levels would be well below the Cal/OSHA permissible noise exposure of 90 dBA (L_{eq}). Thus, Project-related construction noise levels would be unlikely to negatively affect human health as they would be below the noise limits, pursuant to Cal/OSHA noise exposure limit. In addition, the estimated maximum vibration levels due to the Project's construction activities would be 99 VdB (approximately 0.15 m/s²) at the nearest off-site receptor, which would be well below the American Conference of Governmental Industrial Hygienists (ACGIH) limit value of 0.9 m/s². Thus,

Project-related vibration levels would also be below the available vibration limits related to human health.

Volume 2, Section IV.I, Noise, page IV.I-50, first paragraph and corresponding subheading, revise as follows:

~~(3)~~ (4) Operational Noise

In addition to the cumulative impacts of on-site construction activities, off-site construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul routes. Specifically, a significant cumulative impact would occur if the cumulative construction truck volumes from the Project and the related projects were to result in noise levels that exceed the existing daytime ambient noise level along the anticipated haul routes. As discussed above, the primary haul routes include Wilshire Boulevard, Fairfax Avenue, 6th Street, and La Brea Avenue. As analyzed above, the estimated maximum off-site noise levels from Project construction trucks would be 0.7 dBA below ambient noise levels along ~~Wilshire Boulevard and La Brea Avenue~~ by a minimum of 4.7 dBA 6th Street during the peak period (grading/excavation overlapping construction). In order for the construction related noise to exceed the ambient noise levels along 6th Street, the truck trips would need to be increased ~~by an approximately factor of 3 (i.e., increased from 42 trips per hour to 130 trips per hour)~~ to approximately 59 truck trips per hour. The estimated noise levels with ~~130-59~~ truck trips per hour would be approximately ~~72.4-69.9~~ dBA, which exceeds the significance threshold along ~~Wilshire Boulevard~~ 6th Street. Since the Project would generate up to ~~42-50~~ truck trips during peak construction activities, it is conservatively assumed that truck traffic related to construction of the Project and other related projects would cumulatively add up to ~~130-59~~ or more hourly truck trips, along ~~Wilshire Boulevard and La Brea Avenue~~ 6th Street. As such, cumulative noise impacts from off-site construction would be cumulatively considerable and would be significant.

Volume 2, Section IV.I, Noise, page IV.I-55, Mitigation Measure I-1, revise as follows:

Mitigation Measure I-1: A temporary and impermeable sound barrier, or equivalent noise reduction feature, shall be erected at the following locations. The temporary sound barrier shall have a minimum STC 25 rating.

- Along the southern property line of the Spaulding Lot between the construction areas and existing multi-family residential use on Spaulding Avenue. The temporary sound barrier shall be ~~46-18~~ feet tall and designed to provide a minimum 15-dBA noise reduction at ground level of the adjacent noise-sensitive receptors R1 and R6.
- Along the eastern property line of the Spaulding Lot between the construction areas and existing multi-family residential use on Stanley Avenue. The temporary sound barrier shall be 18 feet tall and designed to provide a 16-dBA noise reduction at ground level of the residential use along the east side of Stanley Avenue (receptor R2).
- The Applicant is proposing to maintain the existing Metro's noise barrier along the southern property line of the Ogden Lot between the construction areas and existing multi-family residential use on Ogden Drive, during the Ogden Parking Structure construction. In the event Metro removes the existing noise barrier, a temporary sound barrier ~~of similar~~ 18 feet in height shall be provided and designed to provide a minimum ~~45~~ 16-dBA noise reduction at the ground level of the adjacent noise-sensitive receptor R5.

Volume 2, Section IV.I, Noise, page IV.I-57, first paragraph, revise the paragraph as follows:

Implementation of Mitigation Measure I-1 provided above would reduce the Project's and cumulative construction noise levels to the extent feasible. Specifically, implementation of Mitigation Measure I-1 (installation of temporary sound barriers) would reduce the noise generated by on-site construction activities at the off-site sensitive uses to by up to 15 dBA at receptors R1 and R6 and by up to 16 dBA at receptor R2. The construction noise impacts at receptor R2 would be reduced to a less than significant level. However, construction-related noise levels at receptor locations R1, R5, and R6 would still exceed the Project significance threshold. As described above, the maximum noise reduction that a noise barrier can provide would be approximately 20 dBA. For receptors R1 and R6, the noise analysis assumed a 5 dBA noise reduction provided by existing block wall along the Project's south property line. Therefore, the maximum additional noise reduction provided by the temporary sound barrier would be 15 dBA, as specified by Mitigation Measure I-1. A 15-dBA noise reduction is substantial reduction. However, there are no other feasible mitigation measures that could be implemented to further reduce the temporary noise impacts from on-site construction activities to a less-than-

significant level. Therefore, construction noise impacts associated with on-site noise sources would remain significant and unavoidable. In addition, as related to the erection of the falsework structure, with implementation of Mitigation Measure I-1, the construction noise associated with the temporary falsework at receptors R1, R2, and R6 would be reduced below the significance threshold. Therefore, noise impacts associated with the temporary falsework under the Project would be less than significant.

IV.J. Public Services—Fire Protection

Volume 2, Section IV.J, Public Services—Fire Protection, pages IV.J-21 and IV.J-22, revise the last paragraph on page IV.J-21 as follows:

With regard to emergency access, emergency vehicles would access the Project Site from Wilshire Boulevard, 6th Street, Spaulding Avenue, and Ogden Drive. As discussed above, the area surrounding the Project Site includes a mature street system consisting of freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, and local access and circulation in the vicinity of the Project Site. Based on the Project Site's location within a highly urbanized area of the City, the streets surrounding the Project Site were designed as standard streets in terms of pavement width and thickness, curb and gutter, and horizontal and vertical curvature. Therefore, the street system surrounding the Project Site is not considered substandard. In addition, the Project's driveways and internal circulation would be designed to incorporate all applicable County Fire Code and Building Code and LAMC requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable County Fire Code and Building Code requirements and all applicable LAMC requirements, including emergency vehicle access requirements, would be demonstrated as part of the County Fire Department and LAFD's fire/life safety plan review and the County Fire Department and LAFD's fire/life safety inspection for new construction projects, as set forth in the County Fire Code and Building Code and the LAMC, prior to the issuance of a building permit. Furthermore, the Project does not include any permanent street improvements along Wilshire Boulevard, 6th Street, Spaulding Avenue, and Ogden Drive or other streets surrounding the Project Site which could impede emergency vehicle access. Additionally, with regard to the portion of the Museum Building spanning Wilshire Boulevard, as the Museum Building would be a minimum of ~~20~~19 feet above Wilshire Boulevard, fire trucks, which range in height between 11.5 feet and 13 feet,²⁵ would be able to clear the Museum Building spanning Wilshire Boulevard. As such, existing

emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. Therefore, the Project would not significantly impact emergency vehicle access to the Project Site and surrounding uses and the Project is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

IV.K. Traffic, Access, and Parking

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-45, revise Project Design Feature K-1 as follows:

Project Design Feature K-1: A Parking and Traffic Management Plan shall be implemented by the Applicant to reduce Project-related traffic on the surrounding ~~neighborhood streets~~ street system. Components of the plan shall include measures to effectively manage and direct parking demand and traffic on weekdays and weekends during peak attendance for the Project. The Parking and Traffic Management Plan shall be subject to review and approval by the County and City. Parking and Traffic Management Plan strategies are anticipated to facilitate more direct routing to off-street parking lots, as well as encourage visitors and employees/staff to reduce parking demand and vehicular traffic on the adjacent streets during the peak hours by promoting carpooling and non-auto travel (e.g., transit incentives, employee carpooling programs, transit subsidies, etc.).

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-46 through IV.K-48, starting with the first full paragraph on page IV.K-46, revise as follows:

Project construction is anticipated to begin in late ~~2018~~ 2019, with an estimated completion date in 2023, and would include the following phases: demolition, excavation and grading, foundations, ~~and building construction, and paving~~. As detailed in the Traffic Study and summarized below, peak haul truck activity and peak worker activity would occur during ~~excavation and grading and peak worker activity would occur during building construction~~ the overlap of the demolition, excavation and grading, and foundation phases. As such, the construction analysis provided below considered the peak haul trips and construction worker trips during these ~~two~~ phases of overlapping construction.

(a) Overlap of Demolition, Excavation and Grading, and Foundation Phases—Haul Truck and ~~Vehicle~~ Concrete Truck Trips

During the overlap of demolition, excavation and grading, and foundation phases for the Museum Building construction, which is estimated to occur over a ~~two and a half two~~-month period, it is estimated that approximately 127,600 cubic yards of export material and 37,400 cubic yards of import material would be excavated or removed to and from the Project Site, which would require ~~150–140~~ haul trucks per work day based on an anticipated haul truck capacity of 14 cubic yards per truck. ~~It is also expected during this period that there would be an average of 15 additional delivery trucks per day.~~ On concrete pour days, the maximum number of hauls would be limited to 105 hauls per day and 95 concrete truck trips per day. Thus, using a more conservative scenario, a total of up to 330–400 daily truck trips (165–200 inbound, 165–200 outbound) are forecast to occur during the overlap of the demolition, excavation and grading, and foundation phases of construction, with approximately 42–50 truck trips per hour (21–25 inbound, 21–25 outbound) uniformly over a typical 8-hour workday.¹⁶ Based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate larger trucks to passenger vehicles during the peak hours.¹⁷ Accordingly, the Project's estimated ~~330–400~~ truck trips would be equivalent to ~~660–800~~ daily PCE trips. The ~~42–50~~ hourly truck trips would be equivalent to ~~84–100~~ PCE trips (~~42–50~~ inbound, ~~42–50~~ outbound) per hour. It is anticipated that most haul truck activity to and from the Project Site would occur outside of the weekday morning and afternoon peak hours.

Haul trucks would travel on approved truck routes designated within the City. Subject to LADOT and/or the City Department of Building and Safety's approval, Project trucks would use the most direct route to transport demolition and construction debris from the Project Site to landfill sites to the north or south of the Project Site. Given the Project Site's proximity to I-10, it is anticipated that arriving haul truck traffic would exit I-10 at La Brea Avenue, travel northbound to Wilshire Boulevard and continue westbound to the Project Site. Departing haul truck traffic would travel eastbound on Wilshire Boulevard to La Brea Avenue, then southbound to access I-10 ramps and continue to the landfill sites.

~~A maximum of 60 construction workers would be employed at the Project Site during the excavation and grading phase. Assuming minimal carpooling amongst workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied.~~¹⁸ ~~Therefore, 60 workers would result in a~~

~~total of 53 vehicle trips to and from the Project Site on a daily basis. Based on the hours of construction, construction workers would be arriving to and departing from the Project Site before the commuter weekday peak hours.~~

(b) ~~Building Construction Overlap of Demolition, Excavation and Grading, and Foundation Phases—Construction Worker Trips and Parking~~

Construction worker traffic would depend on the number of construction workers employed during various construction phases, as well as the mode and time of travel of the workers. The hours of construction typically require workers to be on-site before the morning commuter peak period (i.e., arrive prior to 7:00 A.M.) and allow them to leave before or after the afternoon peak period (i.e., depart before 4:00 P.M. or after 6:00 P.M.). Therefore, most, if not all, of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods.

Peak construction worker activity would occur during the building construction overlap of demolition, excavation and grading, and foundation phases, which is estimated to occur over a 13.5 two-month period. Based on construction projections provided for the Project, the building construction phase would employ a maximum of approximately 400-830 workers per day. ~~Since the various building components would not be constructed or installed simultaneously, and since on~~ On most days during this the overlap of the demolition, excavation and grading, and foundation phases there would be ~~far~~ fewer than 400-830 workers; therefore, the estimated number of construction workers is conservative. ~~By~~ It is assumed that approximately 15 percent of construction workers would be traveling to the Project Site by transit. Therefore, applying an AVO of 1.135 persons per vehicle amongst those construction workers arriving by passenger vehicles, 400 it is anticipated that the remaining 706 workers would result in a total of 352-622 vehicles that would arrive and depart from the Project Site each work day. The estimated number of daily trips associated with construction workers would be approximately 704-1,244 trips (352-622 inbound and 352-622 outbound trips). As previously noted, nearly all of these trips would occur outside of the peak hours. Furthermore, construction-related trips would be fewer than the trips associated with the existing uses of the Project Site that would be removed during construction.

During construction activities, the on-site parking supply would be reduced by 260 parking spaces with the closure of the Spaulding Lot. The completion of the Ogden Parking Structure is not anticipated until completion

of the Project in year 2023. However, it is anticipated that 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 of Motion Pictures (Academy Museum) ("North Lawn") and within the LACMA-operated surface parking lot at the southeast corner of Ogden Drive & Genesee Avenue ("Secondary Ogden Lot"). As detailed above, up to ~~352-622~~ parking spaces would be needed to accommodate the construction worker vehicles during the building structure construction phase. The peak parking demand of LACMA operations during the building-overlap of demolition, excavation and grading, and foundation construction phases is projected to occur at 12:00 P.M. on a weekday with a peak demand of ~~854-1,361~~ parking spaces and at 12:00 P.M. on a weekend with a peak demand of ~~833-1,264~~ parking spaces. Thus, both the weekday and weekend peak parking demand would exceed the available parking supply in the Pritzker Garage, as well as in the temporary construction parking spaces provided at the North Lawn and Secondary Ogden Lot. Therefore, off-site parking spaces would be needed to accommodate the peak parking demand. The Construction Management Plan would provide strategies to effectively manage and direct parking demand during peak attendance for the Project during construction activities to ensure adequate parking for construction workers would be provided on-site to the extent feasible, or at off-site parking facilities within walking distance of the Project Site. Project construction may require the temporary use of off-site parking areas for material storage and truck staging.

(c) Potential Impacts of Construction Traffic

(i) Temporary Traffic Impacts

As discussed above, peak haul truck activity and peak worker activity would occur during the overlap of the demolition, excavation and grading, and foundation phases ~~and peak worker activity would occur during the building construction phase~~. A Construction Management Plan would be prepared and submitted to LADOT for review and approval, and would require haul truck and construction worker trips during these phases to be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, construction-related activities would not contribute a substantial amount of traffic during commuter peak hours.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-46, footnote 16, revise as follows:

¹⁶ *As a note, during the excavation and grading phase for the Ogden Parking Structure, which would occur over a one and a half month period, but years after the excavation and grading phase for the Museum Building, it is estimated that approximately ~~23,540-23,400~~ cubic yards of export would be excavated and removed from the Project Site. This would require 100 daily truck trips, which is less than the ~~165-200~~ hauling and ~~delivery-concrete~~ trucks required under the overlap of the demolition, excavation and grading, and foundation phases for the Museum Building.*

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-49, second paragraph, revise the paragraph as follows:

Project construction would require a temporary falsework structure spanning Wilshire Boulevard, ~~which would result in the temporary removal of the westbound left turn lane at the intersection of Spaulding Avenue and Wilshire Boulevard.~~ In addition, Wilshire Boulevard would have temporary lane closures during the erection and removal of falsework. Specifically, installation of the falsework to allow for the construction of the Museum Building crossing over Wilshire Boulevard would be done in two segments. One segment would be over the westbound lanes of Wilshire Boulevard. During this time, traffic traveling westbound on Wilshire Boulevard will be rerouted until after passing the intersection at S. Spaulding Avenue. The second segment will be over the eastbound lanes of Wilshire Boulevard. During this time, traffic traveling eastbound on Wilshire Boulevard will be rerouted until after passing the intersection at S. Stanley Avenue. Traffic will be one lane in each direction, switching lanes halfway though. The installation of the falsework would occur over one week and during the week and possibly a Saturday outside of the peak traffic hours to minimize the impact lane closure will have on vehicular traffic. The falsework would be removed in the same sequencing as installation and the same lane closures would be required. Construction of the Museum Building crossing Wilshire Boulevard would not require any further closures of Wilshire Boulevard. The falsework for the structure over Wilshire Boulevard would be in place for approximately ~~20-12~~ months. Under a worst-case scenario, Wilshire Boulevard was analyzed to provide two travel lanes, one in each direction between Fairfax Avenue and Curson Avenue. Pursuant to Mitigation Measure K-1, the Construction Management Plan would require temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions, to direct traffic around any closures. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as

necessary, to ensure emergency access to the Project Site and traffic flow are maintained on adjacent right-of-ways.

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-54 through IV.K-55, starting with the last paragraph on page IV.K-54, revise as follows:

Parking is allowed adjacent to the Project Site on the north and south sides of Wilshire Boulevard. Therefore, construction fences, staging, etc., could result in the temporary loss of metered parking spaces. However, as described in Mitigation Measure K-1, the Project would implement a Construction Management Plan that would include providing advanced notification of temporary parking removals and duration of such removals. It should be noted that metered parking spaces along Wilshire Boulevard have been removed as part of the Metro Purple Line Extension Project construction activities. Up to ~~42-14~~ metered parking spaces located on the south side of Wilshire Boulevard adjacent to the Spaulding Lot may not be reinstalled after the Project is constructed, due to the completion of a pick-up/drop-off lane and the Museum Building over Wilshire Boulevard. These parking spaces permit two-hour metered parking and are limited to the hours of 9:00 A.M. to 10:00 A.M. and 2:00 P.M. to 4:00 P.M. There are additional structured and surface parking options, as well as other off-street parking, in the vicinity for LACMA patrons and other visitors to the Project area. The parking demand associated with the affected on-street parking spaces could be more than accommodated within the available parking within these additional parking facilities based on a review of the parking occupancy surveys conducted at nearby public parking facilities, provided in the Parking Memorandum. Therefore, the Project would result in less than significant impacts to on-street parking during the construction of the Project.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-69, first paragraph, revise the paragraph as follows:

With regard to the portion of the Museum Building spanning Wilshire Boulevard, as the Museum Building would be a minimum of ~~20-19~~ feet above Wilshire Boulevard, the design of the building spanning Wilshire Boulevard would provide sufficient clearance for vehicles traveling along Wilshire Boulevard to pass under the Museum Building. Sufficient clearance would also be provided for utility providers to access their infrastructure without impacting the portion of the Museum Building spanning Wilshire Boulevard. For further detail on the portion of the Museum Building spanning Wilshire Boulevard, see Section II, Project Description, of this Draft EIR.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-45, revise Mitigation Measure K-1, as follows:

Mitigation Measure K-1: Construction Management Plan—Prior to the start of construction, the Applicant shall prepare a detailed Construction Management Plan, including street closure information, a detour plan, haul routes, locations of off-site parking facilities for construction workers, and a staging plan, which shall be submitted to LADOT for review and approval. The Construction 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 shall include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Wilshire Boulevard and 6th Street to ensure traffic safety on public rights-of-way. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- Temporary traffic control during all construction activities adjacent to public rights-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.
- Parking restrictions on construction-related vehicles parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, worker trips, etc., so as to: (1) occur outside the commuter peak hours to the extent feasible; and (2) not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.

- Coordination with the Academy Museum and off-site parking facilities to fully accommodate the parking demand of employees, visitors, and construction workers during construction activities.
- Coordination with public transit agencies to provide advance notifications of stop relocations and durations.
- Coordination with the Los Angeles Bureau of Engineering Major Transit and Transportation Construction Traffic Management Committee to verify scheduled transit-related construction activity
- Coordination of construction activities with the Metro Purple Line Extension Project.
- Advance notification of temporary parking removals and duration of removals.
- Detour plans to address temporary road closures during construction.
- An information sign shall be posted at the entrance to the construction sites that provides a community telephone number to call and receive information about the construction project or to report concerns regarding construction.

IV.O. Utilities and Service Systems—Energy

Volume 2, Section IV.O, Utilities and Service Systems—Energy, pages IV.O-17 and IV.O-18, beginning with the third paragraph, revise and add Revised Table IV.O-1 on page II-114 as follows:

As shown in Revised Table IV.O-1 on page IV.O-18, a total of ~~29,760~~ 43,631 kWh of electricity, ~~398,934~~ 396,288 gallons of gasoline, and ~~558,829~~ 462,042 gallons of diesel is estimated to be consumed during Project construction. Project construction is expected to be completed as early as 2023.

(a) Electricity

During construction of the Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project

**Revised Table IV.O-1
Summary of Energy Use During Project Construction^a**

Fuel Type	Quantity ^b
Electricity	
Water Consumption	29,760 <u>43,631</u> kWh
Lighting, electronic equipment, and other construction activities necessitating electrical power	N/A ^c
Total Electricity	29,760 <u>43,631</u> kWh
Gasoline	
On-Road Construction Equipment	398,934 <u>396,288</u> gallons
Off-Road Construction Equipment	0 gallons
Total Gasoline	398,934 <u>396,288</u> gallons
Diesel	
On-Road Construction Equipment	292,762 <u>161,129</u> gallons
Off-Road Construction Equipment	266,067 <u>300,913</u> gallons
Total Diesel	558,829 <u>462,042</u> gallons
<p><i>kWh = kilowatt hours</i></p> <p>^a Detailed calculations are provided in Appendix P of this Draft EIR.</p> <p>^b Calculated energy consumption rounded to nearest hundred.</p> <p>^c Electricity usage associated with this line item would be within the envelope of existing operational electricity usage on the Project Site. Such electricity demand would be temporary, limited (e.g., electric crane), and would cease upon the completion of construction.</p> <p>Source: Eystone Environmental, 2017 <u>2018</u>.</p>	

Site by existing electrical services within the Project Site and would not affect other services.

As shown in Revised Table IV.O-1, a total of approximately ~~29,760~~ 43,631 kWh of electricity is anticipated to be consumed during Project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Volume 2, Section IV.O, Utilities and Service Systems—Energy, page IV.O-18, last paragraph, revise the paragraph as follows:

The estimated construction electricity usage represents approximately ~~0.7–1~~ percent of the estimated annual operational demand for the Project which, as discussed below, would be within the supply and infrastructure service capabilities of LADWP. Construction of the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, based on the above, construction-related impacts to electricity supply and infrastructure would be less than significant.

Volume 2, Section IV.O, Utilities and Service Systems—Energy, page IV.O-19, second paragraph, revise the paragraph as follows:

The petroleum-based fuel use summary provided above in Revised Table IV.O-1 on page IV.O-18 represents the amount of transportation energy that could potentially be consumed during Project construction based on a conservative set of assumptions. As shown, on- and off-road vehicles would consume an estimated ~~398,934~~ 396,288 gallons of gasoline and approximately ~~558,829~~ 462,042 gallons of diesel fuel throughout the Project's construction. For comparison purposes, the fuel usage during Project construction would represent approximately 0.01 percent of the 2016 annual on-road gasoline-related energy consumption and ~~0.08~~ 0.07 percent of the 2016 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix P, of this Draft EIR.

Volume 2, Section IV.O, Utilities and Service Systems—Energy, page IV.O-22 through 23, last paragraph, revise the paragraph as follows:

As discussed in Section II, Project Description, of this Draft EIR, the Project would also be designed to meet the County's green building requirements (Los Angeles County Code, Title 31—Green Building Standards Code). The Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. Water conservation measures would include features such as: the use of drought tolerant planting; use of restroom faucets and kitchen handwashing faucets of a self-closing design; and storm water retention through a biofiltration flow-through planter system to treat the first flush of stormwater

runoff. In addition, water conservation measures may include features such as: ~~the use of drought tolerant planting;~~ installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; ~~use of restaurant faucets of a self-closing design;~~ and storm water retention ~~through after~~ a biofiltration flow-through planter system to capture treated the first flush of stormwater runoff before it is captured in below grade cisterns, ~~and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.~~ These features would further reduce energy consumption. Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of electricity during operation.

VI. Other CEQA Considerations

Volume 2, Section VI, Other CEQA Considerations, pages VI-5 through VI-6, revise last paragraph on page VI-5 as follows:

The four existing inefficient and deteriorating buildings on LACMA East would be demolished and replaced with the Museum Building, which would be an environmentally sustainable building that incorporates state-of-the-art resource management and technology. Specifically, the Museum Building is being designed to meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards for certification of environmentally sustainable buildings and achieve LEED Gold certification. In addition, the Museum Building would be designed to allow for the possible future installation of additional features to reduce energy use throughout the building, including covering the majority of the roof of the Museum Building with photovoltaic cells, the possible use of hybrid solar/thermal solar collectors, and the use of a thermal mass and a radiant cooling system. Furthermore, the Project would include water conservation features such as: ~~the use of drought tolerant planting;~~ ~~use of restroom faucets and kitchen handwashing faucets of a self-closing design;~~ and storm water retention ~~through after~~ a biofiltration flow-through planter system to treat the first flush of stormwater runoff. In addition, the Project may also include water conservation measures such as ~~the use of drought tolerant planting;~~ installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; ~~use of restaurant faucets of a self-closing design;~~ and storm water retention ~~through after~~ a biofiltration flow-through planter system to capture treated the first flush of stormwater runoff before it is captured in below grade cisterns, ~~and used for use in on-site for toilets, urinals, landscape irrigation and cooling towers.~~

Appendices

Other than the general corrections and additions and other applicable corrections provided above, no specific corrections or additions have been made to Volume 3 through 6, Appendix A, Appendix D, Appendices F through J, and Appendices L through O, and Appendices Q through R of the Draft EIR. Specific clarifications and/or additions to Appendix B, C, E, K, P, Q, and S are discussed below. Appendix S and T are also appended to the Draft EIR.

Appendix B

Volume 3, Appendix B, Wind Tunnel Analysis, replace with Revised Appendix B, which is appended to this Final EIR.

Appendix C

Volume 3, Appendix C, Air Quality and Greenhouse Gas, replace Appendix C.1, Construction Assumptions, with Revised Appendix C.1, which is appended to this Final EIR.

Volume 3, Appendix C, Air Quality and Greenhouse Gas, replace Appendix C.2, Air Quality and Greenhouse Gas Worksheets, with Revised Appendix C.2, which is appended to this Final EIR.

Appendix E

Volume 3, Appendix E, Geotechnical Evaluation, replace with Revised Appendix E, which is appended to this Final EIR.

Appendix K

Volume 3, Appendix K, Noise Calculation Worksheets, replace with Revised Appendix K, which is appended to this Final EIR.

Appendix P

Volume 3, Appendix P-1, Energy Calculation Worksheets, replace with Revised Appendix P-1, which is appended to this Final EIR.

Appendix Q

Volume 3, Appendix Q, Existing Building Evaluation, replace with Revised Appendix Q, which is appended to this Final EIR.

Appendix S

Volume 3, add Appendix S, Street Tree Evaluation Report, which is appended to this Final EIR.

Appendix T

Volume 3, add Appendix T, Public Health Impacts, which is appended to this Final EIR.

C. Effect of Corrections and Additions

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. The entire document need not be circulated if revisions are limited to specific portions of the document. Specifically, CEQA Guidelines Section 15088.5 states:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

- (2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
- (3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
- (4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this section clarifies, amplifies, or refines information in the Draft EIR, including refinements to address modifications to the Project, but does not make any changes that would meet the definition of "significant new information" as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. As demonstrated by the discussion below, the revisions to the Project proposed by the Applicant and the corrections and additions to the Draft EIR would not result in new significant impacts or increase any impact already identified in the Draft EIR.

(1) Project Description

Corrections to Section II, Project Description, of the Draft EIR are more generally described above in Section II.A, General Corrections and Revisions to the Draft EIR. As described above, the modifications to the Project include a reduction in the building square footage, slightly shifting of the footprint of the span of the Museum Building over Wilshire Boulevard, refinement to the shape of the Museum Building, and an associated reduction in building height massing and modification to the construction schedule such that construction activities would be completed within a shorter duration. Associated graphics have also been revised and incorporated. In addition, clarifications were made to the requested necessary approvals. The following discussion addresses each potential environmental impact category assessed in the Draft EIR. The Modified Project is compared to the Original Project and the level of impact associated with the modified

project is identified. The analysis below demonstrates that the proposed refinements to the Project do not result in circumstances that require recirculation of the Draft EIR.

(2) Aesthetics, Views, Light/Glare, and Shading

Corrections to Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR include specification of the City lighting standards and the addition of a table which describes the Project's consistency with Relevant Guidelines for Scenic Highways and Scenic Corridors in Appendix B of the City of Los Angeles Mobility Plan 2035. This expands upon the analysis previously included in the Draft EIR. Furthermore, corrections include clarification of the Wind Tunnel Analysis that was revised due to the design changes associated with the Museum Building. Additionally, a mitigation measure was added to Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, to help define the procedure for the removal of trees and plants within the public right-of-way as defined in City Guidelines. Other corrections address refinements to the building design as well as an updated shading analysis based on these modifications. Associated graphics were also revised.

As related to the Modified Project, impacts to aesthetics, views, light/glare and shading are discussed further below.

(a) Aesthetics

(i) Construction

As with the Original Project, during construction activities for the Modified Project, the visual appearance and aesthetic character of the Project Site would be altered due to the removal of existing buildings, surface parking areas, landscaping, and other associated elements. Other construction activities, such as site preparation and grading, the staging of construction equipment and materials, the construction of structures, and the installation of landscaping and hardscaping would also alter the visual appearance of the Project Site. Although temporary in nature, these construction activities would be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, as with the Original Project, the Modified Project would include the installation of temporary construction fencing, approximately 10 to 12 feet high, along the periphery of the Project Site to screen much of the construction activity from view at the street level. In addition, as set forth in Project Design Feature A-2, any pedestrian walkways and construction fencing accessible to the public would be monitored for graffiti and the graffiti would be removed, as needed, from all temporary walkways and construction fencing throughout the construction period.

Under the Modified Project, fewer non-protected street trees would be removed, as discussed further in Appendix S of the Draft EIR. These street trees would be removed and replaced on a two-to-one basis. However, street trees in the existing landscaped median which are considered outstanding specimen trees would be relocated to new locations, either as street trees (along the parkway or within the sidewalks) or within the median. If retention with the right-of-way is infeasible, such trees and plants would be replaced on a two-to-one basis or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division. These measures would be enforced through added Project Design Feature A-6.

As discussed above, due to the slight shift of the Museum Building to the east, three Wilshire Boulevard Street Lights, which are part of a collection of street lights that is a potential historical resource, would be removed instead of the two street lights identified in the Draft EIR. As with the Original Project, these street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. In addition, as the street lights are so thin in profile and share the public space with a variety of street trees, they do not individually have a strong visual presence. Furthermore, some individual street lights in the collection have already been moved in the past so portions of this collection are no longer evenly spaced.

Overall, similar to the Original Project, while construction activities would alter the visual character of the Modified Project area, such activities would be temporary in nature and the visual impacts associated with construction activities would cease upon the completion of the construction phase of the Modified Project. Thus, construction activities would not substantially alter or degrade the existing visual character of the Project Site, or generate substantial long-term contrast with the visual character of the surrounding area. Therefore, aesthetics impacts associated with construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

As discussed above, the design changes under the Modified Project include removal of the Chapel galleries and a reduction in the maximum height of the Museum Building from 85 feet in height to 60 feet in height. As with the Original Project, the height of the Museum Building would be consistent with existing buildings in the surrounding neighborhood, which range in height from one to 31 stories.

Therefore, similar to the Original Project, aesthetics impacts associated with operation of the Modified Project would be less than significant, and no new impacts would occur. The building scale would be further reduced as compared to the existing structures

on the Project Site, which essentially form a wall along Wilshire Boulevard. Under the Modified Project, the Museum Building would be designed to respect the built environment and surrounding area, including its location within Hancock Park and the Miracle Mile. As discussed above, under the Modified Project, the Pavilions would include more glazing, which offers a more transparent view of the interior spaces of the Pavilions and activates the Wilshire Boulevard right-of-way. The Museum Building's main exhibition level would be surrounded by a continuous "meander" gallery along the outer edge of the main exhibition level that would look out onto Hancock Park and Wilshire Boulevard and provide an opportunity to engage with LACMA's collection of sculptural and other, less light-sensitive works. This design would also provide visitors with access to visual resources such as Hancock Park and the Hollywood Hills.

As with the Original Project, the Modified Project would include new landscaping within the Project Site and along the perimeter of the property, as well as landscaped plazas, gardens, and pedestrian paths that would further enhance the aesthetic environment. As discussed above, as required by Project Design Feature A-6, street trees in the existing landscaped median that are considered outstanding specimen trees would be relocated to the extent feasible either as street trees (along the parkway or within the sidewalks) or within the new or reconstructed median. If retention within the right-of-way is infeasible, such trees and plants would be replaced on a two-to-one basis or to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Similar to the Original Project, the utilities under the Modified Project would be constructed underground and no new utility infrastructure would be placed above ground. In addition, service areas, such as those required for delivery, trash, and maintenance would be provided in portions of the Project Site that are not generally visible from the surrounding areas. In addition, the existing central plant would be removed and replaced with new systems that would be located in the basement of the Museum Building. The new systems would require three or four cooling towers that would be installed on an approximately 20-foot by 50-foot enclosure immediately west of the Resnick Pavilion on LACMA West, which is located internal to the Project Site, away from streets and building entrances.

Overall, the proposed design elements of the Museum Building and associated landscaping would enhance the visual environment by providing a more cohesive and attractive aesthetic environment within, and along the perimeter of, the Project Site. Furthermore, the scenic nature of Wilshire Boulevard, which is a City-designated Scenic Highway, would be maintained and enhanced. Therefore, aesthetics impacts associated with operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Views

As with the Original Project, existing valued views within the greater Project area include limited focal views and panoramic views or vistas of the identified visual resources. Panoramic views of visual resources (e.g., the Hollywood Hills) are limited due to the predominantly flat terrain of the Project area and the relatively dense, intervening development that blocks such long-range, expansive views. Focal views closer to the Project Site of the identified visual resources, including the historical resources, potential historical resources, and presumptive historical resources, are usually substantially blocked by adjacent development unless the viewer is positioned directly adjacent to the resource. Revised visual simulations are provided on pages II-20 through II-28, above, and account for design changes made under the Modified Project. As shown therein, the Museum Building height has been reduced from a maximum of 85 feet in height to 60 feet in height. The reduction in height allows for more views of the Hollywood Hills, as shown in Revised Figure IV.A-4 on page II-20. In addition, the reduction in height also provides for a Museum Building that is more in scale with the residential uses on Spaulding Avenue as compared to the Museum Building under the Original Project, as shown in Revised Figure IV.A-5 on page II-21. As further illustrated in Revised Figure IV.A-12 on page II-28, the Museum Building under the Modified Project would further reduce the scale and height of the Museum Building, which would be much less visually dominant than the existing building on the Project Site. Under the Modified Project, an additional street light along Wilshire Boulevard would need to be removed as the Museum Building was shifted 30 feet to the east. The three street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street Lighting. Thus, as discussed below, the Modified Project would not have a significant impact on these street lights.

Overall, while the Modified Project would alter focal views in the area, including views that involve visual and historical resources, potential historical resources, or presumptive historical resources, it would not significantly affect a scenic vista or obstruct views of visual resources. In addition, although views of distant valued visual resources (e.g., the Hollywood Hills) are not generally available under existing conditions, the views that do exist are limited. As the portion of the Museum Building that would be located within LACMA East would be lower in height than the existing on-site structures and features an open design at the ground level, it would not substantially block existing views of the Hollywood Hills compared to the existing conditions. Furthermore, with the design changes to the Modified Project that reduce the maximum height of the Museum Building from 85 feet in height to 60 feet in height, views to the Hollywood Hills are greater. Therefore, impacts related to views would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(c) Light and Glare

(i) Construction

As with the Original Project, although construction activities for the Modified Project would primarily occur during the daylight hours, there is a potential that construction could occur during evening hours, particularly during the winter months when the duration of daylight may not be sufficient. Artificial lighting sources could include floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Further, the Modified Project would implement the same project design feature as the Original Project to ensure that any necessary construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Therefore, similar to the Original Project, the Modified Project would not significantly impact off-site light-sensitive uses, substantially alter the character of off-site areas surrounding the Project Site, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity. Light impacts associated with construction would be less than significant under the Modified Project.

As with the Original Project, any glare generated within the Project Site during construction would be highly transitory and short-term given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, construction would occur in accordance with the County Building Code and the LAMC (as applicable), and would primarily occur during daytime hours. Therefore, glare associated with the construction of the Modified Project would not substantially alter the character of off-site areas surrounding the Project Site, or adversely impact day or nighttime views in the area, and impacts would be less than significant.

Therefore, impacts related to light and glare during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

Similar to the Original Project, the Modified Project would increase light levels within the Project vicinity through the introduction of new sources of artificial lighting, including low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features,

landscape elements, and Project signage. When compared with the Original Project, the lighting levels within LACMA East and Spaulding would decrease somewhat due to the reduced square footage of the Museum Building. The Modified Project would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light. The Modified Project would implement similar project design features as the Original Project to minimize light trespass from the Museum Building. Furthermore, like the Original Project, the Modified Project would not include electronic signage or signs with flashing, mechanical, or strobe lights. With adherence to all applicable regulations and applicable lighting standards, the Modified Project would not substantially alter the character of off-site areas surrounding the Project Site or result in a substantial adverse change in ambient day or nighttime levels at light-sensitive uses in the vicinity of the Project Site.

With regard to glare, the building style for the Modified Project would be similar to the Original Project and would feature similar surface materials, including concrete and glass. As with the Original Project, the Modified Project would implement similar project design features to reduce glare from glass and other potentially reflective materials. In addition, like the Original Project, the building height under the Modified Project would be lower than several of the existing buildings on the Project Site and in the surrounding area, and glare potential would be minimal.

Therefore, impacts related to light and glare during operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(d) Shading

As discussed above, design changes to the Museum Building include an alteration to the curvilinear geometry on the exhibition level. Under the Original Project design, the portion of the Museum Building on LACMA East abutted the northwestern and the southwestern boundaries of LACMA East. However, as illustrated in Figure II-1 on page II-3 and Revised Figure II-5 on page II-9, the design of the Museum Building under the Modified Project has a shape which resembles a “W.” Under this Modified Project design, the Museum Building would be pulled back from the northwestern and southwestern Project boundaries of LACMA East. As a result, revised shading diagrams were created and are provided on pages II-42 through II-45. As illustrated therein, the Museum Building under the Modified Project would not generate new shadows that would shade any sensitive areas of Hancock Park such as the La Brea Tar Pits for substantial periods of time. Therefore, impacts related to shading under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(3) Air Quality

Corrections to Section IV.B, Air Quality, of the Draft EIR, include revisions related to updated construction assumptions detailed above in II.B, Corrections and Additions to the Draft EIR Sections and Appendices, as well as those updated in Appendix C.1, Construction Assumptions, of the Draft EIR. In addition, language has been added to respond to the California Supreme Court decision, *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal. 5th 502 (Friant Ranch decision). The corrections regarding Section IV.B, Air Quality, of the Draft EIR do not result in any change in impact determination. The revisions made to Mitigation Measure B-1 require off-road equipment to meet more stringent standards and further reduce pollutant emissions during construction. In addition, Mitigation Measure B-6 has been added to ensure additional reductions in pollutant emissions from on-road haul trucks during construction.

As related to the Modified Project, air quality impacts from construction and operation are discussed further below.

(a) Construction

(i) Regional and Localized Air Quality Impacts

As with the Original Project, construction of the Modified Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. As discussed in Section IV.B, Air Quality, of the Draft EIR, construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Under the Modified Project, it is anticipated that overall demolition, grading, and excavation activities and soil export would be similar to the Original Project. Under the Original Project, demolition and construction of the Original Project were anticipated to commence during the third or fourth quarter of 2018 and be completed by the end of 2023. However, as provided in Revised Appendix C, construction is anticipated to begin in September 2019 and completion is still slated for December 2023. As such, the overall duration of construction activities has been reduced. Potential air quality impacts related to the revised construction schedule and modifications to mitigation measures are provided in Appendix C-2. The results of the analysis are provided below in Table II-2 on page II-127.

As shown below, the mitigated regional construction impacts under the Modified Project in comparison to the Original Project would decrease for VOC and NO_x, increase

Table II-2
Mitigated Regional and Localized Construction Emissions—Modified Project vs. Original Project^a
(pounds per day)

	VOC ^b	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Regional Emissions (Maximum Daily Emissions)						
Modified Project	20	153	258	<1	109	27
Original Project	26	162	120	<1	25	10
Difference	(6)	(9)	138	—	84	17
Comparison to SCAQMD Regional Thresholds (Modified Project)	20	153	258	<1	109	27
SCAQMD Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	(55)	53	(292)	(150)	(41)	(28)
Exceed Threshold?	No	Yes	No	No	No	No
Localized Emissions (Maximum Daily Emissions)						
Modified Project	—	23	161	—	5	3
Original Project	—	59	70	—	6	4
Difference	—	(36)	91	—	(1)	(1)
Comparison to Localized SCAQMD Thresholds (Modified Project)	—	23	161	—	5	3
SCAQMD Daily Significance Threshold	—	95	1,861	—	16	8
Over/(Under)	—	(72)	(1,700)	—	(11)	(5)
Exceed Threshold?	—	No	No	—	No	No
<p>^a The CalEEMod model printout sheets and/or calculation worksheets for the Original Project are presented in Appendix C of this Draft EIR and for the Modified Project are presented in Appendix C-2 of this Final EIR.</p> <p>^b Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.</p> <p>Source: Eyestone Environmental, 2018.</p>						

for CO, PM₁₀ and PM_{2.5}, and be similar for SO_x. Although CO, PM₁₀ and PM_{2.5} regional construction emissions increase under the Modified Project, these emissions would remain below SCAQMD regional significance thresholds. Therefore, the Modified Project would have significant and unavoidable regional impacts from NO_x emissions during maximum construction activities, impacts would be less than the significant and unavoidable impacts of the Original Project by approximately six percent. No new impacts would occur.

As shown above, the mitigated localized construction impacts under the Modified Project in comparison to the Original Project would decrease for NO_x, PM₁₀ and PM_{2.5} and increase for CO. Although CO localized construction emissions increase under the Modified Project, these emissions would remain below SCAQMD localized significance thresholds. Therefore, impacts associated with localized construction emissions under the Modified Project would be less than significant, but greater than the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Toxic Air Contaminants (TAC)

As with the Original Project, construction of the Modified Project would generate diesel particulate emissions associated with similar heavy equipment operations during grading and excavation activities. These activities represent the greatest potential for TAC emissions. As discussed in Section IV.B, Air Quality, of the Draft EIR, the Original Project would result in less-than-significant impacts with regard to TAC emissions due to the relatively short duration of the emissions. Therefore, impacts due to TAC emissions and the corresponding individual cancer risk under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(c) Operation

(i) Regional Air Quality Impacts

The Modified Project would reduce the total square footage of uses on the Project Site by approximately 40,000 square feet. With this reduction in square footage, regional pollutant emissions associated with area (e.g., use of consumer products) and energy usage would result in a slight decrease in comparison to the Original Project. Mobile source emissions are based on the number of daily trips generated by a project. Since the number of daily trips are based on attendance and would not change under the Modified Project, no changes in mobile source emissions would occur. Therefore, under the Modified Project, total contributions to regional air pollutant emissions during operation would be less than the Original Project's contribution. As such regional operational impacts would remain less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Localized Air Quality Impacts

Localized operational impacts are determined primarily by peak-hour intersection traffic volumes. As previously discussed, the Modified Project would not result in a change in the number of net new daily trips generated by the Modified Project. Because the localized CO hotspot analysis for the Original Project did not result in any significant

impacts, localized impacts under the Modified Project also would be less than significant and less than the less-than-significant impacts of the Original Project. No new impacts would occur.

(iii) Toxic Air Contaminants (TACs)

The Modified Project would result in a similar type of development as the Original Project. However, the size of development would be reduced by approximately 40,000 square feet compared to the Original Project. As identified in Section IV.B, Air Quality, of the Draft EIR, the South Coast Air Quality Management District (SCAQMD) recommends that health risk assessments (HRAs) be conducted for substantial sources of diesel particulate matter (DPM), such as truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units, and has provided guidance for analyzing mobile source diesel emissions. Based on this guidance, as with the Original Project, the Modified Project is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). Similar to the Original Project, the Modified Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program. As the Modified Project would not contain substantial TAC sources, as with the Original Project, development of the Modified Project also would not release substantial amounts of TACs to result in the exposure of sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0. Thus, similar to the Original Project, the Modified Project would result in a less-than-significant air quality impact related to TACs and would be less than the less-than-significant impacts of the Original Project. No new impacts would occur.

(4) Cultural Resources

Corrections to Section IV.C, Cultural Resources, of the Draft EIR include the removal of a third street light due to the Museum Building shifting approximately 30 feet to the east under the Modified Project. As related to the Modified Project, impacts to cultural resources are discussed further below. Specific to historical resources, the analysis of impacts associated with changes proposed under the Modified Project is based on the memorandum prepared for the Modified Project by GPA Consulting in response to the

changes proposed under the Modified Project and is included as Appendix FEIR-2 of this Final EIR. The archaeological and paleontological analysis is based on the memorandum for the LACMA Cultural and Paleontological Resources Revised Project Description Analysis prepared for the Project by AECOM in response to the changes proposed under the Modified Project. This memorandum is included as Appendix FEIR-3 of this Final EIR.

(a) Historical Resources

(i) Wilshire Boulevard Street Lights

Under the Original Project, two street lights would be removed, stored, and reinstalled at new locations deemed appropriate by the City's Bureau of Street lights. However, as discussed above, due to the slight shift of the Museum Building to the east, three street lights would be removed. The same treatment to the third street light would similarly result in a less than significant impact. The removal of three street lights instead of two would not be a perceptible alteration to a large collection of street lights that extends along Wilshire Boulevard from Fairfax Avenue to Highland Avenue. Individual street lights in the collection have already been moved so they are no longer evenly spaced. Furthermore, as the street lights are so thin in profile and share the public space with a variety of street trees, they do not have a strong visual presence.

(ii) Pavilion for Japanese Art

Under the Original Project, the removal of the two bridges and addition of a ramp that connect the Pavilion for Japanese Art to the Times Central Court would not result in a substantial adverse change to the Pavilion for Japanese Art or its immediate surroundings. Although the Original Project would have a less than significant impact on the Pavilion for Japanese Art, mitigation measures were recommended to further minimize these impacts. The changes to the design of the Museum Building under the Modified Project would not involve additional alterations to the Pavilion for Japanese Art that were not already considered. In addition, the same mitigation measures would be implemented under the Modified Project.

(iii) Miracle Mile HPOZ, 5850 Wilshire Boulevard, 5950 Wilshire Boulevard, and Observation Pit

Indirect impacts on the above-noted historical resources in the study area were analyzed in the Draft EIR. The Draft EIR concluded that for these historical resources in the vicinity of the Project Site, impacts would be less than significant. The changes to the design of the Museum Building would not alter the conclusions in the Draft EIR as the Museum Building under the Modified Project would be reduced in size and the footprint of the building would not change substantially. Thus, the impact on these historical resources would continue to be less than significant.

(iv) Summary

The Project would not negatively affect the integrity of the aforementioned historical resources or their immediate surroundings. All of these historical resources would continue to convey their significance that justified their listing or evaluation as eligible for listing under national, state, and local landmark or historic district programs. Therefore, impacts to historical resources under the Modified Project would be less than significant with mitigation and similar to the impacts of Original Project. No new impacts would occur.

(b) Archaeological Resources

As discussed in Section IV.C, Cultural Resources, of the Draft EIR, given the nature of the Project Site's development and high archaeological sensitivity, other previously undiscovered subsurface archaeological resources eligible for a local, state or federal register, and qualifying as historical resources, may be encountered. As such, similar to the Original Project, the Modified Project may result in a significant direct impact to unknown subsurface archaeological resources, that may include historic archaeological resources or unique archaeological resources. In addition, the Project area is considered highly sensitive for buried resources as prehistoric remains belonging to a single individual were discovered in the Project area. Therefore, grading activities would potentially encounter buried resources. However, the Original Project included mitigation measures to address impacts to unknown subsurface archaeological resources as well as potential discoveries, including laying out steps for a qualified archaeological monitor to evaluate discoveries and mitigate impacts to significant resources and consultation with the California Native American Heritage Commission on the treatment of discovered human remains. While the Modified Project may affect new areas on the Project Site, the Modified Project would implement the same mitigation measures as those under the Original Project to address potential discoveries. Thus, potential impacts related to archaeological resources under the Modified Project would be reduced to less than significant levels and impacts would be similar to the impacts of Original Project, which are less than significant with mitigation. No new impacts would occur.

(c) Paleontological Resources

As discussed in Section IV.C, Cultural Resources, of the Draft EIR, the Project area is considered highly sensitive for paleontological resources. Therefore, Project grading activities may encounter paleontological resources and potentially result in significant impacts. However, the Original Project included mitigation measures, which require retaining a qualified paleontologist to prepare and execute a Paleontological Resources Monitoring and Mitigation Plan, or PRMMP, and Worker Environmental Awareness Program, reviewing construction plans at least one week prior to the construction kickoff meeting to ensure the PRMMP is properly executed, and evaluating and documenting any

paleontological finds. While the Modified Project may affect new areas on the Project Site, the Modified Project would implement the same mitigation measures as those under the Original Project. Thus, potential impacts related to paleontological resources under the Modified Project would be reduced to less than significant levels with mitigation and impacts would be similar to the impacts of Original Project. No new impacts would occur.

(5) Geology and Soils

Corrections to Section IV.D, Geology and Soils, of the Draft EIR include clarifications regarding site specific existing conditions on the Project Site. The clarifications regarding Section IV.D, Geology and Soils, of the Draft EIR, do not result in any change in impact determination. The revision made to Mitigation Measure D-1 updates the date of the Geotechnical Evaluation as well as providing clarifications to the recommendations highlighted in the updated Geotechnical Investigation. In addition, Mitigation Measures D-5 and D-6 have been added to include specific confirmation testing, observation, and monitoring during construction to ensure impacts related to expansive soils and dewatering, respectively, remain less than significant.

As related to the Modified Project, impacts from geology and soils are discussed further below. The geology and soils analysis is based on the updated Geotechnical Investigation, provided in Updated Appendix E, of the Draft EIR, which has been updated to include the results of the prior Project Site investigation. As discussed therein, the results of the geotechnical field exploration performed on the Project Site and geotechnical laboratory testing performed from the geotechnical soil samples obtained from the borings on the Project Site provide further confirmation of the results and recommendations included in the previous Geotechnical Investigation provided in the Draft EIR.

As detailed above in Section II.B, Corrections and Additions to the Draft EIR Sections and Appendices, the Modified Project includes a change in the geometry of the Museum Building from polygonal to rectilinear forms on the Pavilion levels and an alteration to the curvilinear geometry on the exhibition level above. While the Modified Project includes these changes, the general footprint of the Museum Building under the Modified Project would be similar to that of the Original Project. Potential impacts related to site-specific geologic hazards, including fault rupture, strong seismic shaking, soil erosion, lateral spreading, subsidence, expansive soils, compressible soils and settlement, corrosive soils, oil wells, tar sands, and methane would be similar to those under the Original Project because such impacts are a function of the Project Site's underlying geologic conditions and the Project Site boundary has not changed. The Modified Project would comply with the same regulatory requirements as the Original Project to ensure that the soils underlying the Project Site can adequately support the proposed development. As with the Original Project, the Modified Project would be designed and constructed to

conform to the current seismic design provisions of the County Building Code and the LABC (as applicable). The Modified Project would also implement the same mitigation measures as the Original Project, which require the preparation of a final, site-specific geotechnical report to identify and minimize geologic hazards that would be reviewed and approved by the County's Building and Safety Division and LADBS; the abandonment of oil production wells should any be discovered during construction; the chemical analysis and proper disposal of excavated soils, if characterized as hazardous; and the implementation of an instrumentation program to monitor all known surface manifestation and potential locations such as cracks on the paved surface or floor slabs identified with the Project Site vicinity. In particular, Mitigation Measure D-1 has been updated, as shown above, to provide further clarification with regard to the recommendations included in the updated Geotechnical Investigation. The recommendations include techniques such as over-excavation and replacement with non-expansive soils, soil treatment, moisture management, and specific structural design for expansive soil conditions, among others. In addition, the Modified Project includes the implementation of two new mitigation measures related to expansive soils and dewatering that would ensure impacts from expansive soils and subsidence remain less than significant. Therefore, impacts related to geology and soils under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(6) Greenhouse Gas Emissions

Corrections to Section IV.E, Greenhouse Gas Emissions, of the Draft EIR include revisions related to updated construction assumptions detailed above in II.B, Corrections and Additions to the Draft EIR Sections and Appendices, as well as those updated in Appendix C.1, Construction Assumptions, of the Draft EIR. The corrections regarding Section IV.E, Greenhouse Gas Emissions, of the Draft EIR do not result in any change in impact determination. As related to the Modified Project, greenhouse gas impacts to construction and operations are discussed further below.

As presented in Table II-3 on page II-134, construction of the Modified Project in comparison to the Original Project is estimated to generate a slight reduction of 760 total MTCO₂e from the use of equipment and worker, vendor, and haul trips. This reduction occurs primarily as a result of the condensed construction schedule, where the total number of truck trips decreases slightly in comparison to the Original Project. As an example, a single delivery truck under the Modified Project may be able to deliver construction materials (e.g., rebar for foundation in one area and rebar for building construction in another area) for different overlapping phases. As recommended by the SCAQMD, the total GHG construction emissions were 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) and added to operational emissions in order to

Table II-3
Construction GHG Emissions—Modified Project vs. Original Project
(metric tons of carbon dioxide equivalent)^a

Year	Modified Project	Original Project
2018	0	1,958
2019	1,266	3,612
2020	5,210	2,720
2021	4,169	2,302
2022	2,166	2,749
2023	597	827
Total	13,408	14,168
Amortized Over 30 Years	447	472
^a The CalEEMod model printout sheets and/or calculation worksheets for the Original Project are presented in Appendix C of this Draft EIR and for the Modified Project are presented in Appendix C-2 of this Final EIR. Source: Eyestone Environmental, 2018.		

determine the Project's annual GHG emissions inventory. Accordingly, the annual construction emissions for the Modified Project in comparison to the Original Project is estimated to result in a reduction of 25 MTCO₂e per year over a 30 year period. As discussed above, the Modified Project would reduce the total square footage of uses on the Project Site by approximately 40,000 square feet. With this reduction in square footage, GHG emissions associated with area (e.g., use of consumer products) and energy usage would result in a slight decrease in comparison to the Original Project. Mobile source emissions are based on the number of daily trips generated by a project. Since the number of daily trips are based on attendance and would not change under the Modified Project, no changes in mobile source GHG emissions would occur. Therefore, under the Modified Project, total contributions to GHG emissions during operation would be less than the Original Project's contribution.

The Modified Project would incorporate the same project design features as those of the Original Project to reduce GHG emissions. In addition, the Modified Project would be designed to comply with the goals of AB 32, SCAG's 2016–2040 RTP/SCS, and the City of Los Angeles LA Green Plan and implement sustainability features that are comparable to the ones proposed for the Original Project. Therefore, the Modified Project would be consistent with the GHG reduction goals and objectives set forth in state, regional, and local regulatory plans. Impacts related to GHG emissions under the Modified Project would be less than significant and less than the impacts of the Original Project due to the slight reduction in GHG emissions compared to the Original Project. No new impacts would occur.

(7) Hazards and Hazardous Materials

There are no specific corrections to Section IV.F, Hazards and Hazardous Materials, of the Draft EIR.

As related to the Modified Project, impacts from hazards and hazardous materials are discussed further below.

Similar to the Original Project, the construction and operation of the Museum Building under the Modified Project would require the use, handling, and storage of hazardous materials. In addition, the Modified Project would involve similar demolition and excavation, resulting in similar potential impacts as the Original Project related to creation of significant hazards to the environment associated with existing underground and aboveground storage tanks, asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs) concentrations, oil wells and methane gas. As with the Original Project, all potentially hazardous materials would be used and stored in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use during construction and operation of the Modified Project. In addition, the Modified Project would comply with relevant regulations and requirements for the removal of ASTs, ACMs, LBPs, and PCBs to ensure that impacts would be less than significant. The Modified Project would include the same project design features as the Original Project, which would include the implementation of a Health and Safety Plan and a Soil Management Plan to address risks to workers and the public related to methane, hydrogen sulfide gas, and soil contamination and to remove, transport, and dispose of contaminated soil in accordance with regulatory requirements. Additionally, like the Original Project, groundwater vapors would be monitored and extracted groundwater would require treatment prior to discharge into the storm drain system during the construction of Modified Project. As with the Original Project, the Modified Project would implement project design features which include the installation of the highest-level methane mitigation system for the Museum Building and the Ogden Parking Structure, and the development of an Operations and Maintenance Plan and an Emergency Plan to address impacts from subsurface tar and oil, and methane gas detections in emergency situations. Therefore, with continued compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, as well as adherence to manufacturer's instructions for safe handling and disposal of hazardous materials, the operation of Modified Project would not expose people, or schools within 0.25 mile of the Project Site, to substantial risk resulting from hazardous materials or waste. Therefore, impacts related to hazards and hazardous materials under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(8) Hydrology and Water Quality

There are no corrections to Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR.

As related to the Modified Project, impacts to surface water and groundwater hydrology and water quality are discussed further below. The hydrology, water quality, and groundwater analysis is based on the Water Resources Technical Report: Hydrology/LID Memorandum and the Water Resources Technical Report: Groundwater Memorandum, prepared for the Modified Project by KPFF Consulting Engineers in response to the changes proposed under the Modified Project. These memoranda are included as part Appendix FEIR-4 of this Final EIR.

(a) Surface Water Hydrology

(i) Construction

Similar to the Original Project, construction activities for the Modified Project would require grading and excavation that would have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. The location and amount of grading and excavation would not increase due to the Project changes described above. Thus, there are no substantial changes to construction related surface water impacts associated with the Modified Project design. As with the Original Project, the Modified Project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. Furthermore, with adherence to standard compliance measures, construction activities under the Modified Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial flooding on- or off-site, substantially increase or decrease the amount of surface water flow from the Project Site into a water body, or result in a permanent, adverse change to the movement of surface water. Therefore, construction-related impacts to surface water hydrology under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

Similar to the Original Project, under the Modified Project, the pervious surface area north of Wilshire Boulevard would increase as a result of the development of the new Museum Building as compared to the existing condition. However, the Modified Project

includes a decrease in Museum Building square footage, which would not result in an increase in impervious surface area compared to the values assessed in the Draft EIR. As discussed in detail in Section IV.G, Hydrology, Water Quality, and Groundwater, of the Draft EIR, stormwater currently sheet flows from the Project Site to on-site stormwater infrastructure without filtration or capture devices under existing conditions. The Modified Project would not increase the drainage area. Thus, the Museum Building would not increase the rate or volume of stormwater runoff. Like the Original Project, the Museum Building would implement BMPs that would address drainage flows. Therefore, impacts to surface water hydrology during operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Surface Water Quality

(i) Construction

Like the Original Project, during construction of the Modified Project, construction activities such as grading, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. However, as previously discussed, the Modified Project would be required to obtain coverage under the NPDES Construction General Permit and implement a site-specific SWPPP, which would specify BMPs to be used during construction to manage runoff flows and erosion and prevent on-site construction-related pollution. In addition, as with the Original Project, the Modified Project would be expected to require dewatering during construction, and temporary pumps and filtration would be utilized in compliance with the NPDES permit. The temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations. With compliance with NPDES requirements and Los Angeles County grading regulations, construction of the Modified Project would not result in discharge that would violate any water quality standard or waste discharge requirements, or otherwise substantially degrade water quality. Furthermore, similar to the Original Project, construction of the Modified Project would not result in discharges that would cause regulatory standards to be violated in Ballona Creek Subwatershed. Therefore, construction-related impacts to surface water quality under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

As with the Original Project, the Modified Project would implement BMPs for managing stormwater runoff in accordance with both the current Los Angeles County LID Standards Manual and the current City of Los Angeles LID Ordinance LID requirements. These BMPs would control stormwater runoff with no increase in runoff as a result of the

Modified Project. Given that there are no existing on-site BMPs, the Modified Project would improve the surface water quality compared to existing conditions. Therefore, impacts to surface water quality during operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(c) Groundwater Hydrology

(i) Construction

Similar to the Original Project, development of the Modified Project would include excavation for subterranean parking, basement levels, and foundation. Required excavation would not increase due to the Project changes described above. As with the Original Project, dewatering operations are expected during construction only, and appropriate compliance and containment measures would be implemented to avoid impacts associated with potential groundwater discharges. Due to the operation of temporary dewatering systems, local groundwater hydrology in the immediate vicinity of the Project Site would be minimally affected. Additionally, no water supply wells are located at the Project Site or within one mile of the Project Site that could be impacted by construction, nor would the Modified Project include the construction of water supply wells. Thus, construction impacts on groundwater hydrology during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

The Project Site is primarily impervious in the existing condition, and as such, minimal groundwater recharge takes place. As discussed above, the Museum Building includes a decrease in Museum Building square footage, which would not result in an increase in impervious surface area compared to the values assessed in the Draft EIR. Similar to the Original Project, the subterranean levels of the Modified Project would be designed to withstand hydrostatic forces and incorporate comprehensive waterproofing systems in accordance with current industry standards and construction methods. As such, permanent dewatering operations are not expected, and the groundwater level is expected to return to the existing level at the Project Site after construction is complete. Therefore, impacts to groundwater hydrology during operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

*(d) Groundwater Quality**(i) Construction*

As with the Original Project, the Modified Project would comply with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste, which would reduce the potential for the construction of the Modified Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedances of the NPDES Construction General Permit requirements. However, as with the Original Project, dewatering operations under the Modified Project would implement appropriate compliance and containment measures which would avoid impacts associated with potential groundwater discharges. In addition, as there are no existing groundwater production wells or public water supply wells within one mile of the Project Site, construction activities would not be anticipated to affect existing wells. Naturally occurring tar sands may be encountered during excavation below the water table. As such, it is expected that the water encountered in the vicinity of the naturally occurring tar sands would be petroleum-impacted. Therefore, as discussed above, for dewatering at the Project Site, the groundwater would be chemically analyzed in order to determine the appropriate treatment and/or disposal methods. Similar to the Original Project, the Modified Project would implement BMPs in accordance with NPDES requirements including capture, filtration, and discharge of encountered groundwater. Therefore, impacts to groundwater quality during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(ii) Operation

Operational activities that could affect groundwater quality include spills of hazardous materials and leaking aboveground and underground storage tanks. As with the Original Project, the Modified Project would not include the installation or operation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. In addition, the Modified Project would not include surface or subsurface application or introduction of potential contaminants or waste materials during operation. Furthermore, the Modified Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. Therefore, impacts with respect to groundwater quality during operation of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(9) Land Use

Corrections to Section IV.H, Land Use, of the Draft EIR include clarifications regarding the air space vacation request, revisions with regard to the heat island analysis related to the changes to the Original Project, clarification to the requested necessary approvals, and the proposed modifications to the Original Project, as more generally described above in Section II.A, General Corrections and Revisions to the Draft EIR, above.

As related to the Modified Project, impacts to land use consistency and land use compatibility are discussed further below.

(a) Land Use Consistency

The Modified Project includes the same uses as the Project with a reduction in overall square footage and refinement to the design of the Museum Building. Thus, as with the Original Project, as substantially discussed in Section IV.H, Land Use, of the Draft EIR, the Modified Project would be generally consistent with the applicable goals, policies, and objectives in local and regional plans adopted for the purpose of mitigating environmental effects, including the County of Los Angeles General Plan, the City of Los Angeles General Plan Framework, the Wilshire Community Plan, the Miracle Mile Community Design Overlay District, and SCAG's regional plans, among others. In addition, a more detailed discussion of the Modified Project's consistency with the "Q" Conditions for the Miracle Mile CDO is provided above. Therefore, impacts related to land use consistency would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Land Use Compatibility

As discussed above, the Modified Project includes various design changes including: (1) an overall square footage reduction of 387,500 square feet to 347,500 square feet; (2) a shift of the portion of the Museum Building crossing Wilshire Boulevard approximately 30 feet to the east; (3) a change in the geometry of the Pavilions to the Museum Building from a polygon to a rectilinear forms and an alteration to the curvilinear geometry on the exhibition level above; (4) the removal of the Chapel Galleries, with a resulting height that was shortened from a maximum of 85 feet to a maximum of 60 feet; and (5) a shift of the location of the Pavilions on LACMA East and use of more glazing in the design of the Pavilions. No modifications are proposed to the Ogden Parking Structure. Similar to the Original Project, the height of the Museum Building would be within the lower end of the height range of the existing buildings in the surrounding area. In addition, while the Modified Project includes changes to the design of the Museum Building, the Museum Building would feature an architecturally expressive design that would reflect and respect

its location within Hancock Park and the Miracle Mile. Furthermore, the discretionary actions required for the Modified Project would not promote development that is incompatible with the surrounding community. Based on the above, similar to the Original Project, the Modified Project would be compatible with surrounding land uses and zones and would not substantially or adversely change the existing land use relationships between the Project Site and existing and approved off-site uses. Therefore, impacts associated with land use compatibility under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(10) Noise

The corrections regarding Section IV.I, Noise, of the Draft EIR are associated with the modification to the construction activities and schedule described above. In addition, language has been added to respond to the California Supreme Court decision, *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal. 5th 502 (Friant Ranch decision). The following analysis is based on the Updated Construction Noise Impact Analysis prepared by AES and provided in Revised Appendix K of this Final EIR. As demonstrated by the analysis below, implementation of the modifications to the construction schedule would not result in any new significant impacts or a substantial increase in the severity of an already identified noise impact.

(a) Noise

The noise analysis for the Original Project evaluated 6 noise-sensitive receptors (Receptors R1 through R6) that represent noise-sensitive uses within 500 feet of the Project Site. Noise levels associated with the modified construction schedule were calculated based on the methodologies provided in the Draft EIR. Table II-4 on page II-142 provides the estimated construction noise levels at the off-site noise-sensitive receptors, due to the Museum Building construction under the Modified Project. As indicated in Table II-4, the estimated construction noise levels at off-site receptors R3 and R4 would be below the significance threshold. As with the construction schedule under the Original Project, at receptors R1, R2, R5 and R6, the estimated construction-related noise levels associated with the revised construction schedule under the Modified Project would exceed the 5 dBA significance threshold without mitigation measures.

The construction equipment mix associated with the Ogden Parking Structure would not change from that evaluated in the Draft EIR. Thus, as indicated in Table II-5 on page II-143, the estimated noise levels would continue to be below the significance threshold at all off-site noise sensitive receptors, with the exception of receptor R5. Therefore, similar to the analysis for the Original Project, noise impacts associated with the on-site

**Table II-4
Construction Noise Impacts—Museum Building—Prior to Mitigation**

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Phases, L _{eq} (dBA)				Measured Ambient Noise Levels, L _{eq} (dBA)	Significance Threshold, ^a L _{eq} (dBA)	Significant Impact?
		Demolition	Grading/ Excavation	Building Structure & Interior	Landscape/ Finishing			
R1	25	79.6	76.5	77.5	76.6	58.6	63.6	Yes
R2	165	78.2	74.6	76.0	69.1	57.8	62.8	Yes
R3	875	60.2	54.6	58.7	48.4	64.0	65.0	No
R4	365	68.5	64.1	66.7	57.9	69.9	69.9	No
R5	565	70.2	64.6	68.7	58.4	63.0	65.0	Yes
R6	25	79.6	76.5	77.5	76.6	55.8	60.8	Yes
<p>^a Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</p> <p>Source: AES, 2018.</p>								

**Table II-5
Construction Noise Impacts—Ogden Parking Structure**

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Phases, L _{eq} (dBA)				Measured Ambient Noise Levels, L _{eq} (dBA)	Significance Threshold, ^a L _{eq} (dBA)	Significant Impact?
		Demolition	Grading/ Excavation	Building Structure	Cladding/ Finishing			
R1	610	58.7	56.6	53.6	48.4	58.6	63.6	No
R2	1125	53.4	51.3	48.3	43.1	57.8	62.8	No
R3	1755	49.5	47.4	44.4	39.3	64.0	65.0	No
R4	1180	53.0	50.9	47.9	42.7	69.9	69.9	No
R5	10	81.3	76.4	72.7	72.2	63.0	65.0	Yes
R6	905	55.3	53.2	50.2	45.0	55.8	60.8	No
<p>^a Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</p> <p>Source: AES, 2018.</p>								

construction activities for the Ogden Parking Structure under the Modified Project would be significant without mitigation measures.

Under the revised schedule associated with the Modified Project, there would be overlapping construction activities from time to time during the various construction phases. Table II-6 on page II-145 provides the estimated construction noise levels at the off-site noise sensitive receptors, due to overlapping construction activities. The estimated noise levels represent the worst-case day with the maximum number of construction equipment on-site. As indicated Table II-6, the estimated construction noise levels would exceed the significance threshold at receptors R1, R2, R5 and R6. The estimated construction-related noise levels for the worst-case day would exceed the significance threshold by a range of 5.6 dBA at receptor R5 to up to 19.2 dBA at receptor R6. Therefore, noise impacts due to the worst-case day construction would be significant without mitigation measures. The estimated maximum noise levels during the overlapping construction would result in a maximum noise increase of 0.4 dBA at receptors R1, R2 and R6 and 0.5 dBA at receptor R5, as compared to the Original Project schedule. As described in the Draft EIR (p. IV.I-2), a change in sound level of 3 dB is considered “just perceptible” and a change in sound level of 5 dB is considered “clearly noticeable.” Therefore, the estimated maximum noise levels increase of 0.5 dBA due to the overlapping construction under the revised schedule would be well below the perceptible level and is not considered a substantial increase when compared to Original Project schedule. Thus, similar to the Draft EIR, after implementation of feasible noise mitigation measures, construction-related noise levels at receptor location R2 would be reduced to less than significant levels, however, noise levels at locations R1, R5, and R6 would still exceed the Project significance threshold.

In addition, the erection of the temporary falsework structure over the Wilshire Boulevard would occur during the week and possibly on a Saturday within the permitted hours of construction outside of the peak traffic hours for one week in order to minimize the impact of the lane closure on Wilshire Boulevard. Construction activities for the temporary falsework would be limited to the area adjacent to Wilshire Boulevard. Table II-7 on page II-146 presents the estimated noise levels associated with the temporary falsework structure erection at the off-site noise sensitive receptor locations. As indicated Table II-7, the estimated noise levels would be below the existing ambient noise levels at off-site receptors R3, R4 and R5. The estimated noise levels would exceed the existing ambient noise levels at receptors R1, R2 and R6 with exceedances ranging from 3.3 dBA (L_{eq}) at receptor R1 to 5.9 dBA (L_{eq}) at receptor R2, prior to implementation of mitigation measures. With the prescribed Mitigation Measure I-1, as provided in the Draft EIR, the construction noise associated with the temporary falsework at receptors R1, R2 and R6 would be reduced below the significance threshold. Therefore, noise impacts associated with the temporary falsework under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

**Table II-6
Construction Noise Impacts—Worst-Case Day—Prior to Mitigation**

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels with Overlapping Construction Phases, L_{eq} (dBA)					Measured Ambient Noise Levels, L_{eq} (dBA)	Significance Threshold, ^a L_{eq} (dBA)	Significant Impact?
		Demolition & Grading/ Excavation	Demolition & Grading/ Excavation & Building Structure	Building Structure & Building Interior	Building Structure & Building Interior & Paving/ Landscape	Building Interior & Paving/ Landscape			
R1	25	79.7	80.0	78.0	78.2	77.3	58.6	63.6	Yes
R2	165	78.3	78.6	76.8	77.0	74.1	57.8	62.8	Yes
R3	875	60.5	61.7	59.3	59.5	56.9	64.0	65.0	No
R4	365	68.7	69.7	67.1	67.4	65.6	69.9	69.9	No
R5	565	70.3	70.6	69.2	69.5	66.7	63.0	65.0	Yes
R6	25	79.7	80.0	78.0	78.2	77.3	55.8	60.8	Yes
^a Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA. Source: AES, 2018.									

**Table II-7
Construction Noise Impacts—Falsework over Wilshire Boulevard**

Off-Site Receptor Location	Approximate Linear Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels, L_{eq} (dBA)	Measured Ambient Noise Levels, L_{eq} (dBA)	Significance Threshold,^a L_{eq} (dBA)	Significant Impact?
R1	220	66.9	58.6	63.6	Yes
R2	320	68.7	57.8	62.8	Yes
R3	945	53.1	64.0	65.0	No
R4	835	56.0	69.9	69.9	No
R5	720	61.3	63.0	65.0	No
R6	230	66.6	55.8	60.8	Yes
<p>^a Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA where the ambient noise level is less than 60 dBA; 65 dBA where the ambient noise is between 60 and 65 dBA; and equal to the ambient where the ambient noise level is greater than 65 dBA.</p> <p>Source: AES, 2018.</p>					

Off-site construction noise includes trucks used for materials delivery, concrete mixing, and export haul (construction trucks), and construction worker vehicles. Based on the revised schedule for the Modified Project, construction trucks would access the Project Site from the US-101 or the I-10 Freeway, via Fairfax Avenue, La Brea Avenue, Wilshire Boulevard, and 6th Street. The maximum number of construction-related truck trips for the Museum Building construction would occur during the grading/excavation phase with a maximum of 210 daily truck trips (105 incoming and 105 leaving) and 70 workers would be on-site. Table II-8 on page II-147 provides the estimated noise levels associated with the Museum Building construction-related traffic along the anticipated haul routes with noise sensitive receptors. As indicated in Table II-8, the noise levels generated by construction-related traffic would be below the existing daytime ambient noise level at all off-site haul routes under the Modified Project.

Under the Modified Project, construction of the Ogden Parking Structure would generate a maximum of 210 daily truck trips and 25 workers trips during the grading/excavation phase. Table II-9 on page II-148 presents the estimated noise levels associated with the Ogden Parking Structure construction-related traffic. As indicated in Table II-9, noise levels associated with the construction traffic (trucks and worker vehicles) would be below the existing daytime ambient noise levels along the anticipated haul routes.

**Table II-8
Off-Site Construction Trucks Noise Impacts—Museum Building**

Construction Phase	Estimated Number of Trips per Hour, ^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L _{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
Demolition	13/70	63.3	63.3	63.9	63.9
Grading/Excavation	27/60	65.9	65.9	66.6	66.6
Building Structure	24/100	65.8	65.8	66.4	66.4
Building Interior	13/100	63.7	63.7	64.3	64.3
Paving/Concrete/Landscape	5/50	59.8	59.8	60.4	60.4
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA)		72.4 ^b	73.3 ^b	70.0 ^c	69.9 ^d
Significance Threshold, ^e L _{eq} (dBA)		72.4	73.3	70.0	69.9
Significant Impact?		No	No	No	No
<p>^a For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin.</p> <p>^b Ambient noise levels along Wilshire Boulevard and La Brea Avenue are calculated based on the existing traffic volumes.</p> <p>^c Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014.</p> <p>^d Ambient noise level along 6th Street is based on measured levels at Receptor Location R4 (Project Draft EIR Table IV.I-8).</p> <p>^e Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower.</p> <p>Source: AES, 2018.</p>					

As previously described, there would be overlapping construction activities under the Modified Project schedule. Table II-10 on page II-149 presents the estimated off-site construction noise levels from trucks relative to the worst-case day from the overlapping construction activities. As indicated in Table II-10, the estimated noise levels from construction-related traffic under a worst-case daytime noise scenario would be below the existing daytime ambient noise levels along the anticipated haul routes, including; Fairfax Avenue, La Brea Avenue, Wilshire Boulevard, and 6th Street. Therefore, the estimated noise level along the construction haul routes under the Modified Project would not exceed the significance threshold, and impacts would be less than significant, similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

**Table II-9
Off-Site Construction Trucks Noise Impacts—Ogden Parking**

Construction Phase	Estimated Number of Trips per Hour, ^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L _{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
Demolition	2/15	55.5	55.5	56.1	56.1
Grading/Excavation	27/25	65.7	65.7	66.4	66.4
Building Structure	11/45	62.4	62.4	63.0	63.0
Cladding/Finishes	4/50	59.2	59.2	59.8	59.8
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA)		72.4 ^b	73.3 ^b	70.0 ^c	69.9 ^d
Significance Threshold, ^e L _{eq} (dBA)		72.4	73.3	70.0	69.9
Significant Impact?		No	No	No	No
<p>^a For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin.</p> <p>^b Ambient noise levels along Wilshire Boulevard and La Brea Avenue are calculated based on the existing traffic volumes.</p> <p>^c Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014.</p> <p>^d Ambient noise level along 6th Street is based on measured levels at Receptor Location R4 (Project Draft EIR Table IV.I-8).</p> <p>^e Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower.</p> <p>Source: AES, 2018.</p>					

The mitigation measures within the Draft EIR include Mitigation Measure I-1, which requires the installation of temporary sound barriers, or equivalent noise reduction feature. Implementation of Mitigation Measure I-1 would reduce the on-site construction related noise by up to 15 dBA at receptors R1 and R6, and by up to 16 dBA at receptor R2. The construction noise levels at receptor R2 would be reduced to less than significant, similar to the Original Project. As described in the Draft EIR, there are no other feasible mitigation measures that could be implemented to further reduce the temporary noise impacts from on-site construction activities to a less than significant level. With implementation of the Project mitigation measures, the estimated noise levels under the Modified Project at receptors R1 and R6 would be reduced to approximately 1.4 dBA and 4.2 dBA above the significance threshold, respectively. In addition, when compared with the Original Project, the estimated maximum noise increase of 0.4 dBA at receptors R1 and R6 under the Modified Project would be below the perceptible level of 3 dBA and is not considered a

Table II-10
Off-Site Construction Trucks Noise Impacts—Worst-Case Day (Overlapping Construction)

Overlapping Construction	Estimated Number of Trips per Hour, ^a Construction Truck/Worker	Estimated Haul Truck Noise Levels Along the Project Haul Routes, dBA (L _{eq})			
		Wilshire Boulevard	La Brea Avenue	Fairfax Avenue	6th Street
Demo & Grading/Excavation	35/100	67.2	67.2	67.8	67.8
Demo, Grading/Excavation & Building Structure	50/100	68.6	68.6	69.2	69.2
Building Structure & Building Interior	37/100	67.4	67.4	68.0	68.0
Building Structure, Building Interior, & Paving/Landscape	37/100	67.4	67.4	68.0	68.0
Building Interior & Paving/Landscape	13/100	63.7	63.7	64.3	64.3
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA)		72.4 ^b	73.3 ^b	70.0 ^c	69.9 ^d
Significance Threshold, ^e L _{eq} (dBA)		72.4	73.3	70.0	69.9
Significant Impact?		No	No	No	No
<p>^a For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. For worker vehicles, the number of hourly trips is based on half of the worker trips that would arrive in one hour (with maximum of 100 worker trips per hour) to represent a conservative analysis, as most workers would arrived at the job site before the construction begin.</p> <p>^b Ambient noise levels along Wilshire Boulevard and La Brea Avenue are calculated based on the existing traffic volumes.</p> <p>^c Ambient noise level along Fairfax Avenue is based on measured level from the Academy Museum of Motion Pictures Project Draft EIR, Table 4.H-1, August 2014.</p> <p>^d Ambient noise level along 6th Street is based on measured levels at Receptor Location R4 (Project Draft EIR Table IV.I-8).</p> <p>^e Significance thresholds are equivalent to the existing ambient noise levels or 75 dBA (County's noise standard for construction mobile source at residential uses), whichever is lower.</p> <p>Source: AES, 2018.</p>					

substantial increase. Therefore, noise impacts associated with the on-site construction activities under the Modified Project would remain significant and unavoidable, and similar to impacts of the Original Project which are significant and unavoidable. No new impacts would occur.

(b) Vibration

With regard to on-site vibration impacts, the Modified Project would utilize similar construction equipment when compared with the Original Project. Therefore, the on-site construction vibration impacts under the Modified Project would be similar to those identified for the Original Project. Like the Original Project, the on-site construction vibration impacts with respect to building damage would be reduced to a less than significant with implementation of Mitigation Measure I-2. However, as provided in the Draft EIR, there are no feasible mitigation measures that could be implemented to reduce the temporary human annoyance vibration impacts. Therefore, the vibration impacts associated with human annoyance under the Modified Project would remain significant and unavoidable and similar to the impacts of the Original Project, which are significant and unavoidable. No new impacts would occur.

With regard to off-site vibration impacts, as described above, construction trucks would access the Project Site from the US-101 or the I-10 Freeway, via Fairfax Avenue, La Brea Avenue, Wilshire Boulevard, and 6th Street, under the Revised Schedule. Similar to the Base Schedule, construction-related trucks would generate vibration levels of 0.016 PPV or 72 VdB along the anticipated haul routes (i.e., Fairfax Avenue, La Brea Avenue, Wilshire Boulevard, and 6th Street). The estimated vibration levels of 0.016 PPV would be well below the most stringent building damage threshold of 0.12 PPV. In addition, the estimated vibration level of 72 VdB would be below the human annoyance significance threshold of 80 VdB (applicable to residential uses). Therefore, vibration impacts associated with off-site construction impacts under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(c) Operation

Under the Modified Project there are no operational changes that would result in an increase in noise levels beyond that evaluated in Section IV.I., Noise of the Draft EIR. In particular the occupancy of the outdoor areas would remain the same and the attendance would remain the same for the Original Project. As such, the impact conclusions with regard to operational noise under the Modified Project would be less than significant, and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(11) Public Services—Fire Protection

There are no corrections to Section IV.I, Public Services—Fire Protection, of the Draft EIR.

As related to the Modified Project, impacts from public services, including protection facilities, are discussed further below.

As with the Original Project, the Modified Project would comply with Occupational Safety and Health Administration (OSHA) and County Fire and Building Code and City Los Angeles Municipal Code (LAMC) requirements and with applicable codes and ordinances relating to fire safety practices. Furthermore, construction of the Modified Project would occur in compliance with all applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials. Similar to the Original Project, construction within the adjacent roadways under the Modified Project has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. However, as with the Original Project, a Construction Management Plan would be implemented during construction of the Modified Project to ensure that adequate and safe access remains available within and near the Project Site during construction activities.

With regard to fire services during operation of the Modified Project, the Project Site is expected to continue to be served by Fire Station Nos. 61, 58, and 68. As with the Original Project, all uses under the Modified Project would fall within the LAFD's maximum prescribed response distances of 1.5 mile from a fire station with an engine company (Fire Station No. 61) and 2 miles from a fire station with a truck company (also Fire Station No. 61). Notwithstanding, as with the Original Project, the Modified Project would continue to implement Project Design Feature J-2, which requires automatic fire sprinklers installed in all interior spaces of the building as well as on the underside of the building where it spans Wilshire Boulevard. The Modified Project would be designed to incorporate all County Fire Code and Building Code and City LAMC requirements, as applicable, regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. Furthermore, in order to adequately identify and assess the full range of the Modified Project's potential impacts on fire protection and emergency medical services, consultation with both the County Fire Department and LAFD would continue through the Project's design process.

Like the Original Project, with regard to emergency access, emergency vehicles would access the Project Site from Wilshire Boulevard, 6th Street, Spaulding Avenue, and Ogden Drive. The Modified Project's driveways and internal circulation would be designed to incorporate all applicable County Fire Code and Building Code and LAMC requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable County Fire Code and Building Code requirements and all applicable LAMC requirements, including emergency vehicle access requirements, would

be demonstrated as part of the County Fire Department and LAFD's fire/life safety plan review and the County Fire Department and LAFD's fire/life safety inspection for new construction projects, as set forth in the County Fire Code and Building Code and the LAMC, prior to the issuance of a building permit. Furthermore, the Modified Project does not include any permanent street improvements along Wilshire Boulevard, 6th Street, Spaulding Avenue, and Ogden Drive or other streets surrounding the Project Site which could impede emergency vehicle access. Additionally, with regard to the portion of the Museum Building spanning Wilshire Boulevard, as the Museum Building would be a minimum of 19-feet above Wilshire Boulevard, fire trucks, which range in height between 11.5 feet and 13 feet, would be able to clear the Museum Building spanning Wilshire Boulevard. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Modified Project.

As with the Original Project, with the addition of operational Project traffic under the Modified Project to the study intersections, none of the study intersections would experience a change to the volume-to-capacity ratio or delay that would exceed the significance thresholds. As such, traffic impacts at all study intersections during operation of the Project would be less than significant during the A.M., midday, P.M., and Saturday peak periods under Future Plus Project Conditions. Accordingly, the Modified Project is not anticipated to substantially affect existing response times in the service areas of Fire Station No. 61.

As with the Original Project, domestic and fire water service to the Project Site under the Modified Project would continue to be supplied by LADWP. In addition, similar to the Original Project, to meet the fire-flow needs of the Museum Building, the Modified Project will implement a looped water distribution system between two proposed connections to the 8-inch LADWP water main in Wilshire Boulevard on the north side capable of delivering 5,000 gallons per minute to proposed on-site hydrants. The remaining 1,000 gallons per minute would be made up by any of the existing public and proposed private hydrants surrounding the Project Site. Furthermore, the Museum Building would be subject to County Fire Department review and approval during design and permitting of the Modified Project and would be subject to County Fire Code, but the Museum Building would also be reviewed by LAFD, as they would be the first-responder. The Ogden Parking Structure fire protection system would be subject to LAFD review and approval during the design and permitting of the Modified Project and would be subject to the LAMC.

Based on the above, construction and operation of the Modified Project would not require a new fire station or physically altered existing facility in order to maintain service. Therefore, substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities under the Modified Project would be less than

significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(12) Traffic, Access, and Parking

Corrections to Section IV.K, Traffic, Access, and Parking, of the Draft EIR include adding other elements to the Parking and Traffic Management Plan as well as the Construction Management Plan in response to public comments. In addition, corrections also include revisions related to updated the construction assumptions detailed above in II.B, Corrections and Additions to the Draft EIR Sections and Appendices, as well as those updated in Appendix C.1, Construction Assumptions, of the Draft EIR.

As related to the Modified Project, impacts to traffic, access, and parking are discussed further below. The analysis of impacts associated with the Modified Project is based on a traffic impact memorandum that was prepared by Gibson Transportation Consulting, included as Appendix FEIR-7 of this Final EIR.

(a) Construction

(i) Temporary Traffic Impacts

As detailed above in II.B, Corrections and Additions to the Draft EIR Sections and Appendices, and updated in Appendix C.1, Construction Assumptions, of the Draft EIR, the construction assumptions were refined subsequent to the publication of the Draft EIR. Specifically, in an effort to reduce the duration of construction impacts, it was determined that construction of the Project would 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. 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. Additionally, the excavation activities are assumed to be the same under the Modified Project as with the Original Project. The construction assumptions now include overlap of various phases during construction of the Project. The four-month duration when the demolition, grading/shoring/excavation, and pile/foundation/superstructure phases 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. As with the Original Project, the Modified Project would implement Mitigation Measure K-1, Construction Management Plan, which would require haul truck and construction worker trips to be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, consistent with the Original Project, construction-related trips of the Modified Project would not contribute a substantial amount of traffic to the adjacent street system during commuter peak hours, and no significant traffic impacts are anticipated. Construction of the Modified Project would require the installation of temporary falsework spanning Wilshire Boulevard, which would result in temporary lane closures along Wilshire Boulevard. Consistent with the Original Project, the lane closures associated with the installation of falsework during construction of the Modified Project would impact the same four intersections under the Existing with Construction Conditions. The implementation of Mitigation Measure K-1, Construction Management Plan includes temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions, to direct traffic around any closures. The Modified Project also adds other elements to the Construction Management Plan in response to public comments. Therefore, temporary traffic impacts during construction of the Modified Project would be significant and unavoidable and similar to the impacts of the Original Project, which are significant and unavoidable. No new impacts would occur.

(ii) Access and Safety Impacts

Similar to the Original Project, construction activities under the Modified Project are expected to be primarily contained within the Project Site boundaries. The use of the public right-of-way along Wilshire Boulevard would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. In addition, as with the Original Project, construction of the Modified Project would require temporary lane-closures on Wilshire Boulevard during the erection and removal of falsework spanning Wilshire Boulevard. The staging of haul trucks and delivery vehicles at the Project Site could also occur along Wilshire Boulevard. The Modified Project would implement Construction Management Plan, which would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways/alternative access routes with the use of directional signage, maintaining continuous and unobstructed pedestrian paths in proximity to the Project Site, and/or providing overhead covering. Therefore, access and safety impacts during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(iii) Bus/Transit Impacts

Similar to the Original Project, use of the public right-of-way along Wilshire Boulevard adjacent to the Project Site under the Modified Project would require the temporary relocation of bus stops. As with the Original Project, under the Modified Project, the existing bus stop located at the southeast corner of Spaulding Avenue & Wilshire Boulevard would be relocated during construction activities to the eastern boundary of the Spaulding Lot. The Modified Project would implement Mitigation Measure K-1, which would require coordination with public transit agencies to provide advance notification of bus stop relocations and durations. Therefore, bus/transit impacts during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(iv) On-Street Parking Impacts

Parking is allowed adjacent to the Project Site on the north and south sides of Wilshire Boulevard. Therefore, construction fences, staging, etc., could result in the temporary loss of metered parking spaces. However, as with the Original Project, the Modified Project would implement a Construction Management Plan that would include providing advanced notification of temporary parking removals and duration of such removals. The parking demand associated with the affected on-street parking spaces could be more than accommodated within the available parking at additional parking facilities based on a review of the parking occupancy surveys conducted at nearby public parking facilities and included with the traffic impact memorandum included in Appendix FEIR-7 of this Final EIR. In addition, as clarified above in the corrections to Section IV.K, Traffic, Access, and Parking, of the Draft EIR, implementation of Mitigation Measure K-1 would require coordination with the Academy Museum, as well as off-site parking facilities in order to fully accommodate the parking demand of employees, visitors, and construction workers during construction activities. Therefore, on-street parking impacts during construction of the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Operation

As discussed above in II.B, Corrections and Additions to the Draft EIR Sections, refinements proposed under the Modified Project would not increase or decrease attendance levels to the Museum Building. As such, the Modified Project would generate similar weekday and Saturday peak-hour trips as with the Original Project. Similar to the Original Project, the Modified Project would not result in a significant traffic impact at any of the 22 study intersections under the Existing With Project Conditions or Future With Project Conditions. Therefore, impacts to intersection levels of service under the Modified Project

would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

As the number of daily trips generated would be the same as the Original Project, the Modified Project would also not result in significant impacts to the regional transportation system or residential streets. In addition, as with the Original Project, the Modified Project would implement Project Design Feature K-1 to further limit Project-related traffic on neighborhood streets.

The access and circulation scheme proposed under the Modified Project would be similar to that of the Original Project. As with the Original Project, the Modified Project would not create a significant impact at any of the study intersection closest to the primary Project Site access from Wilshire Boulevard and 6th Street. Therefore, similar to the Original Project, impacts to access and circulation under the Modified Project would be less than significant, and no new impacts would occur.

As with the Original Project, pedestrian access to the Project Site under the Modified Project would be provided from Wilshire Boulevard but would also be available from 6th Street. The Modified Project would maintain all sidewalks and pedestrian crossings in the existing sidewalk system and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Vehicular access to the Project Site would be provided at the Pritzker Parking Garage, which would be accessed from 6th Street, east of Fairfax Avenue, and bicycle parking would continue to be provided throughout the campus along the campus entry points off of Wilshire Boulevard and 6th Street, and within Hancock Park next to the Pavilion for Japanese Art. All access locations under the Modified Project would be required to conform to County and City standards, as applicable, and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the applicable requirements of the County and/or City to protect pedestrian safety. Similar to the Original Project, the weekday and weekend peak parking demand of existing LACMA operations, as well as the anticipated peak parking demand of LACMA operations with the Modified Project could be accommodated within the available parking supply of the Pritzker Parking Garage and the Ogden Parking Structure. Therefore, with the implementation of a Parking and Traffic Management Plan, as required under Project Design Feature K-1, sufficient parking would be provided to meet the future parking demand of the LACMA Campus, including the Academy Museum. Therefore, impacts to bicycle, pedestrian, and vehicular safety; and parking under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(13) Tribal Cultural Resources

There are no corrections to Section IV.L, Tribal Cultural Resources, of the Draft EIR.

As related to the Modified Project, impacts to tribal cultural resources are discussed further below.

As discussed in Section IV.L, Tribal Cultural Resources, of the Draft EIR, based on the documentation provided by Mr. Andrew Salas, on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation, tribal cultural resources may be present in the Project vicinity. Thus, similar to the Original Project, excavation activities under Modified Project have the potential to result in the uncovering of tribal resources. As with the Original Project, the Modified Project would implement Mitigation Measure L-1 to address such potential impacts. Therefore impacts to tribal cultural resources would be less than significant with mitigation and similar to the impacts of the Original Project, which are less than significant with mitigation. No new impacts would occur.

(14) Utilities and Service Systems—Water Supply and Infrastructure

There are no corrections to Section IV.M, Utilities and Services Systems—Water Supply and Infrastructure, of the Draft EIR.

As related to the Modified Project, impacts to water supply and infrastructure are discussed further below. The water supply and infrastructure analysis is based on the Utility Infrastructure Technical Report: Water Memorandum, prepared for the Modified Project by KPFF Consulting Engineers in response to the changes proposed under the Modified Project. This memorandum is included as part Appendix FEIR-4 of this Final EIR.

(a) Construction

Similar to the Original Project, construction activities associated with the Modified Project would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. While the revised construction assumptions for the Project have increase water usage on-site, the short-term and intermittent water use during construction of the Modified Project would continue to be less than the existing and proposed water consumption at the Project Site. As evaluated in Section IV.M, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the Modified Project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of construction.

The temporary and intermittent demand for water during construction under the Modified Project would be similar to the Original Project's and would also be expected to be met by the City's available water supplies. Similarly, the existing LADWP water infrastructure would be adequate to provide the water flow necessary to serve the Modified Project. As with the Original Project, although the Modified Project would not require upgrades to the mainlines that serve the Project Site, new, on-site water distribution lines would be constructed to serve the proposed Museum Building. The design and installation of new on-site water distribution lines would be required to meet applicable LADWP standards. Coordination with LADWP would be required prior to ground disturbance in order to identify the locations and depth of all lines and to avoid water lines and disruption of water service. Furthermore, the Modified Project would also implement a Construction Management Plan to ensure that adequate and safe access remains available within and near the Project Site during the installation of the new water distribution lines. Therefore, construction-related impacts to water demand and infrastructure under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Operation

As with the Original Project, development of the Modified Project would result in an increase in long-term water demand for consumption, operational uses, maintenance, and other activities on the Project Site. Due to the smaller square footage of the revised Museum Building, the anticipated increase in water consumption is expected to be less than that analyzed in the Draft EIR. However, the anticipated attendance of the Museum Building would not change under the Modified Project. As the analysis in Section IV.M, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, conservatively uses the estimated water generation based on the per capita attendance rate, the estimated water demand under the Modified Project would be similar to the Original Project. Thus, it is reasonable to conclude that the LADWP would also be able to meet the water demand of Modified Project. In addition, the existing water distribution infrastructure would be adequate to serve domestic water and fire flow demands of the Modified Project since the demand would be similar to that of the Original Project. Therefore, operational impacts on water supply and water infrastructure under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(15) Utilities and Service Systems—Wastewater

There are no corrections to Section IV.N, Utilities and Services Systems—Wastewater, of the Draft EIR.

As related to the Modified Project, impacts to wastewater are discussed further below. The wastewater analysis is based on the Utility Infrastructure Technical Report: Wastewater Memorandum, prepared for the Modified Project by KPFF Consulting Engineers in response to the changes proposed under the Modified Project. This memorandum is included as part Appendix FEIR-4 of this Final EIR.

(a) Construction

Similar to the Original Project, the Modified Project may include construction activities associated with the installation of new or relocated sewer connections. Such activities would be confined to trenching in order to place the sewer lines below surface and would be limited to the on-site wastewater conveyance infrastructure and minor off-site work associated with connections to the City's sewer lines in the streets adjacent to the Project Site. While no upgrades to the City's sewer infrastructure in the streets adjacent to the Project Site would be required, vehicular and pedestrian access within and immediately surrounding the Project Site may be affected during installation of sewer line connections. Similar to the Original Project, a Construction Traffic Management Plan would be implemented during the construction of the Modified Project to reduce impacts to pedestrian and traffic flow, including emergency vehicle access, which could occur due to temporary off-site utility work. Therefore, construction-related impacts to the wastewater system under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Operation

As with the Original Project, operation of the Modified Project would generate greater wastewater flows relative to existing conditions. Due to the smaller square footage of the revised Museum Building, the anticipated increase in wastewater generation is expected to be less than that analyzed in the Draft EIR. However, the anticipated attendance of the Museum Building would not change under the Modified Project. As the analysis in Section IV.N, Utilities and Service Systems—Wastewater, of the Draft EIR, conservatively uses the estimated water generation based on the per capita attendance rate, the estimated water demand under the Modified Project would be similar to the Original Project. Thus, it can be reasonably concluded that the wastewater generated by the Modified Project would be accommodated by the existing capacity of the HWRP and impacts with respect to treatment capacity would be less than significant. Similar to the Original Project, the Modified Project would connect to the existing sewer lines adjacent to the Project Site, which include an 8-inch sewer line on the west side of LACMA East and an eight-inch sewer line on Spaulding Avenue. Given that wastewater flows generated by the Modified Project would be similar to the estimated wastewater flow of the Project, which is significantly less than the approved discharge of 25,630 gallons per day specified in the Sewer Capacity Availability Request for the Original Project, it is anticipated that there

would be sufficient capacity within the existing sewer lines to accommodate the flows from the Modified Project. Thus, impacts with regard to wastewater generation and infrastructure capacity under the Modified Project would be less than significant and similar to the less-than-significant impacts of the Original Project. No new impacts would occur.

(16) Utilities and Service Systems—Energy

Corrections to Section IV.O, Utilities and Service Systems-Energy, of the Draft EIR, include revisions related to updated construction assumptions detail above in II.B, Corrections and Additions to the Draft EIR Sections and Appendices, as well as those updated in Appendix C.1, Construction Assumptions, of the Draft EIR.

As related to the Modified Project, energy impacts to construction and operations are discussed further below.

(a) Construction

As with the Original Project, construction activities associated with the Modified Project would consume electricity associated with conveyance of water that would be used during construction, powering lights, electronic equipment, or other construction activities necessitating electrical power, and petroleum-based fuels. Total construction trips would decrease under the Modified Project. This reduction occurs primarily as a result of the condensed construction schedule, where the total number of truck trips decreases slightly in comparison to the Original Project. As an example, a single delivery truck under the Modified Project may be able to deliver construction materials (e.g., rebar for foundation in one area and rebar for building construction in another area) for different overlapping phases. Furthermore, as with the Original Project, the Modified Project would still require limited electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. As with the Original Project, construction activities typically do not involve use of natural gas; thus, the Modified Project would not generate demand during construction activities. As with the Original Project, construction activities would require energy demand that is not wasteful, inefficient, or unnecessary and would not be expected to have an adverse impact on available energy supplies or the existing infrastructure. As shown in Table II-11 on page II-161, with the exception of electricity for water consumption, the consumption of energy resources for construction activities would be reduced under the Modified Project, construction of the proposed development is not expected to have an adverse impact on available energy resources. The increase in water usage under the Modified Project reflects the increased duration of grading activities and is necessary for control of fugitive dust emissions consistent with requirements under SCAQMD Rule 403. Therefore, impacts on energy resources associated with short-term construction activities under the Modified Project would be less

Table II-11
Summary of Energy Use During Construction—Modified Project vs. Original Project^a

Fuel Type	Modified Project^b	Original Project^b
Electricity		
Water Consumption	43,631 kWh	29,760 kWh
Lighting, electronic equipment, and other construction activities necessitating electrical power	N/A ^c	N/A ^c
Total Electricity	43,631 kWh	29,760 kWh
Gasoline		
On-Road Construction Equipment	396,288 gallons	398,934 gallons
Off-Road Construction Equipment	0 gallons	0 gallons
Total Gasoline	396,288 gallons	398,934 gallons
Diesel		
On-Road Construction Equipment	161,129 gallons	292,762 gallons
Off-Road Construction Equipment	300,913 gallons	266,067 gallons
Total Diesel	462,042 gallons	558,829 gallons
kWh = kilowatt hours ^a Detailed calculations for the Original Project are presented in Appendix P of the Draft EIR and for the Modified Project are presented in updated Appendix P of this Final EIR. ^b Calculated energy consumption rounded to nearest hundred. ^c Electricity usage associated with this line item would be within the envelope of existing operational electricity usage on the Project Site. Such electricity demand would be temporary, limited (e.g., electric crane), and would cease upon the completion of construction. Source: Eyestone Environmental, 2018.		

than significant, but less compared to the less-than-significant impacts of the Original Project. No new impacts would occur.

(b) Operation

As with the Original Project, operation of the Modified Project would generate a slight decrease in consumption of electricity and natural gas and a slight increase in petroleum-based fuels compared to existing conditions. The Modified Project would result in a reduction in floor area compared to the Original Project. With the reduced size of the Modified Project, the net reduction in energy use would be further reduced. It is anticipated that the existing distribution facilities in the Project area would have the capability to serve the Modified Project. In addition, the reduced size of the Modified Project would also result in a slight decrease in the usage of natural gas. Given the fact that existing service lines in the Project area would have sufficient capacity to serve the Original Project, it is anticipated

that existing service lines in the Project area similarly would have sufficient capacity to serve the Modified Project. Furthermore, as with the Original Project, the Modified Project would implement the same project design features (e.g., Project Design Features GHG-PDF-1 through GHG-PDF-3 as identified in Section IV.O, Utilities and Service Systems—Energy, of the Draft EIR) as the Original Project's to reduce energy usage. In terms of petroleum-based fuel usage, the number of daily trips generated by the Modified Project would be the same in comparison to the Original Project due to no change in proposed attendance levels. Similar to the Original Project, the consumption of electricity, natural gas, and petroleum-based fuels under the Modified Project would not be wasteful, inefficient, or unnecessary. Therefore, operational impacts to energy resources under the Modified Project would be less than significant, but less compared to the less-than-significant impacts of the Original Project. No new impacts would occur.

(17) Appendix B—Wind Tunnel Analysis

Appendix B includes an updated Wind Tunnel Analysis resulting from the revisions to the Original Project. The Modified Project does not change the impact conclusions from the Wind Tunnel Analysis conducted for the Original Project.

(18) Appendix C—Air Quality and Greenhouse Gas

Appendix C.1 includes an updated construction assumptions and Appendix C.2 provides the Air Quality and Greenhouse Gas worksheets that result from the revisions to the Project's construction assumptions. The revised construction assumptions do not change the impact determination that the Modified Project would result in significant and unavoidable regional construction impacts.

(19) Appendix E—Geotechnical Evaluation

The update to the Preliminary Geotechnical Evaluation in Appendix E includes further Project specific information from a design-development level geotechnical and engineering geologic study, including a summary of the results from the prior site investigation report that was referenced in the previous version included in the Draft EIR, without materially changing the impact determination that the Modified Project's impacts related to geology and soils would be less than significant with mitigation.

(20) Appendix K—Noise Calculation Worksheets

Appendix K includes updated noise calculation worksheets resulting from the revisions to the Project's construction assumptions. The revised construction assumptions do not change the impact determination that the Modified Project would result in significant and unavoidable on-site noise and on-site vibration (human annoyance) impacts; less than

significant with mitigation on-site vibration (building damage) impacts; and less than significant off-site noise and off-site vibration (building damage and human annoyance) impacts.

(21) Appendix P—Energy Calculation Worksheets

Appendix P includes updated energy calculation worksheets resulting from the revisions to the Project's construction assumptions. The revised construction assumptions do not change the impact determination that the Modified Project would result in less than significant energy impacts.

(22) Appendix Q—Existing Building Evaluation

Appendix Q includes the entire Existing Building Evaluation rather than just the Executive Summary of the Existing Building Evaluation, which was included in the Draft EIR. The remaining portions of the Existing Building Evaluation provide the worksheets and photo documentation supporting the conclusions that are articulated in the Executive Summary, and nothing therein alters or otherwise conflicts with the findings of the evaluation that was used in the Draft EIR.

(23) Appendix S—Street Tree Evaluation Report

Appendix S includes the Street Tree Evaluation Report, which provides further detail regarding the street trees that will be affected by the Project. The Street Tree Evaluation Report provides clarification on numbers previously provided in the Initial Study and nothing therein changes the impact determination that the Modified Project would result in less than significant aesthetic, views, light/glare, and shading impacts.

(24) Appendix T—Public Health Impacts

Appendix T includes the Public Health Impacts, which, in response to the California Supreme Court decision, *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal. 5th 502 (Friant Ranch decision), provides a supplemental discussion regarding the public health effects of the Project's significant air quality and noise impacts. This added discussion does not result in or disclose any new significant impacts or substantial increase in the severity of any impact already identified in the Draft EIR or Final EIR.

(25) Conclusions

Based on the supplemental analysis presented above, the modifications to the Original Project do not result in any new significant impacts or a substantial increase in an

impact already identified in the Draft EIR or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. The revisions to the Draft EIR clarify, amplify, or refine the information in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft EIR is not required.