

Appendix FEIR-4

Water Resources Technical Reports
Memoranda



Appendix FEIR-4.1



Water Resources Technical Report:
Hydrology/LID Memorandum



LACMA PHASE III PROJECT

WATER RESOURCES TECHNICAL REPORT: HYDROLOGY/LID

MEMORANDUM

AUGUST 20, 2018

PREPARED BY:

KPFF Consulting Engineers
700 South Flower Street, Suite 2100
Los Angeles, CA 90017
(213) 418-0201

Table of Contents

1. INTRODUCTION	1
1.1. PROJECT DESCRIPTION	1
1.2. SCOPE OF WORK	1
2. SURFACE WATER HYDROLOGY	2
2.1. REGULATORY FRAMEWORK	2
2.2. ENVIRONMENTAL SETTING	2
2.3. SIGNIFICANCE THRESHOLDS	2
2.4. METHODOLOGY	2
2.5. PROJECT IMPACT ANALYSIS	2
2.5.1. CONSTRUCTION	2
2.5.2. OPERATION	2
2.5.3. CUMULATIVE IMPACT ANALYSIS	3
3. LOW IMPACT DEVELOPMENT	3
3.1. REGULATORY FRAMEWORK	3
3.2. ENVIRONMENTAL SETTING	3
3.3. SIGNIFICANCE THRESHOLDS	3
3.4. METHODOLOGY	3
3.5. PROJECT IMPACT ANALYSIS	3
3.5.1. CONSTRUCTION	3
3.5.2. OPERATION	3
3.5.3. CUMULATIVE IMPACT ANALYSIS	3
4. LEVEL OF SIGNIFICANCE	4

1. INTRODUCTION

1.1. PROJECT DESCRIPTION

Subsequent to the publication of the Draft Environmental Impact Report (Draft EIR) and *Water Resources Technical Report: Hydrology/LID* dated September 21, 2017, several design changes were made to the Museum Building. The Project includes an approximately 347,500 gross square foot Museum Building, which is a reduction of 40,000 square feet as compared to the Museum Building analyzed in the Draft EIR. The Museum Building would continue to be located on LACMA East and the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard. The Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet, including the Ahmanson Building, the Hammer Building, the Art of Americas Building, and the Bing Center (which contains the LACMA Café, the Dorothy Brown Auditorium, which provides 116 seats, and the Bing Theater, which provides 600 seats). Overall, the Project would result in a decrease in the square footage of museum operations by approximately 45,371 square feet and a reduction in the maximum theater size from 716 seats to 300 seats. The Museum Building is still proposed to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot in the same general location as presented in the Draft EIR; although the shape and location of each Pavilion within the Museum Building has changed slightly (see revised Conceptual Site Plan on page C1.00). The Pavilion for Japanese Art within LACMA East is not a part of the Project Site and would remain. The Project design would also enhance the outdoor experience by including new outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park.

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

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

1.2. SCOPE OF WORK

As a part of the Environmental Impact Report, *Water Resources Technical Report: Hydrology/LID* dated September 21, 2017 ("September 2017 Technical Report") for the

Project, the purpose of this memorandum is to supplement the September 2017 Technical Report by analyzing potential changes to impacts related to the revised Project design.

As a part of the Environmental Impact Report (EIR) for the Project, the purpose of this memorandum is to analyze potential changes to impacts related to the revised Project design.

2. SURFACE WATER HYDROLOGY

2.1. REGULATORY FRAMEWORK

There are no changes to regulatory framework associated with the revised Project design.

2.2. ENVIRONMENTAL SETTING

There are no changes to environmental setting associated with the revised Project design.

2.3. SIGNIFICANCE THRESHOLDS

There are no changes to significance thresholds associated with the revised Project design.

2.4. METHODOLOGY

There are no changes to methodology associated with the revised Project design.

2.5. PROJECT IMPACT ANALYSIS

2.5.1. CONSTRUCTION

Construction activities for the Project would include excavating down on the order of 21.5 feet (approximately 147.5 above MSL) for subterranean parking, basement levels, building up the structure, and hardscape and landscape around the structure. The September 2017 Technical Report and the Draft EIR assumed an excavation depth of 28.5 feet (approximately 140.5 above MSL). Due largely to this decreased depth of excavation, the anticipated cubic yardage of grading activities is expected to decrease. We understand that the Final EIR will assume the same import/export and grading estimates as identified in the Draft EIR for a worst-case analysis. Nevertheless, because the grading activities will not increase due to the recent project changes, there are no substantial changes to construction related surface water impacts associated with the revised Project design.

2.5.2. OPERATION

The Museum building is decreasing in square footage, which would not result in an increase in impervious surface area compared to the values assessed in the Draft EIR. This corresponds to no increase in expected stormwater runoff. Thus, there are no changes to operational surface water hydrology impacts associated with the revised Project design.

2.5.3. CUMULATIVE IMPACT ANALYSIS

Because there is no change to Project impacts related to surface water hydrology, there are no changes to cumulative surface water hydrology impacts associated with the revised Project design.

3. LOW IMPACT DEVELOPMENT

3.1. REGULATORY FRAMEWORK

There are no changes to regulatory framework associated with the revised Project design.

3.2. ENVIRONMENTAL SETTING

There are no changes to environmental setting associated with the revised Project design.

3.3. SIGNIFICANCE THRESHOLDS

There are no changes to significance thresholds associated with the revised Project design.

3.4. METHODOLOGY

There are no changes to methodology associated with the revised Project design.

3.5. PROJECT IMPACT ANALYSIS

3.5.1. CONSTRUCTION

As there are no anticipated changes to construction methodology regarding Stormwater Pollution Prevention Plans in accordance with the NPDES Construction General Permit, and in regards to discharge of non-stormwater, there are no changes to impacts associated with the revised Project design related to construction and Low Impact Development (LID).

3.5.2. OPERATION

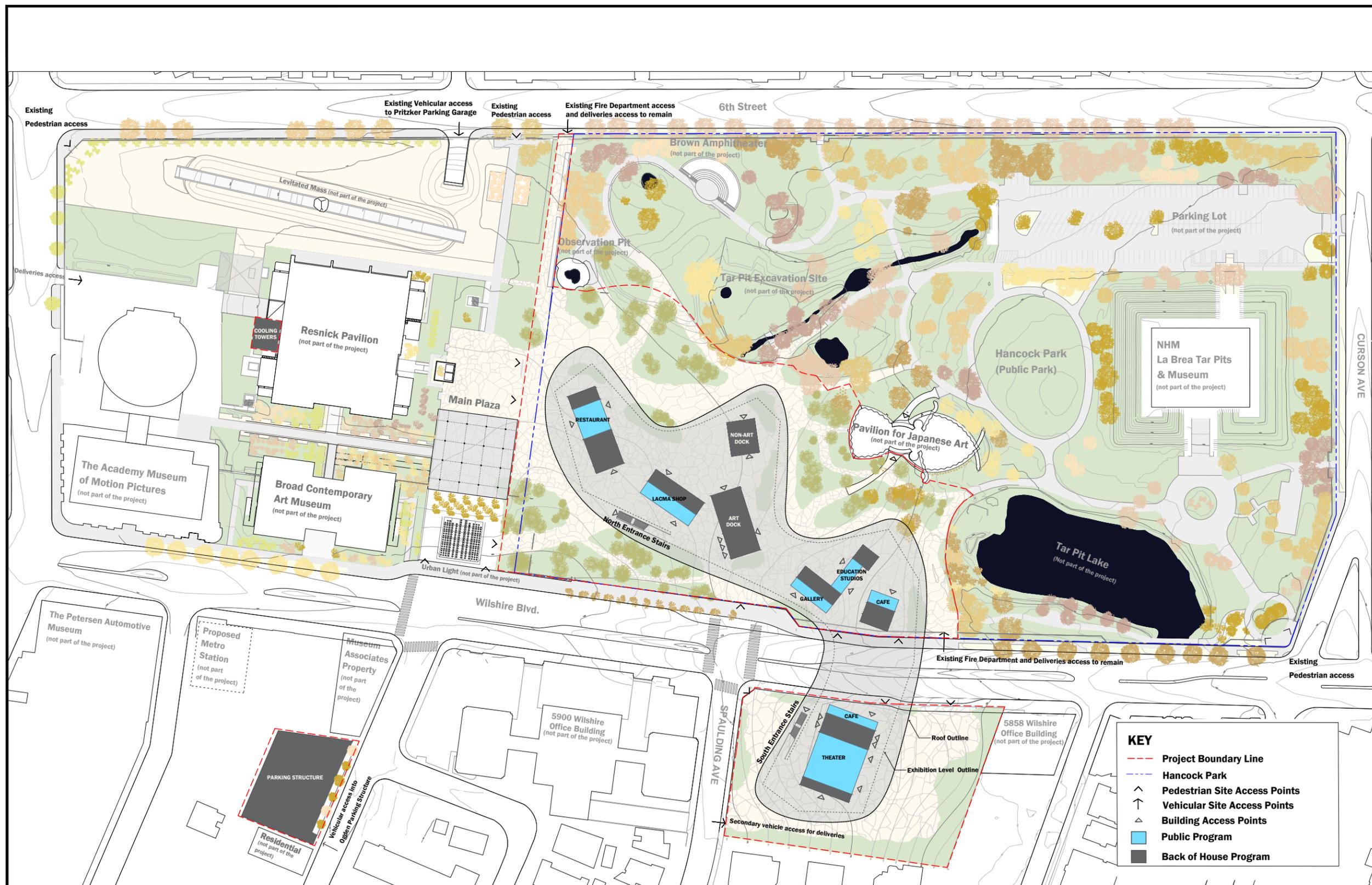
As a part of the revised Project design, there are no anticipated changes to compliance with City of Los Angeles and LA County Low Impact Development Best Management Practices (BMP) implementation. Therefore, there are no anticipated changes to Low Impact Development impacts associated with the revised Project design.

3.5.3. CUMULATIVE IMPACT ANALYSIS

Because there is no change to Project impacts related to Low Impact Development, there are no changes to cumulative groundwater level impacts associated with the revised Project design.

4. LEVEL OF SIGNIFICANCE

Based on the analysis of the Draft EIR, including the September 2017 Technical Report, and the findings of this memorandum, no significant impacts have been identified for surface water hydrology and low impact development for this Project.



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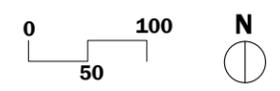
DATE	06.18
PROJECT NUMBER	114128
DESIGNED BY	
DRAWN BY	
CHECKED BY	

PROJECT DESCRIPTION
LACMA BUILDING FOR THE PERMANENT COLLECTION

DRAWING TITLE
CONCEPTUAL PLAN AT GROUND LEVEL
 SHEET NUMBER (EXHIBIT NUMBER)

C1.00

Los Angeles County Museum of Art
 Building for the Permanent Collection,
 Los Angeles, California



CONCEPTUAL PLAN AT GROUND LEVEL
 Los Angeles County Museum of Art
 Building for the Permanent Collection,
 Los Angeles, California

JUNE 2018

Appendix FEIR-4.2



Water Resources Technical Report:
Groundwater Memorandum



LACMA PHASE III PROJECT

WATER RESOURCES TECHNICAL REPORT: GROUNDWATER

MEMORANDUM

AUGUST 20, 2018

PREPARED BY:

KPFF Consulting Engineers
700 South Flower Street, Suite 2100
Los Angeles, CA 90017
(213) 418-0201

Table of Contents

1. INTRODUCTION	1
1.1. PROJECT DESCRIPTION	1
1.2. SCOPE OF WORK	1
2. GROUNDWATER	2
2.1. REGULATORY FRAMEWORK	2
2.2. ENVIRONMENTAL SETTING	2
2.3. SIGNIFICANCE THRESHOLDS	2
2.4. METHODOLOGY	2
2.5. PROJECT IMPACT ANALYSIS	2
2.5.1. CONSTRUCTION	2
2.5.2. OPERATION	2
2.5.3. CUMULATIVE IMPACT ANALYSIS	3
3. LEVEL OF SIGNIFICANCE	3

1. INTRODUCTION

1.1. PROJECT DESCRIPTION

Subsequent to the publication of the Draft Environmental Impact Report (Draft EIR) and *Water Resources Technical Report: Groundwater* dated June 23, 2017, several design changes were made to the Museum Building. The Project includes an approximately 347,500 gross square foot Museum Building, which is a reduction of 40,000 square feet as compared to the Museum Building analyzed in the Draft EIR. The Museum Building would continue to be located on LACMA East and the property on the southeast corner of Wilshire Boulevard and Spaulding Avenue (Spaulding Lot), with a portion spanning Wilshire Boulevard. The Museum Building would replace four buildings within LACMA East collectively comprising approximately 392,871 gross square feet, including the Ahmanson Building, the Hammer Building, the Art of Americas Building, and the Bing Center (which contains the LACMA Café, the Dorothy Brown Auditorium, which provides 116 seats, and the Bing Theater, which provides 600 seats). Overall, the Project would result in a decrease in the square footage of museum operations by approximately 45,371 square feet and a reduction in the maximum theater size from 716 seats to 300 seats. The Museum Building is still proposed to consist of seven semi-transparent Pavilions that would support an elevated, continuous, transparent main gallery level extending over Wilshire Boulevard to the Spaulding Lot in the same general location as presented in the Draft EIR; although the shape and location of each Pavilion within the Museum Building has changed slightly (see revised Conceptual Site Plan on page C1.00). The Pavilion for Japanese Art within LACMA East is not a part of the Project Site and would remain. The Project design would also enhance the outdoor experience by including new outdoor landscaped plazas, public programming and educational spaces, sculpture gardens, and native and drought tolerant vegetation that would be integrated with the Museum Building and existing uses within Hancock Park.

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

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

1.2. SCOPE OF WORK

As a part of the Environmental Impact Report, *Water Resources Technical Report: Groundwater* dated June 23, 2017 ("June 2017 Technical Report") for the Project, the purpose of this memorandum is to supplement the June 2017 Technical Report by analyzing potential changes to impacts related to the revised Project design.

2. GROUNDWATER

2.1. REGULATORY FRAMEWORK

There are no changes to regulatory framework associated with the revised Project design.

2.2. ENVIRONMENTAL SETTING

There are no changes to environmental setting associated with the revised Project design.

2.3. SIGNIFICANCE THRESHOLDS

There are no changes to significance thresholds associated with the revised Project design.

2.4. METHODOLOGY

There are no changes to methodology associated with the revised Project design.

2.5. PROJECT IMPACT ANALYSIS

2.5.1. CONSTRUCTION

2.5.1.1. GROUNDWATER LEVEL

Construction activities for the Project would include excavating down on the order of 21.5 feet (approximately 147.5 above MSL) for subterranean parking, basement levels, building up the structure, and hardscape and landscape around the structure. The June 2017 Technical Report and the Draft EIR assumed an excavation depth of 28.5 feet (approximately 140.5 above MSL). We understand that the Final EIR will assume the same import/export and grading estimates as identified in the Draft EIR for a worst-case analysis. Nevertheless, because the grading activities will not increase due to the recent project changes, there are no substantial changes to impacts associated with the revised Project design.

2.5.1.2. GROUNDWATER QUALITY

As there are no anticipated changes to construction methodology regarding groundwater quality, there are no changes to impacts associated with the revised Project design.

2.5.2. OPERATION

2.5.2.1. GROUNDWATER LEVEL

As in the case with the project design assessed in the Draft EIR, the revised Project design is anticipated to pose minimal groundwater recharge potential and to be designed with subterranean walls that resist hydrostatic forces and incorporate comprehensive

waterproofing systems. Thus, there are no changes to methodology associated with the revised Project design.

2.5.2.2. GROUNDWATER QUALITY

With regard to operational groundwater quality, the revised project design does not differ significantly from that assessed in the Draft EIR. There are no changes to operational groundwater quality related impacts associated with the revised Project design.

2.5.3. CUMULATIVE IMPACT ANALYSIS

2.5.3.1. GROUNDWATER LEVEL

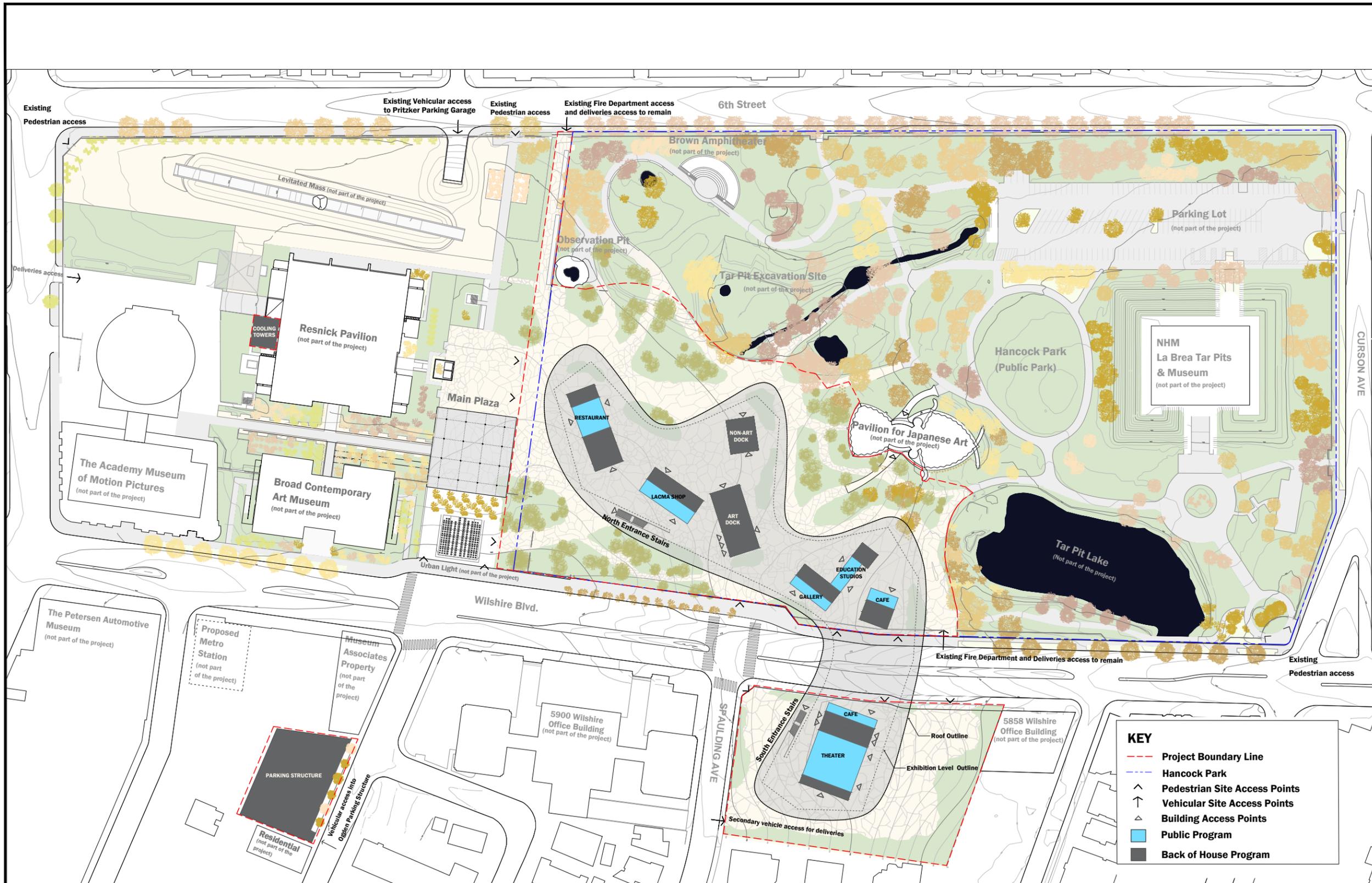
Because there is no change to Project impacts related to groundwater level, there are no changes to cumulative groundwater level impacts associated with the revised Project design.

2.5.3.2. GROUNDWATER QUALITY

Because there is no change to Project impacts related to groundwater quality, there are no changes to cumulative groundwater level impacts associated with the revised Project design.

3. LEVEL OF SIGNIFICANCE

Based on the analysis of the Draft EIR, including the June 2017 Technical Memo, and the findings of this memorandum, no significant impacts have been identified for groundwater level and groundwater quality for this Project.



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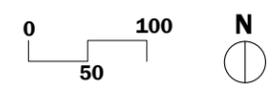
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