

I. Executive Summary



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1. Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15089, the County of Los Angeles, the Lead Agency must prepare a Final EIR before approving the Project. The City of Los Angeles, as the Responsible Agency, will utilize the Final EIR prepared by the Lead Agency to meet its CEQA compliance requirements for the Project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding the LACMA Building for the Permanent Collection (Project) Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes the following: the October 2017 Draft EIR for the Project (incorporated herein by reference); corrections and additions to the Draft EIR; a list of persons, organizations, and agencies commenting on the Draft EIR; responses to comments received regarding the Draft EIR; and other information added for clarification by the Lead Agency, each described further below. In addition, the Final EIR includes a Mitigation Monitoring and Reporting Program (MMRP).

Subsequent to the release 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 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. A more detailed discussion regarding the Modified Project and a comparative analysis to the Original Project is provided in Section II, Corrections and

Additions to the Draft EIR, of this Final EIR. This Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Draft EIR for the Project, circulated for public review and comment from October 26, 2017, through December 15, 2017, constitutes the first part of the EIR and is incorporated by reference and bound separately.

2. Organization of the Final EIR

This Final EIR is organized into four main sections as follows:

Section I. Introduction—This section provides an introduction to the Final EIR and contents of the Final EIR. Also included in this section are an overview of the CEQA requirements, an overview of the environmental review process that was completed for the Project, a summary of the Project, and areas of concern.

Section II. Corrections and Additions to the Draft EIR—This section provides a description of the modifications to the Project as well as a comprehensive set of textual revisions that have been incorporated into the Draft EIR based on the modifications to the Project, the comments received from the public and agencies, and other items requiring updating and/or correction. This section also includes an analysis demonstrating the proposed modifications to the Project would not result in new significant impacts.

These changes are minor and do not add significant new information that would affect the analysis or conclusions presented in the Draft EIR. Section 15088.5(a) of the CEQA Guidelines specifically states:

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 includes, for example, a disclosure showing that:

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*

- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5(b) provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”

As demonstrated in this Final EIR, neither the comments submitted on the Draft EIR, the responses to these comments, nor the corrections and additions presented in Section II, Corrections and Additions to the Draft EIR, of this Final EIR, constitute new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

This Final EIR also includes the following appendices:

- **Appendix FEIR-1. Draft EIR Comment Letters**—This appendix to the Final EIR includes copies of all written comments received on the Draft EIR.
- **Appendix FEIR-2. Memorandum Regarding Historical Resources Technical Report**
- **Appendix FEIR-3. Technical Memorandum for the LACMA Cultural and Paleontological Resources Revised Project Description Analysis**
- **Appendix FEIR-4. Water Resources Technical Reports Memoranda**
- **Appendix FEIR-5. Urban Heat Island Effect Memorandum**
- **Appendix FEIR-6. Revised Construction Noise Analysis**
- **Appendix FEIR-7. Transportation Analysis for the Refined Building for the Permanent Collection Project**
- **Appendix FEIR-8. Water Utility Infrastructure Technical Report Memorandum**
- **Appendix FEIR-9. Wastewater Utility Technical Report Memorandum**

As discussed in Section II, Corrections and Additions to the Draft EIR, of this Final EIR, the following revised Draft EIR appendices are included in this Final EIR:

- **Revised Appendix B. Wind Tunnel Analysis**
- **Revised Appendix C.1. Construction Assumptions**
- **Revised Appendix C.2. Air Quality and Greenhouse Gas Worksheets**
- **Revised Appendix E. Geotechnical Evaluation**
- **Revised Appendix K. Noise Calculation Worksheets**
- **Revised Appendix P.1. Energy Calculation Worksheets**
- **Revised Appendix Q. Existing Building Evaluation**
- **Appendix S. Street Tree Evaluation Report**
- **Appendix T. Public Health Impacts**

Section III. Responses to Comments—This section presents a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is followed by verbatim numbered copies of the comments followed by numbered responses to each of the written comments made regarding the Draft EIR. Copies of the full original comment letters are provided in Appendix FEIR-1 of this Final EIR.

Section IV. Mitigation Monitoring and Reporting Program—This section provides the full MMRP for the Project. The MMRP lists project design features and mitigation measures by environmental topic, and identifies for each of the features and measures the action required, the mitigation timing, the responsible agency or party, and the monitoring agency or party.

3. Environmental Review Process

In accordance with CEQA, the environmental review process for the Project commenced with solicitation of comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, through a Notice of Preparation (NOP) process. The County prepared an Initial Study and circulated an NOP for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on August 4, 2016, for a 30-day review period. In addition, a public scoping meeting was conducted on August 24, 2016, and held at the

LACMA Broad Contemporary Art Museum building. The Initial Study, NOP, and NOP comment letters are included in Appendix A of the Draft EIR.

Consistent with the requirements of Sections 15087 and 15105 of the CEQA Guidelines, the Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research and was circulated for public review commencing on October 26, 2017. The Draft EIR was also made available for review on the County's website, at the Chief Executive Office, and at three public libraries. While CEQA requires a 45-day public comment period, the comment period for the Project was a total of 50 days, and ended on December 15, 2017. In addition, a public meeting was conducted on November 7, 2017, and held at the LACMA Broad Contemporary Art Museum building. Following the Draft EIR public comment period, this Final EIR has been prepared and includes responses to the comments raised regarding the Draft EIR. In addition, as discussed above, subsequent to the release of the Draft EIR, the Applicant has proposed several modifications to the Project as described in the Draft EIR. These modifications, which are primarily related to the design of the Museum Building, are provided in Section II, Corrections and Additions to the Draft EIR, of this Final EIR. Section II, Corrections and Additions to the Draft EIR, clarify why these changes are minor and do not add significant new information that would affect the analysis or conclusions presented in the Draft EIR.

4. Overview of the Project

a. Existing Project Site Conditions

The Project Site includes a portion of LACMA East and extends to the south across Wilshire Boulevard to include the approximately 2-acre surface parking area on the Spaulding Lot. In addition, the Project includes an approximately 20-foot by 50-foot pad immediately west of the Resnick Pavilion on LACMA West. The Project Site also includes the approximately 0.40-acre surface parking lot on the Ogden Lot, located southwest of the intersection of Wilshire Boulevard and Ogden Drive. The existing buildings within the Project Site include the Ahmanson Building, the Hammer Building, the Bing Center, and the Art of the Americas Building. These buildings, which together comprise approximately 392,871 gross square feet, would be replaced by the proposed Museum Building. The Pavilion for Japanese Art within LACMA East is not part of the Project Site and would remain. However, construction of the Project would require removal of the service bridge and pedestrian bridge that currently connect the Pavilion for Japanese Art to the Plaza Level of the Los Angeles Times Central Court. The majority of the pedestrian bridge, which would be replaced with a compatible new ramp, is structurally independent of the Pavilion for Japanese Art. During demolition of the existing buildings on the Project Site, the pedestrian bridge would be removed at the joint where the Pavilion for Japanese Art and the pedestrian bridge meet. In addition, the service doors located at the end of the

service bridge would be removed, filled, and finished to match the existing wall surface of the Pavilion for Japanese Art.

Outdoor events are currently held on both LACMA West and LACMA East. These events include openings for exhibitions, educational programs, occasional private donor events, and musical events such as Friday Night Jazz and Latin Sounds. Friday Night Jazz, which is held on LACMA West, and Latin Sounds, which is held north of LACMA East in Hancock Park, can draw crowds of up to 2,000–3,000 people; however, most other events typically draw up to a few hundred people. The Bing Theater, which currently has 600 seats, presents films, lectures, musical performances, and the occasional dance or theatrical event. These events occur approximately 450 times a year and include both private and public events. Generally, events occur within the museum's regular hours of 11:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 11:00 A.M. to 8:00 P.M. on Friday, and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday. However, on average, approximately 85 events out of the 450 events that are held in the Bing Theater occur outside of the museum's regular hours. Most of these events end at 10:00 P.M. with the talent and equipment leaving the premises by around 11:00 P.M. The Dorothy Brown Auditorium, which provides 116 seats, is predominately used to host lectures during the museum's regular hours of 11:00 A.M. to 5:00 P.M. on Monday, Tuesday, and Thursday, 11:00 A.M. to 8:00 P.M. on Friday, and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday.

The existing buildings on LACMA East include one restaurant/bar. 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.

Parking for LACMA is located at the Pritzker Parking Garage, a two-level underground parking structure, which is accessed from 6th Street, just east of Fairfax Avenue, and at the Spaulding Lot accessed from Spaulding Avenue south of Wilshire Boulevard. The Pritzker Parking Garage provides approximately 650 parking spaces (with implementation of attendant-operated stacked parking) and 12 motorcycle parking spaces, while the Spaulding Lot provides approximately 260 surface parking spaces, as well as six motorcycle parking spaces. Therefore, the combined parking supply for LACMA is 910 vehicle spaces. The parking hours for both the Pritzker Garage and Spaulding Lot are as follows: on Monday, Tuesday, and Thursday, hours are 10:00 A.M. to 10:00 P.M.; on Friday, hours are 10:00 A.M. to 11:00 P.M.; and on Saturday and Sunday, hours are 9:00 A.M. to 10:00 P.M. Other parking facilities are provided in the vicinity, which offer additional parking options for LACMA's visitors (e.g., the Petersen Automotive Museum).

Primary pedestrian access to LACMA is from Wilshire Boulevard and from 6th Street. An existing pick-up/drop-off area is located on the northern side of Wilshire Boulevard and currently allows for up to 26 cars or 10 buses at a time.

Bicycle parking is provided throughout the LACMA Campus along these site entry points off of Wilshire Boulevard, 6th Street, and within Hancock Park next to the Pavilion for Japanese Art. As part of the Academy Museum, LACMA and the Academy Museum Foundation have agreed to install facilities for up to 88 bicycles at the entrance to the LACMA Campus from 6th Street.

Access for deliveries to the LACMA Campus is from 6th Street via a portion of the vacated Ogden Drive and along the north side of Wilshire Boulevard, between Spaulding Avenue and Stanley Avenue, via an existing fire lane.

The existing metal fence around Hancock Park is approximately 8 feet to 10 feet in height and serves to secure the site by providing full closure of Hancock Park, including LACMA East and LACMA West, when the museums (LACMA & NHM La Brea Tar Pits & Museum) are closed in the evenings/night. Lighting within the Project Site includes low-level exterior lights adjacent to the buildings and along pathways and within parking areas for security and wayfinding purposes. In addition, low-level lighting for accent signage and architectural features is also present. The Urban Light artwork located on LACMA West, north of Wilshire Boulevard east of BCAM, and street lighting along Wilshire Boulevard, Fairfax Avenue, and 6th Street are also sources of light. Signage within the Project Site and the LACMA Campus is limited to identification and way-finding signs.

The Project Site is well-served by public transit. Specifically, the Los Angeles County Metropolitan Transportation Authority (Metro) 20 and 720 bus lines on Wilshire Boulevard and the Metro 217, 218, and 780 bus lines on Fairfax Avenue all stop within half

a block of the museum. Recently, the Wilshire Bus Rapid Transit Project, which provides a peak hour bus-only lane along Wilshire Boulevard, supplementing the existing bus service on the street, became operational in the area of the Project Site. In addition, the construction of the Metro Purple Line Extension Project, a transit project in the vicinity of the Project Site, is underway, which will connect the existing Metro Purple Line from its current terminus at the Wilshire/Western Station to a new Westwood/VA Hospital Station with a total of seven new stations. The closest station to the Project Site will be located across from LACMA West, beneath the intersection of Wilshire Boulevard and Fairfax Avenue with the main station entrance on the southeast corner of Wilshire Boulevard and Orange Grove Avenue. Section I of the Metro Purple Line Extension Project, including the Wilshire/Fairfax Station, is anticipated to be completed as early as 2023.

b. Proposed Project

The Project, as modified, would consist of the following:

- Demolition of four existing museum buildings on LACMA East collectively comprising approximately 392,871 gross square feet;
- Demolition of the surface parking lot on the Spaulding Lot;
- Construction of the Museum Building, an approximately 347,500-gross-square-foot building located on LACMA East and the Spaulding Lot, with a portion of the Museum Building spanning Wilshire Boulevard between LACMA East and the Spaulding Lot; and
- Construction of an approximately 55-foot-tall, 260-space Ogden Parking Structure located on the Ogden Lot with up to five above-grade parking levels and up to two below-grade levels. The Ogden Parking Structure would primarily be a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building, occupying approximately 5 percent of the floor plate area and bringing the maximum building height to 65 feet. It would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level.

The proposed 347,500-gross-square-foot Museum Building, which would include approximately up to 70,000 square feet in two basements, would replace four existing buildings within LACMA East and would extend to the south across Wilshire Boulevard to the Spaulding Lot. The Museum Building would result in an overall reduction of approximately 45,371 gross square feet from the existing buildings on LACMA East. With the removal of the Bing Center, the Project would also result in a reduction in the maximum theater size from over 700 seats to approximately 300 seats within the Project Site. A detailed description of the Project is provided below. In addition, as part of the Project, the

new Ogden Parking Structure providing approximately 260 parking spaces would be developed within approximately 725 feet of the proposed north entrance of the Museum Building and approximately 950 feet of the proposed south entrance of the Museum Building.

(1) Design

As designed by Peter Zumthor, the proposed Museum Building would include approximately 347,500 gross square feet, including up to 70,000 square feet in two basements, that would replace the Ahmanson, Hammer, Bing, and Art of the Americas buildings that together comprise approximately 392,871 square feet of gross building area within the Project Site. As such, the Project would result in a reduction in overall square 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 116 seat Dorothy Brown Auditorium within the Bing Center.

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, 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. 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 19 feet to 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 50 to 60 feet above-grade. The underside portion of the Museum Building's exhibition level spanning Wilshire Boulevard would be elevated approximately 19 feet above the street level on the east end and approximately 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 above the street surface at its highest point. Accordingly, the roof of the portion of the Museum Building spanning Wilshire Boulevard would be approximately 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.

The Project also includes the construction of the Ogden Parking Structure, a new 260-space parking structure on the Ogden Lot that would replace the parking spaces currently on the Spaulding Lot. The new parking structure would be located southwest of the intersection of Wilshire Boulevard and Ogden Drive on three contiguous parcels at 715–731 S. Ogden Drive. The new parking structure would include up to five above-grade parking levels and up to two below-grade parking levels. The approximate height of the parking structure would be 55 feet, which would be consistent with the building heights in the vicinity. The Ogden Parking Structure is primarily a 55-foot-tall building plus an additional 10-foot rooftop elevator tower at the northern portion of the building which occupies approximately 5 percent of the floor plate area and brings the maximum building height to 65 feet. The Ogden Parking Structure would also include approximately two rooftop light fixtures that extend up to 20 feet above the rooftop level. Access to the new parking structure would be provided from Ogden Drive. The hours of operation for the Ogden Parking Structure would be the same as the current hours of operation for the Pritzker Parking Garage and the Spaulding Lot.

Construction of the Project would require removal of the service bridge and pedestrian bridge, located on the Project Site, that currently connect the Pavilion for Japanese Art to the Plaza Level of the Los Angeles Times Central Court. Specifically, the service bridge would be disconnected and removed and the pedestrian bridge would be removed and replaced with a compatible new ramp.

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 roughly the following dimensions:

- 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 19 feet above the street surface at the east end of the Wilshire Boulevard crossing and approximately 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 170 feet.
- The north-south span of the airspace parcel is approximately 100 to 125 feet.

The airspace being vacated corresponds roughly to the side and lower boundaries of the portion of the Museum Building spanning Wilshire Boulevard. While the airspace parcel itself would not include an upper limit, the portion of the Museum Building where it spans Wilshire Boulevard would be approximately 60 feet above the street surface at its highest point. 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.

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 may include features such as: installation of dual plumbing in order to use reclaimed water for toilet flushing, cooling towers, and landscape; and storm water retention after a biofiltration flow-through planter system to capture treated stormwater in below grade cisterns for use in on-site toilets, urinals, landscape irrigation and cooling towers.

In addition, local air quality would be enhanced by the reduction of VOC-containing construction materials. Construction activities would also make use of local, recycled, and renewable materials where possible and reuse construction materials such as grading debris 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 potentially reducing vehicle miles traveled.

(2) Programming

Average annual attendance at LACMA from fiscal year ending June 30, 2010, through fiscal year ending June 30, 2015, was approximately 1,200,000 persons. LACMA's regular hours of operation are: 11:00 A.M. to 5:00 P.M. Monday, Tuesday and Thursday; 11:00 A.M. to 8:00 P.M. Friday; and 10:00 A.M. to 7:00 P.M. on Saturday and Sunday. LACMA is closed on Wednesdays. Because the proposed Museum Building would replace existing museum facilities that currently perform the same functions, the improvements to LACMA that would be implemented are not anticipated to increase the average amount of programming, hours or the daily or annual attendance levels that have been experienced at LACMA. However, the Project could result in a modest increase in attendance in the near term following the opening of the Museum Building.

As with the existing conditions, outdoor events at LACMA after completion of the Project would continue to occur at both LACMA West and LACMA East and would include similar event types and crowd sizes. In addition, the new Museum Building would include a theater on the Spaulding Lot that would provide approximately 300 seats. The new theater on Spaulding Lot would replace the existing program currently provided at the Bing Theater and the 116-seat Dorothy Brown Auditorium. No outdoor event programming is anticipated on the Spaulding Lot. Any events on the Spaulding Lot would be limited to indoor theater events.

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. 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. 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.

(3) Access and Parking

Parking for LACMA would continue to be provided in the existing Pritzker Parking Garage. In addition, approximately 260 parking spaces would be provided in the new Ogden Parking Structure. These new parking spaces would replace the parking spaces currently provided on the Spaulding Lot. The hours of operation for the Ogden Parking Structure would be the same as the current hours of operation for the Pritzker Parking Garage and the Spaulding Lot.

Primary pedestrian access to the Project Site would be provided from Wilshire Boulevard, but would also be available from 6th Street. The Project would maintain the existing pick-up/drop-off area that is located on the northern portion of Wilshire Boulevard, between Ogden Drive and Spaulding Avenue, via an existing fire lane. However, the Project is proposing to shorten the length of the existing pick-up/drop-off area in order to provide a safer crossing for pedestrians at Spaulding Avenue and Wilshire Boulevard as the length of time for pedestrians to cross Wilshire Boulevard would be reduced. Accommodations for supplemental visitor pick-up/drop-off would also be provided for the building entrances south of Wilshire Boulevard within a designated pick-up/drop-off area accessed along the south side of Wilshire Boulevard at the Spaulding Lot.

Bicycle parking would be provided within the Ogden Parking Structure, along with existing bicycle parking that is provided throughout the campus along the campus entry points off of 6th Street and within Hancock Park, and along with additional bicycle parking to be provided at the entrance to the campus on 6th Street in connection with the Academy Museum.

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 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 19 feet above the street level on the east end and approximately 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.

(4) Landscaping

With the removal of the existing buildings on LACMA East and the open ground-level design of the Museum Building, the Project would open up more than 2.5 acres of new public outdoor space on LACMA East in addition to the existing approximately two 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 one acre of 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. The 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. Aside from the indoor seats that would be provided in the restaurant and cafés, the Project would also include outdoor dining. Specifically, the restaurant, located on the western portion of LACMA East, would include 50 seats in the outdoor dining area. The café located on the southern portion of LACMA East would include 16 seats for outdoor dining and the café located on the Spaulding Lot would include 14 seats for outdoor dining. Additional visitor seating, separate from the outdoor dining areas, would also be provided.

Vegetation within the Project Site would include native planting and drought tolerant plant material. Implementation of the Project would require the removal of approximately 97 non-protected trees located within the Project Site. No oak trees would be removed for the Project. Trees within the LACMA Campus would be replaced at a minimum on a one-to-one basis.

Implementation of the Project would require the removal of up to approximately 43 non-protected street trees within the City's public right-of-way, located on the north and south side of Wilshire Boulevard. 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 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 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. 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 Coalition 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.

The existing perimeter fencing around Hancock Park and LACMA West, including the portion of the Museum Building located north of Wilshire Boulevard would be maintained, as described further in Subsection 3.b, Existing Project Site Conditions. New fencing around the north and west sides of the Spaulding Lot would also match the existing fence around Hancock Park, but would vary slightly in height. In addition, the Project would include a variety of landscaping opportunities along the perimeter of the Museum Building fronting Wilshire Boulevard. Furthermore, the existing walls and fencing on the southern and eastern boundaries of the Spaulding Lot would be retained. No fencing is anticipated at the Ogden Lot.

(5) Lighting and Signage

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 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.

New identification signage would be provided as part of the Project. However, the Project would not include electronic signage or signs with flashing, mechanical, or strobe lights.

(6) Infrastructure Improvements

As part of the Project, the existing central plant, which is located within the northern portion of the Ahmanson Building known as the Ahmanson Addition, would be removed and replaced with new systems to be located in the basement on LACMA East within the Museum Building. The new systems would require three or four cooling towers, approximately 14 feet to 18 feet in height, which may be installed on an approximately 20-foot by 50-foot pad immediately west of the Resnick Pavilion on LACMA West. Infrastructure improvements proposed as part of the Project would include a new fire water line, new electrical and natural gas service and associated facilities, and sewer and water connections and drainage improvements. In addition, the Project Site is located within a County- and City-designated methane zone, and although the County is not required to comply with City of Los Angeles requirements, the portion of the Project that will be owned by the County would comply with the more stringent of the methane requirements of both the County of Los Angeles and the City of Los Angeles regarding the installation of a methane system to protect the proposed structures against the intrusion of methane gas. The Ogden Parking Structure would be designed to comply with the City's methane requirements, which are generally more stringent than the County's requirements.

(7) Security Features

The Project would implement security access and intrusion hardware, software, and video management system(s) to aide in the monitoring of the entire Project Site, inside the Museum Building and in the outdoor areas. Examples include the use of proximity/keycard systems, motion detection systems, glass-break detection, and a video management software and hardware system to provide the ability to monitor on-site activity and provide real-time views in areas of alarm activations, among others. In addition, the Project would

include security personnel that would be on the Project Site 24 hours per day, seven days per week.

The Project would also incorporate the following design features to enhance the safety and security of the visitors, staff, and building:

- Design line-of-sight for security technical systems and staff including, but not limited to the following areas: (1) points of access and egress; (2) open spaces surrounding the building; (3) pedestrian walkways; (4) parking structure; and (5) street access locations;
- The new outdoor public space within the Project Site would be appropriately lit at night to avoid areas of concealment; and
- Lighting and signs on building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into building.

The Ogden Parking Structure would include security gates at its ground floor openings. These gates would be closed when the Ogden Parking Structure is closed.

c. List of Discretionary Actions

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;
- 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 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 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.

5. Areas of Concern

Potential areas of controversy and issues to be resolved by the County's decision-makers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. As evaluated in Section IV, Environmental Impact Analysis, of the Draft EIR, these areas may include noise and vibration as well as traffic during Project construction.

Based on the Draft EIR comment letters received regarding the Draft EIR, which are included in Appendix FEIR-1 of this Final EIR, issues known to be of concern include, but are not limited to, Project construction and operation impacts on aesthetics; air quality; cultural resources (including historical resources, archaeological resources, and paleontological resources); geology and soils; hazards and hazardous materials; hydrology, water quality, and groundwater; noise; and traffic, access, and parking. As shown in the Matrix of Comments Received in Response to the Draft EIR provided in Section III, Responses to Comments, of this Final EIR, comments were also provided regarding other environmental topics addressed in the Draft EIR.