

INITIAL STUDY

ACADEMY MUSEUM OF MOTION PICTURES PROJECT

CITY OF LOS ANGELES, CALIFORNIA

MAY 2013

INITIAL STUDY

ACADEMY MUSEUM OF MOTION PICTURES PROJECT

CITY OF LOS ANGELES, CALIFORNIA

Prepared for:

City of Los Angeles
Planning Department
200 N. Spring Street, Room 721
Los Angeles, CA 90012

Prepared by:

PCR Services Corporation
201 Santa Monica Boulevard
Suite 500
Santa Monica, CA 90401

MAY 2013

Table of Contents

Page

ENVIRONMENTAL CHECKLIST

ATTACHMENT A - PROJECT DESCRIPTION	A-1
A. Introduction	A-1
B. Project Location and Surrounding Uses	A-2
C. Project Background and Existing Conditions.....	A-5
D. Description of the Project.....	A-7
E. Anticipated Project Approvals.....	A-19

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS	B-1
I. Aesthetics	B-1
II. Agriculture and Forest Resources.....	B-3
III. Air Quality	B-5
IV. Biological Resources.....	B-6
V. Cultural Resources	B-9
VI. Geology and Soils	B-10
VII. Greenhouse Gas Emissions	B-13
VIII. Hazards and Hazardous Materials.....	B-14
IX. Hydrology and Water Quality	B-17
X. Land Use and Planning	B-20
XI. Mineral Resources	B-21
XII. Noise.....	B-22
XIII. Population and Housing.....	B-23
XIV. Public Services	B-24
XV. Recreation	B-27
XVI. Transportation and Circulation	B-27
XVII. Utilities and Service Systems	B-30
XVIII. Mandatory Findings of Significance	B-39

APPENDICES

Appendix A, Academy Museum Project: Surface Water Hydrology and Water Quality Conditions

Appendix B, Academy Museum Project: Water and Wastewater Service Data

List of Figures

	Page
A-1	Regional and Project Vicinity MapA-3
A-2	Aerial Photograph of Project Site and Vicinity.....A-4
A-3	Proposed Site PlanA-11
A-4	North/South Section: Project Site along Fairfax AvenueA-12
A-5	East/West Section: Project Site and LACMA CampusA-13
A-6	Museum Entrance and New WingA-14

List of Tables

	Page
A-1	Proposed Development ProgramA-15
B-1	Estimated Construction & Demolition Waste Generation.....B-35
B-2	Estimated Operational Solid Waste GenerationB-36
B-3	Estimated Electricity UseB-37
B-4	Estimated Natural Gas UseB-38

ENVIRONMENTAL CHECKLIST FORM

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

**INITIAL STUDY
AND CHECKLIST**

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 4	DATE May 16, 2013
--	------------------------------	-----------------------------

RESPONSIBLE AGENCIES

City of Los Angeles Department of City Planning, California Department of Toxic Substances Control (DTSC), Los Angeles Regional Water Quality Control Board, California Department of Transportation (CalTrans - District 7), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), Los Angeles County Sanitation Districts

PROJECT TITLE/NO.

Academy Museum of Motion Pictures Project

CASE NO.

PREVIOUS ACTIONS CASE NO.

N/A

DOES have significant changes from previous actions.

DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

See Attachment A.

ENVIRONMENTAL SETTING:

The Project Site is located at the western edge of the LACMA Campus at the May Company Building, known in recent years as LACMA West. LACMA forms the western edge of Museum Row, the segment of Wilshire Boulevard between Fairfax Avenue and La Brea Boulevard also occupied by the George C. Page Museum at the Rancho La Brea Tar Pits, the Craft and Folk Art Museum, and the Petersen Automotive Museum. Museum Row is within the City-designated Miracle Mile Community Design Overlay District within the area bounded by Sixth Street on the north, Eighth Street on the south, Sycamore Avenue on the east, and Fairfax Avenue on the west. The Project area is generally highly urbanized, with the 160-acre Park La Brea residential neighborhood to the north; a mix of museums, galleries, cultural institutions, and commercial business along Wilshire Boulevard to the south; and commercial uses to the to the east across Curson Avenue and to the west across Fairfax Avenue. For further discussion, see Attachment A, Project Description.

PROJECT LOCATION

The Project Site is located at 6067 Wilshire Boulevard, at its intersection with Fairfax Avenue, in the Wilshire Community Plan Area of the City of Los Angeles. Regional access to the site is provided by the Santa Monica Freeway (US 10), located approximately 2.0 miles to the south, and the Hollywood Freeway (US 101) located approximately 3.5 miles to the northeast. Major arterials in the project vicinity include Third Street, Sixth Street, and Beverly Boulevard to the north; Fairfax Avenue and San Vicente Boulevard to the west; Wilshire and Olympic Boulevards to the south; and La Brea Avenue and Highland Avenue to the east. For further discussion, see Attachment A, Project Description.

PLANNING DISTRICT

Wilshire Community Plan; Miracle Mile Community Design Overlay District (CDO)

STATUS:

PRELIMINARY

PROPOSED

ADOPTED

date September 19, 2001

EXISTING ZONING

[Q]C2-2-CDO

MAX. DENSITY ZONING

6.0:1 FAR

DOES CONFORM TO PLAN

PLANNED LAND USE & ZONE

Regional Center Commercial

MAX. DENSITY PLAN

DOES NOT CONFORM TO PLAN

SURROUNDING LAND USES

See Attachment A, Project Description

PROJECT DENSITY

N/A

NO DISTRICT PLAN



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section

XVII, "Earlier Analysis," cross referenced).

- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | | |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

**BACKGROUND**

PROPONENT NAME

Heather Cochran, Managing Director, Academy Museum of Motion Pictures

PHONE NUMBER

(310) 247-3000

PROPONENT ADDRESS

The Academy of Motion Picture Arts and Sciences
8949 Wilshire Boulevard
Beverly Hills, CA 90211-1907

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Planning Department

DATE SUBMITTED

April 22, 2013

PROPOSAL NAME (If Applicable)Academy Museum of Motion Pictures Project

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. HYDROLOGY AND WATER QUALITY. Would the project result in:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Other utilities and service systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
-------------	-------	-------------	------

ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A - PROJECT DESCRIPTION

A. INTRODUCTION

The Homewood Foundation, a supporting organization of the Academy Foundation, the charitable arm of the Academy of Motion Picture Arts and Sciences (“Academy”), is the Applicant for the proposed Academy Museum of Motion Pictures (“Museum” or “Project”), and the City of Los Angeles is the Lead Agency. The Project would be developed on a portion of the Los Angeles County Museum of Art Campus (“LACMA Campus”) in the City of Los Angeles (“City”). The Project would involve rehabilitation and adaptive reuse of the historically significant May Company Wilshire department store building (“May Company Building”), and construction of a new wing (“New Wing”), which would require demolition of an addition to the May Company Building constructed in 1946 (“1946 Addition”). Located at the northeast corner of Wilshire Boulevard and Fairfax Avenue, on Miracle Mile in the Wilshire Community Plan Area of the City of Los Angeles, the proposed Museum would mark the western edge of Wilshire Boulevard’s Museum Row. The Museum would be dedicated to films and filmmaking and would include permanent and changing exhibition space; three theaters with a combined seating capacity of up to 1,350; banquet and conference space with a maximum occupancy of 1,200; a café with seating for up to 150 patrons; an approximately 5,000-square-foot Museum store; and ancillary spaces including administrative offices, educational spaces, open Museum collection storage, exhibit preparation, a conservation laboratory, and maintenance and receiving areas. Parking would be provided through joint use of existing LACMA parking facilities and existing off-site parking facilities in the immediate vicinity.

The Academy has secured a long-term lease from Museum Associates, the non-profit entity that administers LACMA, for the approximately 2.2-acre Project Site (“Project Site”) which is located on an approximately 9-acre parcel within the 20-acre LACMA Campus. The Project Site is currently developed with the five-story 144,000 square-foot original 1939 May Company building (“Original Building”) and the five-story, 61,500-square-foot 1946 Addition on the north side of the Original Building.¹ Currently known as LACMA West, portions of the Original Building and 1946 Addition have been used by LACMA since 1998 to house employee offices, storage, and exhibit preparation. The parcel containing the Project Site is designated for Regional Center Commercial uses in the City’s Wilshire Community Plan and is zoned for commercial use ([Q]C2-2-CDO), which permits not-for-profit museums. The Project would require a Zone Change to remove or modify the existing [Q] conditions related to prior entitlements on the parcel, but would otherwise be consistent with the existing Community Plan land use and zoning designations. In addition, the Project would require various land use approvals as described in Section E, below.

The design concept would retain important historic features of the Original Building, including rehabilitation of its primary elevations and seismic reinforcement, while retrofitting the building interior to accommodate Museum uses. The approximately 50,500 square-foot New Wing would be constructed at the north side of the Original Building, and would occupy the same general location as the 1946 Addition. The New Wing

¹ *Project floor area numbers used throughout this section are calculated in accordance with Los Angeles Municipal Code (LAMC) Section 12.03, which excludes basement storage, vertical circulation, and rooms housing mechanical equipment. For purposes of conservative analysis, open museum storage located in the basement is included in floor area. This is storage that is visible from public corridors but is not an area in which the public is allowed to circulate. One of the potential approvals would be a clarification or determination that such open storage is not included within the floor area of the Project.*

would include a Museum entrance; a spherical structure (“Sphere”) housing a state-of-the-art theater with seating for up to 1,000 patrons (“Main Theater”); an approximately 10,000 square-foot enclosed view deck (“View Deck”) that would also be used for receptions and special events; and an east/west oriented circulation spine (“Circulation Spine”) housing stairs, elevators, and potentially escalators, that would link the Sphere to the Original Building. Total developed floor area on the Project site at buildout would be up to approximately 229,000 square feet.² The Academy has retained Renzo Piano Building Workshop and Studio Pali Fekete Architects to design the Project.

B. PROJECT LOCATION AND SURROUNDING USES

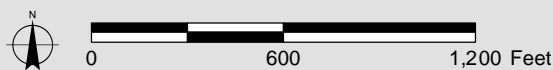
As shown in **Figure A-1, Regional and Project Vicinity Map**, the Project Site is located at the western edge of the LACMA Campus. LACMA serves as the anchor and western edge of Museum Row, a stretch of Wilshire Boulevard between Fairfax Avenue and La Brea Boulevard that houses four museums including LACMA, the George C. Page Museum at the Rancho La Brea Tar Pits (“Page Museum”), the Craft and Folk Art Museum, and the Petersen Automotive Museum. Museum Row is located within the City-designated Miracle Mile Community Design Overlay District (“Miracle Mile CDO”), which encompasses commercially zoned properties, including the Project Site, within the area generally bounded by Sixth Street on the north, Eighth Street on the south, Sycamore Avenue on the east, and Fairfax Avenue on the west. A prominent cultural and business center established during the early development of Wilshire Boulevard, Miracle Mile is centrally located between downtown Los Angeles and the Westside, within the City’s Wilshire Community Plan Area.

Vehicular access to the LACMA Campus is provided via Wilshire Boulevard, Fairfax Avenue, and Sixth Street; the latter provides access to the underground 519-space Pritzker parking garage that serves LACMA. Access to LACMA’s 263-space Spaulding lot is provided at the intersection of Wilshire Boulevard and Spaulding Avenue. Regional access is provided by the Santa Monica freeway (I-10) and Hollywood freeway (US 101).

The Project Site is bordered on the north by driveways and a gravel lot used in the past for access and surface parking, and by the Resnick North Lawn, which contains the “Levitated Mass” outdoor sculpture; on the northeast by stairs to the Pritzker parking garage; and on the east by a vacated segment of Ogden Drive, the Broad Contemporary Art Museum, and the Resnick Exhibition Pavilion. The Project Site fronts directly onto Wilshire Boulevard to the south and Fairfax Avenue to the west. Pedestrian access is available from the surrounding streets as well as from the LACMA Campus via the BP Grand Entrance and Dwight M. Kendall Concourse.

As shown in **Figure A-2, Aerial Photograph of Project Site and Vicinity**, the LACMA Campus houses eight buildings including the May Company Building; Broad Contemporary Art Museum and Resnick Exhibition Pavilion; Ahmanson, Hammer, and Art of the Americas buildings; Pavilion for Japanese Art; and Bing Center. The Page Museum, which is part of the Natural History Museum of Los Angeles, occupies a separate but contiguous campus (“Page Museum Campus”) immediately adjacent to the LACMA Campus on the east. Surrounding off-site land uses include the 160-acre Park La Brea residential neighborhood to the north across Sixth Street; a mix of museums, galleries, cultural institutions, and commercial business along

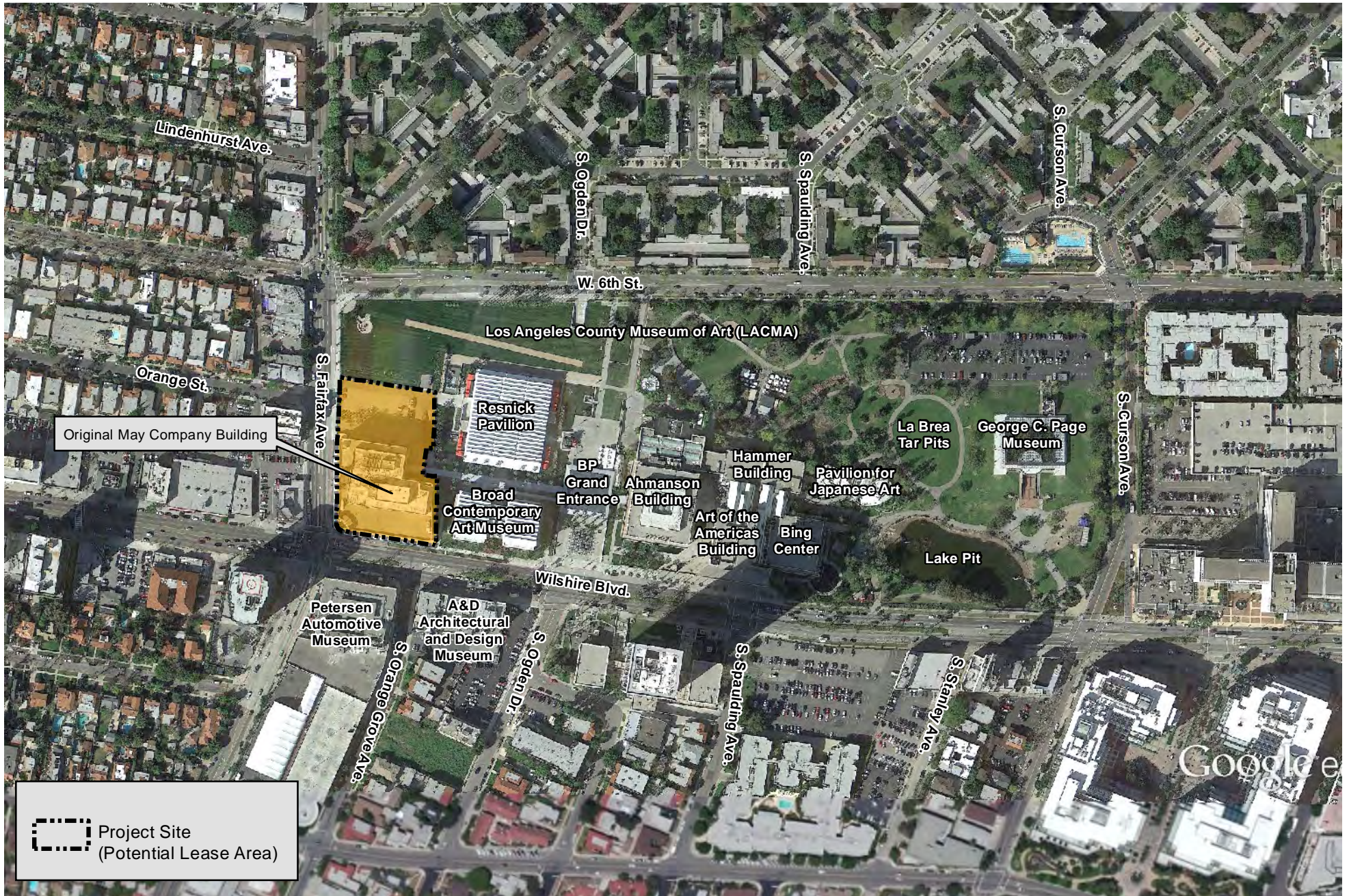
² *The proposed reuse of the Original Building would convert some areas and facilities currently excluded from the LAMC Section 12.03 definition of floor area (e.g., basement storage and vertical circulation) to areas that would qualify as floor area. As a result, the total floor area of the Original Building under the Project would be greater than the total floor area of the existing Original Building pursuant to LAMC.*



Regional and Vicinity Map

Academy Museum of Motion Pictures Project
 Source: ESRI Street Map, 2009; PCR Services Corporation, 2013.

FIGURE
A-1



Aerial Photograph of Project Site and Vicinity

FIGURE

A-2



Academy Museum of Motion Pictures Project
 Source: Google (Aerial), 2011; PCR Services Corporation, 2013.

Wilshire Boulevard to the south, including the Petersen Automotive Museum and A+D Architecture and Design Museum; commercial uses to the west across Fairfax Avenue; and commercial uses to the east across Curson Avenue. The Wilshire/Fairfax Station for the Metro Westside Subway Extension will be located beneath Wilshire Boulevard south of the Project Site, and the station entrance will be located on the south side of Wilshire Boulevard between Orange Grove Avenue and Ogden Drive. Section I of the subway extension, which includes the Wilshire/Fairfax Station, is anticipated to be operational in 2023.

C. PROJECT BACKGROUND AND EXISTING CONDITIONS

1. The Academy of Motion Picture Arts and Sciences

The Academy was founded in May 1927 by a group of 36 representatives of the filmmaking community, including Louis B. Mayer, Douglas Fairbanks Sr., Harold Lloyd, Mary Pickford, and Cecil B. DeMille, and is today an honorary membership organization of over 6,000 motion picture professionals dedicated to the advancement of the arts and sciences of motion pictures.³ Although perhaps best known for its annual Oscars™ telecast, the Academy conducts a broad range of education, outreach, preservation and archiving, and research activities. The Academy is a certified California nonprofit institution and is administered by a Board of Governors which represents the Academy's various branches and is responsible for corporate management, control, and general policies.

The Academy's headquarters are at 8949 Wilshire Boulevard in Beverly Hills and include Academy executive offices and Academy departments including membership, communications, awards coordination, theater operations, and other functions; the Grand Lobby exhibit gallery; a small screening room; and the larger Samuel Goldwyn Theater, which accommodates public programming, member screenings, movie premieres, and other activities.

The Academy also operates the Fairbanks Center for Motion Picture Study ("Fairbanks Center") in the historically significant 1927 Water Treatment No. 1 Plant building in Beverly Hills. The Fairbanks Center is home to the Margaret Herrick Library of film-related materials. In 1991, the Academy completed an adaptive reuse and expansion of Water Treatment No. 1 to develop the library as well as film archive holdings. In 2002, the need for additional space to house the growing collections led to relocation of the film archives to new quarters, the Pickford Center for Motion Picture Study ("Pickford Center"), on Vine Street in Hollywood. The Pickford Center also houses the Academy's Science and Technology Council, other departments, and the 286-seat Linwood Dunn Theater, which accommodates special programs such as film festivals, movie premieres, and other cultural programs and member events. The Oscars™ Outdoors open-air amphitheater and plaza, also on Vine Street in Hollywood, is an additional venue for special programs. The Academy also operates a theater in New York known as the Academy Theater at Lighthouse International.

In the mid-2000s, the Academy purchased land around the intersection of Vine Street and Homewood Avenue in Hollywood, adjacent to its existing Pickford Center, with the intent to develop a museum. With the onset of the challenging economic climate, the Academy placed its plans for that location on hold and instead

³ *Academy of Motion Picture Arts and Sciences, website at <http://www.oscars.org/academy/history-organization/index.html>; accessed March 2013.*

now uses the site for the Oscars™ Outdoors program, indoor educational programs, and artifact storage. The current Project supersedes plans for use of the Hollywood site as a museum and fulfills the Academy's long-held vision for creating a major movie museum in the heart of the City. The Academy's intent with the current Project is to develop and operate a world-class Museum at the May Company Building on the LACMA Campus that is dedicated to the past, present, and future of films and filmmaking. The Academy's mission for the Museum is to "Celebrate and explore how motion pictures have reflected and shaped world culture, and help us all to better understand what the movies have meant—and continue to mean—in our lives."

2. Existing Uses

The Project Site is currently developed with the approximately 205,500-square-foot, five-story building designed by architects Albert C. Martin and S. A. Marx and originally constructed as the May Company department store. After the department store's closure in the early 1990s, the building was acquired by LACMA and designated as LACMA West in 1998.

The May Company Building was constructed in two phases. The Original Building, constructed as the first phase, is a five-story Streamline Moderne building built in 1939. It is known for its distinctive cylindrical gold tower facing the intersection of Wilshire Boulevard and Fairfax Avenue. The second phase involved the five-story 1946 Addition built at the rear of the Original Building. The fifth or top level of the Original Building is set back from Wilshire Boulevard behind an open-air terrace enclosed by a seven foot high parapet wall. The property was determined eligible for listing on the National Register of Historic Places in 1983, although the determination only made reference to the Original Building. As a result of this determination, the property was also listed on the California Register of Historical Resources. However, given the uncertainty concerning the extent of the National Register determination of eligibility, it is unclear whether the Original Building is listed in the California Register. The Original Building was subsequently designated by the City as Historic-Cultural Monument No. 566 on September 30, 1992 ("Monument"). The designation action adopted by the City Council ("Monument Designation") contained the following specific stipulations: the Original Building must be preserved; it may be adapted to accommodate new uses; that exterior modification of the Original Building's Fairfax, Wilshire, and Ogden elevations must conform to the Secretary of the Interior's Standards for Rehabilitation ("Standards"); the Standards need not apply to interior alterations or the rear façade of the Original Building to allow the greatest flexibility for adaptively reusing the historic building; and the 1946 Addition may be removed.⁴

The May Company Building was acquired by LACMA in 1994 and partially renovated for reuse, substantially adding to LACMA's overall size when the building was reopened in 1998. Portions of the building are currently used by LACMA for offices, storage, special events, and exhibit preparation and up to 131 LACMA employees currently work in the building. The building has also periodically housed special exhibitions.

The remainder of the Project Site is developed with a loading dock and pedestrian walkways that provide access from the Pritzker parking garage. The driveways and gravel lot north of the May Company Building, historically used for access and parking, may become part of the Project Site.

The City's Wilshire Community Plan designates the Project Site as Regional Center Commercial and it is zoned for commercial uses ([Q]C2-2-CDO). Within the [Q]C2-2-CDO designation, C2 denotes a commercial

⁴ *City of Los Angeles, Adopted Stipulations for the May Company Historic Cultural Monument Designation, September 1992.*

zone designation allowing not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafés, cafeterias, restaurants and offices; -2 represents Height District 2, which establishes a 6:1 Floor-to-Area Ratio (FAR) for the Project Site, a 15-story and 200-foot building height limit within 100 feet of Fairfax Avenue, and a 23-story and 315-foot building height limit on the remainder of the Project Site; CDO denotes the Miracle Mile CDO, which sets forth a number of design and rehabilitation standards for buildings in the CDO to ensure architectural compatibility; and [Q] represents a set of development conditions applicable to the parcel that the Project Site occupies, as contained in Ordinance 168,993, and further limits the allowable FAR to 3:1.

As part of the applicable [Q] conditions, the Project Site is subject to City Ordinance 167,551, which outlines parking for non-residential uses, including, for office buildings and retail shops, one parking space per 300 square feet; for restaurants, at least 10 spaces per 1,000 square feet; and for theaters, at least one space for every three seats. The ordinance also requires that at least 10 percent of parking spaces be set aside for high-occupancy vehicle use, and that bicycle/moped/motorcycle parking be provided at a rate of one parking space per 20 vehicle spaces for commercial offices uses.

D. DESCRIPTION OF THE PROJECT

1. Project Characteristics

The Academy proposes to rehabilitate and adaptively reuse the Original Building and construct the New Wing. As allowed by the Monument Designation, the 1946 Addition would be demolished to create the site for the New Wing at the north side of the Original Building. The Project would incorporate sustainable elements of design, construction and operation in an effort to meet the standards of Leadership in Energy and Environmental Design (LEED) certification at the LEED Gold level. The total floor area of the completed Museum would be up to approximately 229,000 square feet.

Original Building

The proposed rehabilitation work on the Original Building is intended to ensure that it would retain its significance as a historic resource. As required by the City Historic-Cultural Landmark designation, the Project would rehabilitate the Wilshire Boulevard, Fairfax Avenue, and Ogden Drive façades of the Original Building in accordance with the Secretary's Standards. These facades are clad in black Southern California granite and Texas shell limestone ("Cladding"), as well as the five-story cylindrical tower, clad in gold leaf and glass mosaic tile ("Tile"), at its southwest corner. As required by the Monument Designation, the work on the Fairfax Avenue, Wilshire Boulevard, and Ogden Drive elevations of the Original Building would conform to the Standards. Existing window mullions and frames on upper floors would be rehabilitated and painted. To provide appropriate climate control for museum use, barriers between the windows and the interior spaces would be constructed. The existing historic storefronts, including bulkheads and window assemblies, would be rehabilitated.

All Original Building doors along Fairfax Avenue and Wilshire Boulevard would be retained; however, the doors on Fairfax Avenue and on Wilshire Boulevard closest to Ogden Drive would be replaced with glass to match the primary Wilshire entrance in the center of the Wilshire elevation. To reinstate the strong relationship between the Original Building and Wilshire Boulevard, the historical "front door[s]" would once again be used for patron access. A more recent replacement door on Wilshire would be removed and a new door matching the original door would be installed. The curvilinear northwest corner of the Original

Building that was covered or removed by the 1946 Addition would be reused, if still extant, or reconstructed. Cladding salvaged during removal of the 1946 Addition would be used. Other work on the exterior of the Original Building would include removal of up to four of 16 windows on the east elevation (“East Elevation”) to allow for installation of fresh air intake vents, addition of an exterior egress staircase on the East Elevation, and removal of the fifth-floor former tearoom’s glass and stucco south wall and replacement with full-height glazing.

A key component of the rehabilitation is to ensure the waterproofing and soundness of the connection of the Cladding and Tile, which is important for long-term preservation of these materials and to ensure appropriate indoor climate control for the Museum. The current Cladding and Tile include damaged, broken or missing pieces. A Project Design Feature is proposed that would require development and implementation of a materials conservation plan (“Materials Conservation Plan”) governing the treatment of the Cladding and Tile, as well as all other original exterior materials of the Original Building. The Materials Conservation Plan would be based on the Standards. It is anticipated that the Cladding would be removed from the Original Building to allow for new, improved reconnection to the Original Building. The Materials Conservation Plan would be carried out by a materials conservator who meets the Secretary of the Interior’s Professional Qualifications Standards. The Materials Conservation Plan would comply with the methodology called for by the Standards, including a survey of the condition of the Cladding and Tile and identification of those pieces suitable for reuse and those in need of repair or replacement. Further, the Materials Conservation Plan would specify the treatment for repair or replacement of the Cladding and Tile. Replacement Cladding would come first from Cladding salvaged during demolition of the 1946 Addition, and, if necessary, from the same quarry as the original Cladding. Any replacement Tiles would match the original Tile in kind.

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

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

The Original Building would be accessed through the former department store entrance on Wilshire Boulevard. It would contain both temporary and permanent exhibition space, a demonstration stage that would support educational programming focused on the arts and sciences of moviemaking, visitor orientation services, a ticketing office, docent facilities, a Museum store, and a café. The ticketing office, visitor orientation services, Museum store, and café would all be located near the Museum’s entrance in the New Wing. The café would have seating for up to approximately 150 patrons and would include some outdoor seating on the north side of the Museum. Both the café and Museum store would serve Museum patrons and also be open to the general public.

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

The third level of the Original Building is anticipated to contain additional exhibit space, administrative offices, a second small theater, the Founders' Room, and building service and mechanical space. The fourth level would be largely dedicated to Academy administration, curatorial, and public program offices, but would also accommodate educational spaces, some public circulation, and additional public and building services.

The former tea room on the fifth, or top, level of the Original Building would contain a special event dining room ("Special Event Dining Room") and a rooftop terrace ("Rooftop Terrace") along the southern elevation overlooking Wilshire Boulevard with a combined maximum occupancy of up to approximately 1,200 persons, along with associated support spaces, potentially including catering support.⁵ The south wall of the former tea room may be opened up between the columns and infilled with glazing and doors to provide a greater degree of access to the Rooftop Terrace. These facilities are anticipated to accommodate meetings, conferences, and receptions. Access would be provided from this level to the enclosed View Deck within the Sphere.

The Original Building's basement would be renovated to house Museum collection storage including some open storage visible to the public, exhibit production workshops, some public services such as bag check, building service and mechanical equipment, and storage for the café and Museum store. Public restrooms and other service facilities would be located throughout the Original Building's five levels.

New Wing

The New Wing would include the Sphere and Circulation Spine, both constructed predominantly of glass and structural steel, at the north side of the Original Building. The Sphere would house the Main Theater with a large screen, stage, orchestra pit, seating for up to 1,000 patrons, an audio control room, and a projection booth. The enclosed View Deck atop the Main Theater, which would provide visitors with panoramic views from Hollywood to the Pacific Ocean, would also be used periodically for receptions and special events. The Sphere would be elevated a minimum of 12 feet above grade atop columns to accommodate the Museum entrance and an at-grade, open-air piazza ("Piazza") linking the Museum entrance with the LACMA Promenade to the east and accommodating street-level pedestrian access from Fairfax Avenue to the west. The Sphere would be linked to the Original Building by the Circulation Spine which would contain stairs, elevators, and potentially escalators, while also allowing natural light and views into the Museum interior. The Sphere would be approximately 140 feet in width and up to approximately 130 feet in height above adjacent grade. The top of the Circulation Spine would be up to approximately 145 feet above adjacent grade; it would be topped with decorative vertical projections of varying heights, up to approximately 176 feet above adjacent grade, that are intended to echo vertical architectural elements and rooftop projections on other Museum buildings on the LACMA Campus. In comparison, the roof parapet of the Original Building

⁵ The maximum occupancy of 1,200 persons applies to the entire 5th level, including the View Deck within the New Wing.

is 87 feet above adjacent grade, and the heights of the fifth level, the mechanical room atop the fifth level, and the ventilation stack along Fairfax Avenue are 94 feet, 111 feet, and 117 feet above adjacent grade, respectively.

As called for by the Standards, the New Wing would be of a compatible, contemporary design. Thus it would complement but remain visually distinct from the Original Building. The New Wing design reflects a contemporary architectural style, just as the Original Building once epitomized trends in commercial architecture of the late 1930s. In addition to being visually distinct from the Original Building in its siting and design, the New Wing would also be in keeping with the varied collection of buildings that currently comprise the LACMA Campus. The New Wing's shape and the planned use of a variety of façade treatments, including glass and structural steel, are intended to reduce its perceived mass and visual impact and ensure the Original Building remains visually predominant along the Wilshire and Fairfax corridors.

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

The outdoor Piazza would be constructed beneath the New Wing's Sphere, adjacent to the Museum entrance, within the Project Site and, potentially, the driveways and gravel lot to the north that may become part of the Project Site. This space is intended to accommodate public access during the day in conjunction with Museum operations and cultural programming, and special events during the evening, including red-carpet events associated with premiere screenings.

Figure A-3 depicts the proposed site plan, including the potential lease area that constitutes the Project Site. **Figure A-4** is a north-south section of the Project Site along Fairfax Avenue and **Figure A-5** is an east-west section of the Project Site and adjacent LACMA buildings. **Figure A-6** is a rendering of the New Wing and Museum entrance from the Fairfax Avenue vantage point. **Table A-1**, *Proposed Development Program*, summarizes Museum facilities and associated floor area.

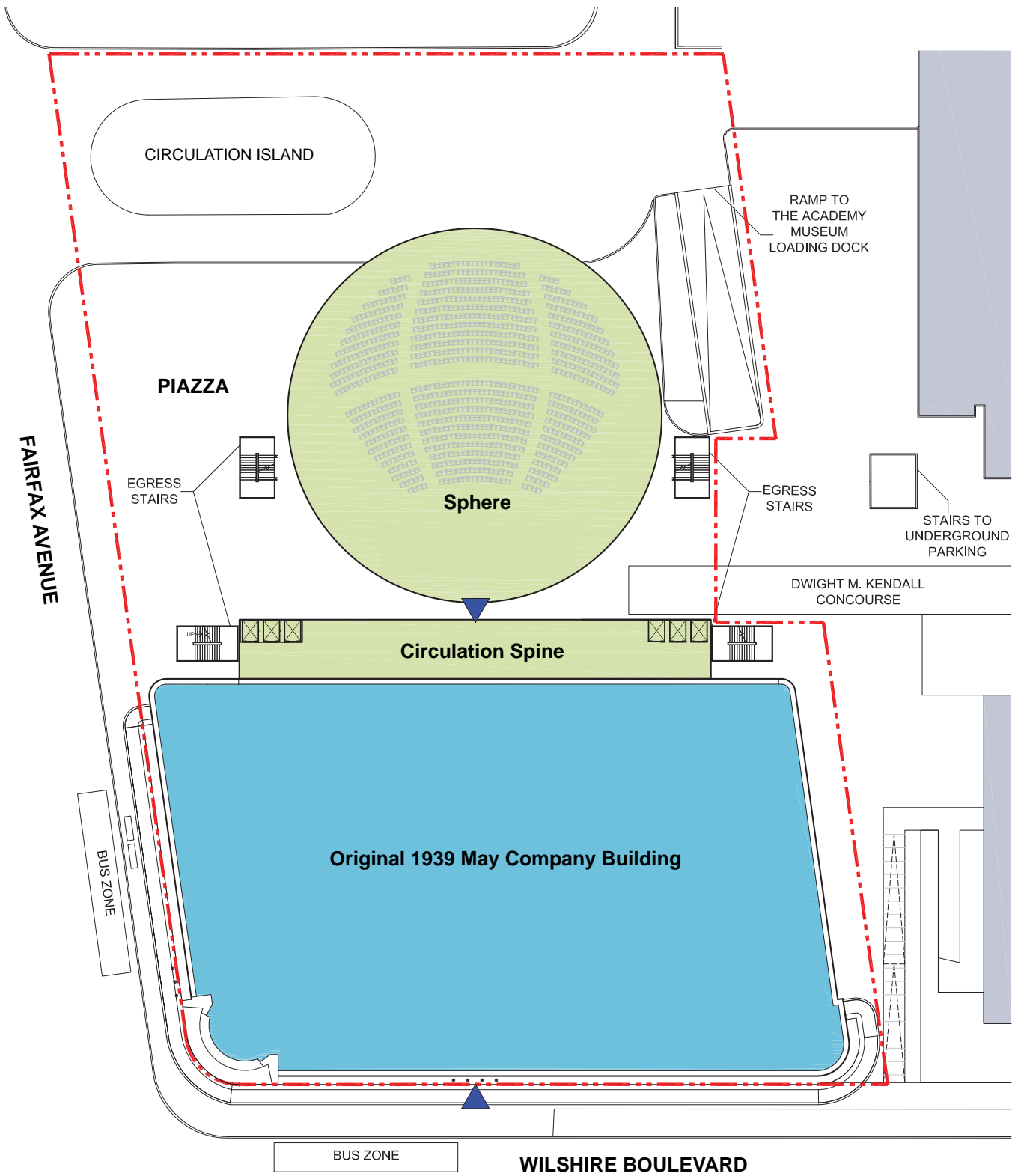
2. Museum Operations and Academy Programming

Museum Operations





The Academy's archives currently encompass approximately 140,000 films and videos, 10 million photographs, 42,000 original film posters, 80,000 annotated scripts and 10,000 production and costume design drawings, as well as equipment, props and costumes, scripts, letters and other artifacts.⁶ The Museum's exhibitions and programs would draw upon these unique holdings to illustrate film's impact on American culture and on cultures worldwide. Museum operations would include permanent and changing exhibitions; film clinics, classes, and lectures; indoor and outdoor educational programs; joint school programs; receptions and sit-down dinners; and administrative functions.

Hours of operation for the Museum for public visitation are anticipated to be between 9:00 A.M. and 6:00 P.M., and the Museum may be closed one weekday per week. Two late-night closings per week, no later than 8:00 p.m., are proposed. The Museum's Design Day attendance is approximately 5,000 visitors.

⁶ Academy of Motion Picture Arts and Sciences, website at <http://www.oscars.org/academymuseum/index.html>; accessed March 2013.



LEGEND

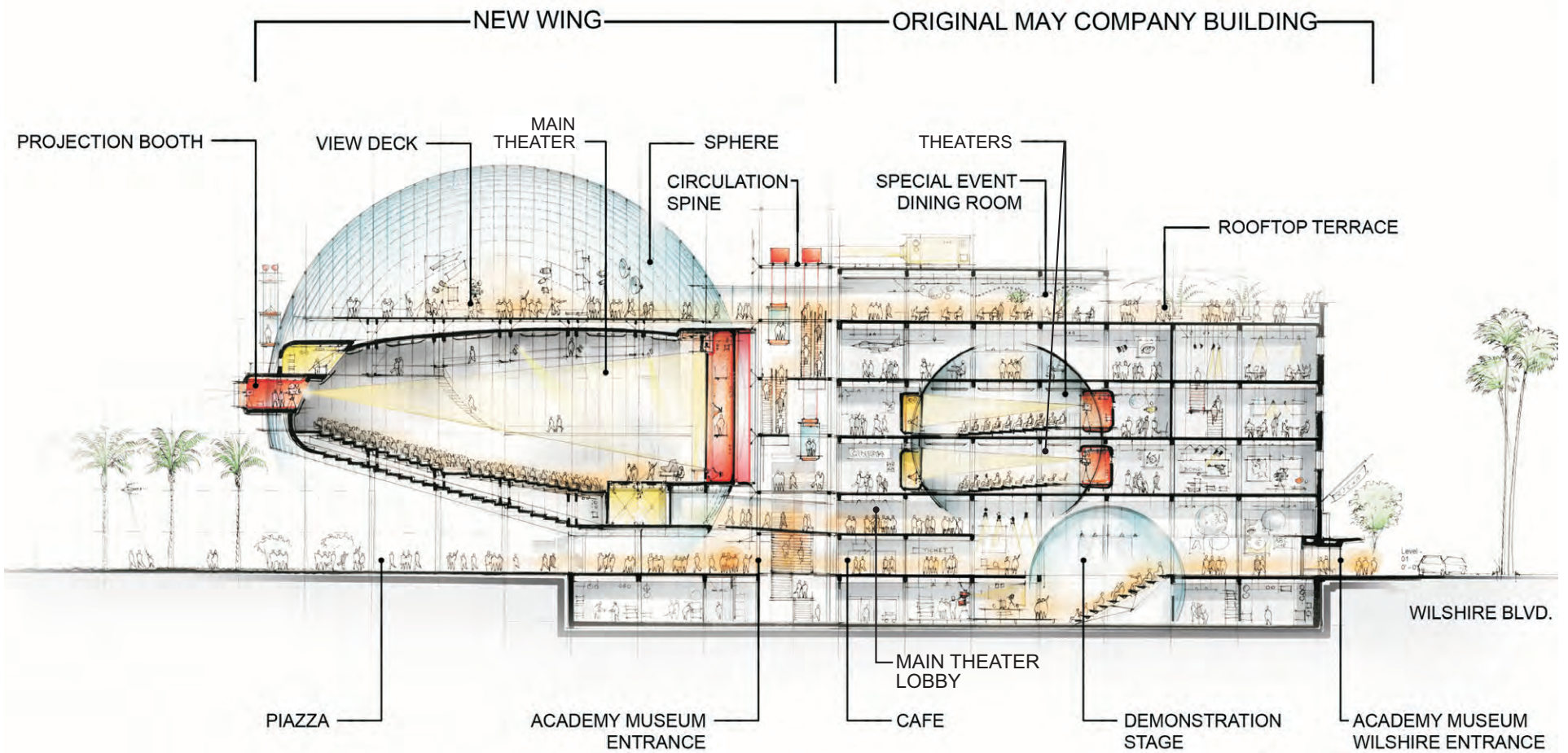
 Original Building	 Potential Lease Area
 New Wing	 Museum Entrance



Proposed Site Plan

Academy Museum of Motion Pictures Project
 Source: Studio Pali Fekete Architects, May 2013.

FIGURE
A-3

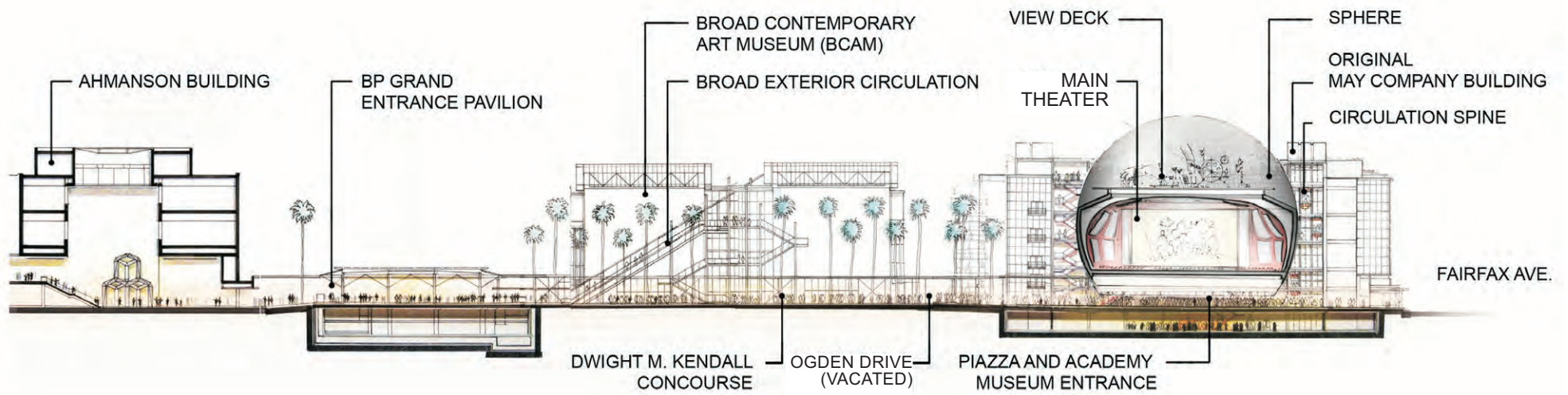


North-South Section: Project Site along Fairfax Avenue

Academy Museum of Motion Pictures Project
 Source: Studio Pali Fekete Architects, May 2013.

FIGURE

A-4





Museum Entrance and New Wing

Academy Museum of Motion Pictures Project
Source: Studio Pali Fekete Architects, May 2013.

Table A-1

Proposed Development Program

Proposed Program Components	Original Building Floor Area (square feet) a	New Wing Floor Area (square feet) b	Total
Exhibit Areas	50,500	0	50,500
Collections and Exhibit Support ^b	19,500	0	19,500
Theater and Theater Support	25,500	29,000	54,500
Museum Store	5,000	0	5,000
Museum Café	4,000	0	4,000
Lobby and Visitor Services	21,500	11,500	33,000
Administration	23,000	0	23,000
Event/Function Space	16,000	10,000	26,000
Kitchen/Catering	3,000	0	3,000
Restrooms	10,500	0	10,500
TOTAL	178,500	50,500	229,000

^a Calculated in accordance with Los Angeles Municipal Code (LAMC) Section 12.03. Excludes basement storage (other than open storage), vertical circulation, and rooms housing mechanical equipment. The total floor area of the Original Building under the Project is greater than the total floor area of the existing Original Building due to the proposed conversion of some basement storage areas and vertical circulation areas to uses that would qualify as floor area pursuant to LAMC.

^b The total area is conservative as it includes basement "open storage" of Museum collections as floor area. One of the proposed actions is clarification that such areas are not included within the definition of floor area as set forth in Section 12.03 of the Los Angeles Municipal Code.

Source: Academy of Motion Picture Arts and Sciences, May 2013.

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

Theater Programming

i. Cultural Programs

The proposed theaters would be used for cultural and educational programming in conjunction with daily Museum operations, during which times they would generally be publicly accessible to Museum visitors. Such theater programming may include, but may not be limited to, films to accompany permanent and changing exhibitions, educational programming, film festivals, and spoken word programs. In addition, the Academy may regularly hold matinee and evening movie screenings for the general public, on weekdays or weekends. The Academy may also lease out the theaters.

Weekday and weekend matinees would typically have a 2:00 P.M. start time. The majority of evening theater programs would take place after regular Museum operating hours and on days when the Museum is closed in

the evenings. Theater programs during the week and on weekends would typically have a 7:30 P.M. start time. Theater programming and special-event theater rentals would end by 12:30 A.M., with campus vacation by 1:00 A.M. Occasional midnight screenings are proposed and would conclude with campus vacation by 3:00 A.M.

ii. Member Screenings

Although member screenings are currently conducted at the Academy's Goldwyn and Linwood Dunn theaters, demand for such events exceeds the availability and capacity of those theaters. Accordingly, the Project may host some member screenings in the theaters on the Project Site; these events would be limited to Academy membership and may include pre- or post-event receptions. Member screenings, including pre-event arrival, may overlap with Museum operations in the early evenings on weekdays and on weekends. However, it is expected that the majority of such events would happen outside regular Museum operations, in order to allow members to circulate within the Museum. For this reason, Museum hours may periodically be curtailed early to accommodate such events. Member screenings may require additional support staff including security personnel, caterers, and other vendors.

iii. Premiere Screenings

The Academy proposes to lease out the Main Theater in the Sphere for premiere screenings and other special events. These would be ticketed, invitation-only events. Such events could be accompanied by a pre-event reception or post-event reception or dinner service for up to 1,200 persons. These events would be held on-site and could take place within the ground-level Museum lobby and exhibit space, Special Event Dining Room, Rooftop Terrace, or the enclosed View Deck within the Sphere. Premiere screenings may require additional support staff including security personnel, caterers, and Academy event planning and public relations staff. Approximately two premieres or special events per week are anticipated throughout the year; premieres typically take place Monday, Tuesday, or Wednesday.

Outdoor Programming

The Academy proposes outdoor programming in conjunction with Museum operations and theater programming. Outdoor events would take place on the Rooftop Terrace or the at-grade Piazza adjacent to the Museum entrance to the New Wing. Outdoor Museum activities may include craft clinics, hands-on student activities, and lectures, and outdoor Academy events may include occasional outdoor screenings or concerts during May through October. Outdoor programming with amplified sound would conclude by 10:00 P.M. and outdoor programming without amplified sound would conclude by 12:30 A.M., with campus vacation completed by 1:00 A.M.

3. Access, Circulation, and Parking

Vehicular Access and Circulation

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

Primary visitor vehicular access would be provided via the Pritzker Garage. For special event and theater programming (e.g., premieres), accommodations for supplemental valet or patron pick-up/drop-off may be provided north of the Museum within a designated pick-up/drop-off area accessed via existing driveways off of Fairfax Avenue. Specific measures to address circulation and access during certain special events would be set forth in a parking and traffic management plan subject to City review and approval. Access to the existing LACMA loading dock area would be maintained from Fairfax Avenue and this access would also serve the Museum loading dock area.

Pedestrian Access and Circulation

The Museum would be accessed through entrances in the New Wing and the Original Building. The New Wing entrance would be at grade through the Piazza beneath the elevated Sphere. This entrance to the New Wing would accommodate visitors from the adjacent neighborhoods to the north and west as well as visitors approaching from the Pritzker Garage and the Dwight M. Kendall Concourse east of the Museum. The Original Building entrance would use the former department store entrance on Wilshire Boulevard and would provide access from the south that would accommodate pedestrians approaching from the Spaulding Lot, as well as from adjacent parking facilities and other destinations along Wilshire Boulevard.

Bicycle Access and Circulation

Visitors arriving by bicycle would have similar access opportunities as pedestrian visitors, with bicycle parking spaces being provided to serve the Museum. The Project would provide bicycle parking spaces and associated facilities on the Project Site and/or within the LACMA Campus that would meet or exceed requirements set forth in the City Bicycle Ordinance (Ordinance No. 182,386).

Public Transit Access

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

Two future transit projects would serve to enhance transit access to the Project. The Wilshire Bus Rapid Transit Project is proposed to provide a peak hour bus-only lane along Wilshire Boulevard, supplementing the existing bus service on this street. The Metro Westside Subway Extension anticipates placement of the Wilshire/Fairfax Station beneath Wilshire Boulevard south of the Project Site, with a station portal located on the south side of Wilshire Boulevard between Orange Grove Avenue and Ogden Drive. LACMA is currently in discussions with Metro regarding an additional station entrance on the north side of Wilshire Boulevard between the Project Site and the Broad Contemporary Art Museum. Service to this future station is anticipated to commence in 2023.

Parking

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

It is anticipated that there may be some degree of coordination by LACMA and the Academy regarding scheduling of special events. For special events, and other circumstances, a parking and traffic management plan would be developed and implemented by the Academy based on event size and would include event coordination, measures to reduce or avoid impacts on off-site roadways from vehicle queues and Project Site ingress and egress, and other measures as necessary. Bus staging, loading and parking would also be addressed in the parking and traffic management plan to avoid potential effects associated with parking and circulation, or neighborhood intrusion. Further discretionary approvals may be sought to satisfy code-required vehicle and bicycle parking requirements. See Section E, Anticipated Project Approvals, below.

4. Landscaping, Lighting, and Signage

Landscaping provided as part of the Project would include ornamental plantings on the Project Site north of the Museum and possible installation of new or replacement street trees along the Project Site's Wilshire Boulevard and Fairfax Avenue frontages. Landscaping would comply with applicable LAMC requirements.

The Project would introduce new architectural lighting on the Original Building, New Wing, and throughout the Project Site grounds. The transparent building materials to be used in the New Wing would also result in visible interior lighting, especially within the Circulation Spine and Sphere. Decorative and special event lighting may be used to highlight the New Wing.

Member and premiere screening events may require additional outdoor lighting, including permanent lighting to be used only for such occasions, and temporary lighting, such as klieg lights.

The Project may also include the installation of signage on the Project Site, such as building identification signs, exhibition and event signs and projecting signs, wayfinding signs, and project and event sponsorship signs. The Project would also likely include digital visual images in the display windows on Wilshire Boulevard and Fairfax Avenue.

5. Construction Schedule and Staging

The Project would entail an approximately 30-month construction period. Anticipated construction phases include abatement of hazardous materials and demolition of the 1946 Addition; site clearing, grading and excavation; soft demolition and abatement of hazardous materials within the Original Building; upgrades and renovation of the Original Building interior and restoration of the exterior; construction of the New Wing including the Sphere and Circulation Spine; and outdoor hardscape and landscaping. Construction is

anticipated to commence following Project approval in 2014 and would be completed in time for a 2017 Museum opening. Construction hours would normally occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. Some activities may require after-hours construction and approval would be sought from the Police Commission as authorized under the LAMC.

No construction worker, haul truck, or delivery truck parking would be allowed in the public right-of-way in the vicinity of the Project Site, including nearby residential neighborhoods. Parking for construction workers would be provided on the Project Site and in existing LACMA parking facilities, with potential use of other secured off-site parking facilities in the immediate vicinity. No worker transport to the Project Site would be required. The simultaneous staging of construction equipment and materials would be accommodated on the Project Site and the Project Site would be fenced during construction for security purposes with gate-controlled access. Any dewatering and filtration of groundwater discharge would be accommodated on-site in compliance with applicable stormwater management requirements. Excavated soil would require export due to the potential for contamination with oil and tar.

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

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

E. ANTICIPATED PROJECT APPROVALS

Discretionary entitlements, reviews and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Zone change to remove or modify the existing [Q] conditions related to prior entitlements on the Project Site, including modification of parking requirements;
- Cultural Heritage Commission approval of permits for work on the Original Building, which is designated as City Historic-Cultural Monument No. 566;
- A Director's Determination of consistency with the Community Design Overlay and such other approvals or actions as may be required;
- Parking approvals for reduced parking, shared parking, or variances, as may be required;
- Master Conditional Use Permit for Alcohol Consumption;
- Approvals for outdoor dining, as may be required;

- Construction permits, including building permits, grading, excavation, foundation, and associated permits;
- Haul route permit, as may be required;
- Approvals for the Project sign program, as may be required;
- Transactional agreements with the County of Los Angeles, as may be required;
- Subdivision or lot line adjustment, as may be required;
- Police Commission approval for extended construction hours, as may be required;
- Certification of an Environmental Impact Report; and
- Other approvals as needed and as may be required.

ATTACHMENT B

EXPLANATION OF CHECKLIST DETERMINATIONS

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those topics that are expected to be addressed in an Environmental Impact Report (“EIR”) and demonstrate why other topics will not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the Project. Rather, such responses indicate the topics will be addressed in an EIR with conclusions regarding impact significance reached as part of the EIR analysis.

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Academy of Motion Picture Arts and Sciences (“Academy”) proposes to develop and operate the Academy Museum of Motion Pictures (“Museum” or “Project”), a world-class Museum dedicated to the past, present, and future of films and filmmaking, within the historically significant May Company Wilshire department store building (“May Company Building”) on the Los Angeles County Museum of Art Campus (“LACMA Campus”) in the City of Los Angeles (“City”). The Project site (“Project Site”) is located within the highly urbanized Wilshire Community Plan Area (or Mid-City section) of the City, at the western edge of Miracle Mile. Located at the northeast corner of Wilshire Boulevard and Fairfax Avenue, the Museum would mark the western edge of Wilshire Boulevard’s Museum Row. Existing adjacent land uses include LACMA’s Resnick North Lawn to the north, bordered by Sixth Street and the Park La Brea gated multi-family residential development north of Sixth Street; Petersen Automotive Museum and LACMA’s Spaulding parking lot to the south, across Wilshire Boulevard; the remaining buildings of the LACMA Campus located across a vacated segment of Ogden Drive to the east; and the remainder of Hancock Park, including the campus containing the George C. Page Museum at the Rancho La Brea Tar Pits (“Page Museum”) farther east; and commercial uses including office buildings, restaurants, and retail uses to the west, across Fairfax Avenue. The Wilshire/Fairfax Station for the Metro Westside Subway Extension will be located beneath Wilshire Boulevard south of the Project Site, and the station entrance will be located on the south side of Wilshire Boulevard between Orange Grove Avenue and Ogden Drive.¹

Visual resources on the Project Site include the original 1939 building (“Original Building”), and visual resources in the Project vicinity include the LACMA Campus and Museum Row along Wilshire Boulevard. More distant visual resources include the urban skyline along the Wilshire Boulevard corridor to the east and west, and views of the mountains and intervening neighborhoods to the north. The Page Museum is fronted by the “lake pit” at the La Brea Tar Pits, with life-sized statues of mammoths and mastodons. The LACMA Campus also includes unique architecture and artistic installations, such as “Urban Light,” an installation of stylized street lamps.

¹ Los Angeles County Metropolitan Transportation Authority, *Westside Subway Extension of the Metro Purple Line*; <http://www.metro.net/projects/westside/>, accessed April 2013

The design concept would retain important historic features of the Original Building, including rehabilitation of the Original Building's primary elevations. A new wing ("New Wing") would be constructed at the north side of the Original Building on the approximate site of the 1946 addition ("1946 Addition"), which would be demolished. The New Wing would have a Museum entrance and would include a sphere ("Sphere") housing a state-of-the-art main theater ("Main Theater") an enclosed view deck ("View Deck"), a circulation spine ("Circulation Spine"), and an at-grade, open-air piazza ("Piazza").

The density of mid-rise and high-rise buildings in the Project area limits panoramic views from nearby land uses. Nonetheless, because of its location and increased height compared to the Original Building, the New Wing has the potential to interrupt existing views from the LACMA Campus and from off-site residential uses to the west and north of the Project Site, including views of the Original Building itself, the LACMA Campus, and the city skyline. Because of the proposed demolition of the 1946 Addition and introduction of the New Wing and Piazza, it is recommended that this topic be analyzed further in an EIR.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. The Project Site is not located within a State-designated scenic highway corridor.² It is, however, located along a portion of Wilshire Boulevard, which is a Designated Scenic Highway per the Wilshire Community Plan.³ The introduction of new development on the north side of the Original Building, which is a historic resource, may affect views from the Wilshire Boulevard Scenic Corridor, including the Original Building, LACMA Campus, and other sites along Museum Row. Therefore, it is recommended that this topic be analyzed further in an EIR.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The Project Site occupies an approximately 2.2-acre portion of the existing 20-acre LACMA Campus, and the on-site visual character of the Project Site is currently defined by the existing May Company Building, which fronts along Wilshire Boulevard to the south and Fairfax Avenue to the west, and, to the immediate north of the building, a gravel area used in the past for surface parking. The Project would add a New Wing on the north side of the Original Building in the approximate location of the existing 1946 Addition, as well as construct an at-grade, open-air Piazza beneath the Sphere, which would be adjacent to the Museum entrance. The Project therefore would alter the visual character of the site and its surroundings. Although the Project would incorporate a high level of architectural design in keeping with other buildings on the LACMA campus, and is intended to ensure that the Original Building retains its significance as a historic resources, the visual prominence of the Project Site and the extent of proposed visual change are such that it is recommended that this topic be analyzed further in an EIR.

² *California Scenic Highway Mapping System, Los Angeles County; http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed April 2013.*

³ *City of Los Angeles General Plan, Wilshire Community Plan, adopted September 19, 2001; at page III-34.*

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project Site lies within the highly urbanized Miracle Mile area of the Wilshire Community, characterized by medium to high ambient nighttime light levels. At night, the surrounding area is characterized by well-lit museum and entertainment venues, as well as mid- and high-rise commercial buildings with moderate to high levels of visible interior lighting and exterior architectural lighting, digital signage, lighted parking facilities, and lighted pedestrian walkways and outdoor areas on the LACMA Campus and in the surrounding area. Traffic on local streets also contributes to ambient nighttime light levels in the area. The Project would increase nighttime illumination as the result of new architectural lighting, security lighting, and illuminated signage, as well as decorative and special event lighting that may be used to highlight the enclosed Roof Terrace on the south elevation of the Original Building overlooking Wilshire Boulevard, the New Wing's Sphere and Circulation Spine, and the Piazza. Some of these lighting elements may be visible from some nearby off-site vantages, including residential uses immediately west of the Project Site across Fairfax Avenue and north of Sixth Street within Park La Brea. In addition, the New Wing could introduce reflective surfaces with the potential to generate glare that affects nearby residential receptors. Therefore, it is recommended that this topic be analyzed further in an EIR.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. The Project area is characterized by a number of mid- to high-rise buildings along the Wilshire corridor, which contribute to shading of land uses in the Project vicinity. Although the Project would not modify the height of the Original Building, the New Wing has the potential to shade residential uses to the west across Fairfax Avenue and the Resnick North Lawn to the north. As such, it is recommended that this topic be analyzed further in an EIR.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site has been developed as the May Company Wilshire department store since 1938 and occupies the western edge of the LACMA Campus. No agricultural uses or related operations are present within the site or in the surrounding highly urbanized area. The Project Site is occupied by the May Company Building, which is currently used by LACMA to house employee offices, storage, and exhibit

preparation. As such, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.⁴ Since the Project would not convert farmland to non-agricultural uses, there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is designated as Regional Center Commercial in the City of Los Angeles General Plan and is zoned [Q]C2-2-CDO (Commercial).⁵ The Project Site is currently occupied by the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways, and occupies the western edge of the LACMA Campus. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act.⁶ As such, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As discussed in Section II.b, the Project Site is zoned as [Q]C2-2-CDO (Commercial) and is currently developed with the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. Furthermore, consistent with the built, urbanized area surrounding the Project Site, the larger Project vicinity is zoned for commercial, public facility and residential uses. No forest land or land zoned for timberland production is present on-site or in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is currently occupied by the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. No forest land exists on the Project Site. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and there would be no impact. No further analysis of this topic is necessary and no mitigation measures are required.

⁴ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010; <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>, accessed April 2013.

⁵ C2 is a commercial zone designation allowing not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafes, cafeterias, restaurants and offices; -2 is Height District 2, indicating that a building is limited to a 6:1 Floor-to-Area Ratio (FAR); CDO denotes "Miracle Mile Community Design Overlay" which includes a number of design and rehabilitation standards for historic buildings in the District to ensure Art Deco compatibility among buildings in the area; and [Q] represents a set of development conditions applicable to the Project Site as part of the greater LACMA Campus.

⁶ California Department of Conservation, Division of Land Resource Protection, Williamson Act Program, Los Angeles County Williamson Act FY 2011/2012; ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_11_12_WA.pdf, accessed April 2013.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. There are no agricultural uses or related operations on or near the Project Site, which is located in the Wilshire Corridor/Miracle Mile area, a highly urbanized regional center. Therefore, the Project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts to agricultural land or uses would occur. No further analysis of this topic is necessary and no mitigation measures are required.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,600-square-mile South Coast Air Basin ("Basin"). The South Coast Air Quality Management District ("SCAQMD") together with the Southern California Association of Governments ("SCAG") is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan ("AQMP") was adopted June 1, 2007 and outlines the air pollution control measures needed to meet Federal particulate matter ("PM_{2.5}") standards by 2015 and ozone ("O₃") standards by 2024. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from that included in earlier AQMPs. The Project would support and be consistent with several key policy directives set forth in the AQMP. For example, the Project would provide for new public, cultural, and entertainment destination within a major regional employment center, locate new development in proximity to existing and planned transit facilities, and would reuse a site already served by existing infrastructure. Notwithstanding these attributes, the Project would increase the amount of traffic in the area and, consequently, would generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from construction of the Project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this topic be analyzed further in an EIR.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. As indicated in Section III.a, the Project Site is located within the Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that comprise the Basin in terms of non-attainment of the standards. The Basin is currently in non-attainment for O₃, PM₁₀ ("PM₁₀"), and PM_{2.5} on Federal and State air quality standards. The Project would result in increased air emissions associated with construction and operation. Therefore, it is recommended that this topic be analyzed further in an EIR.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As discussed in Section III.a, the Project would result in increased air emissions from construction and operation in a Basin that is currently in non-attainment of Federal and State air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, it is recommended that this topic be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors in the Project vicinity include the residential uses to the north across Sixth Street, and other residential uses to the west across Fairfax Avenue and to the south across Wilshire Boulevard; the nearest school is Shalevet High School, approximately 0.3 miles to the south on Fairfax Avenue. Construction activities and operation of the Project could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this topic be analyzed further in an EIR.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project involves the redevelopment and reuse of a commercial building with construction of a museum, which includes, among other uses, exhibit space, theatres, and a café, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Odors associated with Project operation would be limited to those associated with on-site waste generation and storage, and the use of certain cleaning agents all of which would be consistent with surrounding land uses. Project operation is not expected to create objectionable odors. Activities and materials associated with construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction of the Project would be localized and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Impacts with regard to odors would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in the highly urbanized Miracle Mile/Wilshire Corridor area and is developed with the May Company Building, internal driveways, a gravel area used in the past for parking,

and paved walkways, and occupies the western edge of the LACMA Campus. Vegetation on the Project Site and in the Project area is limited to ornamental landscaping. Because of the urbanized nature of the Project Site and surrounding area, little or no habitat exists for candidate, sensitive, or special status species. Furthermore, there are no species identified by the California Department of Fish and Wildlife's ("CDFW") Natural Diversity Database or by the U.S. Fish and Wildlife Service ("USFWS") that have been designated as endangered and/or threatened within a half-mile radius of the Project Site.^{7,8} Therefore, no impacts to candidate, sensitive, or special status species would occur. No further analysis of this topic is necessary and no mitigation measures are required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. As discussed in Section IV.a, the Project Site and surrounding area are located in a highly urbanized area. The Project Site does not contain any riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the CDFW or USFWS. Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City of Los Angeles.⁹ Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community. No further analysis of this topic is necessary and no mitigation measures are required.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed in Section IV.a, the Project Site is located in a highly urbanized area and is currently developed. The surrounding area has been fully developed with urban uses, associated infrastructure, and ornamental landscaping. The Project Site does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on federally protected wetlands. No further analysis of this topic is necessary and no mitigation measures are required.

⁷ California Department of Fish and Wildlife, California Natural Diversity Database, CNDDDB Maps and Data, Hollywood Quadrangle database and map search; http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp, accessed April 2013.

⁸ United States Fish and Wildlife Service, Critical Habitat Portal, Environmental Conservation Online System database and map search; <http://criticalhabitat.fws.gov/crithab/>, accessed April 2013.

⁹ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, at page 2.18-13; <http://cityplanning.lacity.org/housinginitiatives/housingelement/framework/FrameWorkFEIR.pdf>, accessed April 2013.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?

No Impact. As stated in Section IV.a, the Project Site is already developed with the existing May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, as well as the limited number of trees, the site does not contain substantial habitat for native resident or migratory species, or native nursery sites. Therefore, the Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites. No further analysis of this topic is necessary and no mitigation measures are required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are a number of decorative/ornamental trees located within the Project Site and along the public street frontages of the Project Site. No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code [“LAMC”]), exist on the site. The Project would incorporate a landscape plan, which would include ornamental plantings on the Project Site north of the Museum and may also include installation of new or replacement trees along the Project Site’s Wilshire Boulevard and Fairfax Avenue frontages. Landscaping would comply with all LAMC requirements. In addition, any street trees removed as part of the Project would be replaced in accordance with the City’s Street Tree Ordinance. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources. No further analysis of this topic is necessary and no mitigation measures are required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed in Section IV.a, the Project Site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.¹⁰ Therefore, the Project would not conflict with the provisions of any adopted conservation plan. No further analysis of this topic is necessary and no mitigation measures are required.

¹⁰ California Department of Fish and Wildlife, *Habitat Conservation Planning, Natural Community Conservation Planning, Summary of Natural Community Conservation Plans (NCCPs) January, 2013*; <http://www.dfg.gov/habcon/nccp/>, accessed April 2013.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. The Museum would be housed, in part, within the existing May Company Building. The property was determined eligible for listing on the National Register of Historic Places in 1983, although the determination only made reference to the Original Building. As a result of this determination the property was also listed on the California Register of Historical Resources. The Original Building was subsequently designated by the City as Historic-Cultural Monument No. 566 on September 30, 1992. Because of its historical status, the building is considered a historical resource for purposes of the California Environmental Quality Act ("CEQA"), in accordance with Sections 15064.5 (a)(1) and (2). The proposed rehabilitation work on the Original Building is intended to ensure that it retains its significance as a historic resource. However, due to the proposed demolition of the 1946 Addition and introduction of the New Wing, there is potential for the Project to have a direct or indirect impact on historical resources. Therefore, it is recommended that this topic be analyzed further in an EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. The Project Site in close proximity to the Page Museum, including the renowned La Brea Tar Pits archaeological site, and past record searches in the Project area identify numerous archaeological sites within a 0.5-mile radius of the Project Site. Project-related excavation for building footings, as well as planned grading, have the potential to uncover archaeological resources, given the presence of archaeological resources in the area. Because of the archaeological sensitivity in the Project area, further evaluation is needed to determine the potential for, and significance of, any impacts from the Project on archaeological resources.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The immediate Project vicinity is known for high concentrations of paleontological resources. Although the Project Site was previously disturbed and has been developed since 1938, the Project would require additional grading that may involve excavation into native soils that contain paleontological resources. Because of the paleontological sensitivity in the Project area, further evaluation is needed to determine the potential for, and significance of, any impacts from the Project on paleontological resources.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. As discussed Section V.b, the Project Site is considered highly sensitive with respect to the potential presence of archaeological resources. Although the Project Site has been previously graded and developed, excavation and grading may extend into native soils where some potential may exist

for human remains to be disturbed. Further evaluation is needed to determine the potential for, and significance of, any impacts from the Project to human remains.

VI. GEOLOGY AND SOILS

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (“CGS”), faults can be classified as active, potentially active, or inactive. Active faults are those that have shown evidence of movement within the past 11,000 years (i.e., during the Holocene Epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago (i.e., during the Pleistocene Epoch). Inactive faults are those that have not exhibited displacement younger than 1.6 million years before the present. Additionally, there are blind thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of blind thrust faults is usually not known until they produce an earthquake.

The seismically active region of southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. The CGS has established earthquake fault zones known as Alquist-Priolo Earthquake Fault Zones around the surface traces of active faults to assist cities and counties in planning, zoning, and building regulation functions. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles General Plan Safety Element has designated fault rupture study areas extending along each side of active and potentially active faults to establish areas of hazard potential due to fault rupture. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.^{11,12} Furthermore, the Project Site is not located in a City-designated Fault Rupture Study Area.¹³ The nearest active Alquist-Priolo Earthquake Fault Zone to the Project Site is the Newport-Inglewood fault zone, approximately 2.5 miles to the southwest. However, further analysis is required to determine the potential for, and significance of, impacts related to rupture of a known earthquake fault.

¹¹ California Department of Conservation, California geologic Survey, Alquist-Priolo Earthquake Fault Zone Maps, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, accessed April 2013.

¹² State of California Special Studies Zones Hollywood Quadrangle, July 1, 1986; <http://gmw.consrv.ca.gov/shmp/download/ap/pdf/HOLLYWOOD.PDF>, accessed April 2013.

¹³ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit A - Alquist-Priolo Special Studies Zones & Fault Rupture Study Areas in the City of Los Angeles; <http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf>, accessed April 2013.

ii. Strong seismic ground shaking?

Potentially Significant Impact. Several designated Alquist Priolo Fault Zones are located within the broader Project region, the closest of which is the Newport-Inglewood Fault Zone, approximately 2.5 miles away. The closest active fault zone not associated with an Alquist-Priolo Earthquake Fault Zone is the Hollywood/Santa Monica fault, located approximately two mile to the northwest, at the southern base of the Hollywood Hills.¹⁴ Given the proximity of this and other faults to the Project Site, it is highly likely that the Project Site would be subject to seismic ground shaking. The level of ground shaking that would be experienced at the Project Site from one of these faults or any other active faults in the region would be a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology. The Project design would be required to comply with State and City building codes and requirements and State and City regulations for the protection of public safety. Due to the Project's proximity to active faults, it is recommended that the Project's soil characteristics and applicable Project design requirements be further evaluated.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials.

The CGS has delineated seismic hazard zones in areas where the potential for strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events are likely to occur. Cities and counties must regulate certain development Projects within these zones until the geologic and soil conditions of the Project Site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. In addition, the City of Los Angeles General Plan Safety Element has designated areas susceptible to liquefaction. The Project Site is not located within a City-designated liquefiable area, nor is it located within a State-designated seismic hazard zone for liquefaction potential or other seismic-related ground failure.^{15,16} The soils at the Project Site generally consist of a surficial deposit of stiff cohesive soils underlain by dense to very dense asphalt sands. However, historic groundwater maps indicate that water is within about ten feet of the existing ground surface, and therefore further analysis is needed to determine the potential for, and significance of, seismic-related ground failure and liquefaction.

¹⁴ *The Hollywood/Santa Monica fault while considered active by the State Geologist, does not fall within an Alquist-Priolo Fault zone as there is an absence of well-defined surface fault traces. Alquist-Priolo Fault zones only apply to faults that are well defined and have potential for surface fault rupture.*

¹⁵ *California Department of Conservation, Seismic Hazards Zonation Program, State of California Seismic Hazard Zones, Hollywood Quadrangle, March 25, 1999; http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf, accessed April 2013.*

¹⁶ *City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit B – Areas Susceptible to Liquefaction in the City of Los Angeles; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.*

iv. Landslides?

No Impact. As discussed in Section VI.a.iii, the CGS has delineated seismic hazard zones in areas where the potential for strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events are likely to occur. The Project Site and the surrounding area are relatively flat, with the elevation varying approximately two to three feet, flowing south-southwest down from Sixth Street to Wilshire Boulevard. The Project Site is not located within a State-designated seismic hazard zone for landslide potential.¹⁷ In addition, the City of Los Angeles General Plan Safety Element has mapped a landslide inventory, as well as the approximate location of hillside areas, and the Project Site is not located within a hillside area or an area designated by the City as susceptible to landslides.¹⁸ As a result, there would be no potential for impacts resulting from landslides on or near the Project Site. No further analysis of this topic is necessary and no mitigation measures are required.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Construction activities associated with the Project have the potential to result in minor soil erosion during site clearing, grading and excavation, and soil stockpiling, which may contribute to subsequent siltation and conveyance of other pollutants into municipal storm drains. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board through the City's Stormwater Management Division. Nevertheless, it is recommended that the potential for soil erosion resulting from Project construction and operation be analyzed further in an EIR.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. The Project Site is underlain by Quaternary Age Older Alluvium overlain by variable amounts of fill. As discussed in Sections VI.a.iii and VI.a.iv, the Project Site is not expected to be susceptible to lateral spreading, landslides or liquefaction. Subsidence occurs when a void is located or created underneath a surface, causing the surface to collapse. Common causes of subsidence include tunnels, wells (i.e., oil or groundwater), covered quarries, and caves beneath a surface. Although the Project Site is located along the boundaries of two City-designated oil fields, the Salt Lake Hills Oil Field and the South Salt Lake Oil Field, no oil wells are located on the Project Site.¹⁹ Furthermore, no tunnels, groundwater wells, covered quarries, or caves are located beneath the Project Site. However, historic groundwater maps indicate that water is within about ten feet of the existing ground surface, and dewatering may be necessary during Project construction. Further analysis is needed to determine the potential for, and significance of, impacts related to unstable soils.

¹⁷ California Department of Conservation, *Seismic Hazards Zonation Program, State of California Seismic Hazard Zones, Hollywood Quadrangle, March 25, 1999*; http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf, accessed April 2013.

¹⁸ City of Los Angeles, Department of City Planning, *Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit C–Landslide Inventory and Hillside Areas in the City of Los Angeles*; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.

¹⁹ City of Los Angeles, Department of City Planning, *Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit E–Oil Fields and Oil Drilling Areas in the City of Los Angeles*; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The clay soils within the natural alluvium and some of the fill soils on the Project Site are subject to expansion and shrinkage resulting from changes in the moisture content. These fine-grained alluvial deposits beneath the Project Site are considered to have moderate expansion potential. Therefore, it is recommended that this topic be further evaluated in an EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. The Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur. No further analysis of this topic is necessary and no mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Construction and operation of the Project would increase greenhouse gas (“GHG”) emissions which have the potential to either individually or cumulatively result in a significant impact on the environment. In addition, the Project would generate vehicle trips that would contribute to the emission of GHGs. The amount of GHG emissions associated with the Project has not been estimated at this time. Therefore, it is recommended that this topic be further evaluated in an EIR and include a quantitative assessment of Project-generated GHG emissions resulting from construction equipment, vehicle trips, electricity and natural gas usage, and water conveyance, as well as relevant Project features that reduce GHG emissions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Code (“LA Green Code”). As of January 2011, the LA Green Code is applicable to the construction of new buildings (residential and nonresidential), building alterations with a permit valuation of over \$200,000, and residential and nonresidential building additions. The LA Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. In addition, the Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in the California Global Warming

Solutions Act of 2006, also known as AB 32. The Project would incorporate sustainable elements of design, construction and operation in an effort to meet the standards of Leadership in Energy and Environmental Design (LEED) certification at the LEED Gold level. However, the amount of greenhouse gas emissions associated with the Project has not been estimated at this time. Therefore, further evaluation is required to determine if the Project would achieve consistency with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the Project Site. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. As with construction emissions, any emissions from the use of such materials regarding the operation of the Project would be minimal and localized to the Project Site. Therefore, neither construction nor operation of the Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No further analysis of this topic is necessary and no mitigation measures are required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. As described in Section VI.c, the Project Site sits above two City-designated oil fields and is located within a City-designated Methane Zone.²⁰ As such, Project design and construction are required to comply with City regulations governing the risk of upset associated with the presence of subsurface methane and hydrogen sulfide gas. The May Company Building also contains asbestos, lead-based paint and other materials, which would require remediation and abatement. In order to fully evaluate these potential impacts, it is recommended that these topics be analyzed further in an EIR.

²⁰ City of Los Angeles, Department of Public Works, Bureau of Engineering, Methane and Methane Buffer Zones, 2002, Basic Grid Map, Ordinance 175,790; http://methanetesting.org/PDF/LA_MethaneZones.pdf, accessed April 2013.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools located within one-quarter mile of the Project Site. The closest schools to the Project Site are Shalhevet School (approximately 0.3 mile south), Hancock Park Elementary School (approximately 0.4 mile north), Carthay Center Elementary School (approximately 0.5 mile to the southwest), Cathedral Chapel School (approximately 0.75 mile east), Perutz Etz Jacob Hebrew Academy (approximately 0.9 mile north), Ohr Eliyahu Academy (approximately one mile northeast), and Wilshire Crest Elementary School (approximately one mile southeast). Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Any emissions from the use of such materials would be minimal and localized to the Project Site. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, and pesticides for landscaping. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. During Project operation, the limited quantities and any prescribed handling procedures of hazardous materials would not pose a risk to schools in the Project vicinity, since there would be minimal emissions and they would be localized to the Project Site. As such, it is concluded that the Project would result in no impacts related to hazardous materials at any existing or proposed schools within a one-quarter mile radius of the Project Site.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency ("CalEPA") to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control ("DTSC"), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Based on a review of the EnviroStor database, the Project Site is not identified on any of the above lists.²¹ In addition, the Project Site is not on the State Water Board's Geotracker Database, which provides a list of leaking underground storage tank sites that are included on the Cortese List.²² Lastly, the Project Site is not listed on CalEPA's list of sites with active Cease and Desist

²¹ Department of Toxic Substances Control, EnviroStor Database, database search; <http://www.envirostor.dtsc.ca.gov/public>, accessed April 2013.

²² *Ibid.*

Orders or Cleanup and Abatement Orders or list of contaminated solid waste disposal sites.²³ As such, no impacts would occur in this regard. No further analysis of this topic is necessary and no mitigation measures are required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The Project Site is not within an airport land use plan, nor is it within two miles of a public use airport. The nearest airports are Los Angeles International Airport, a little more than eight miles southwest of the Project Site, and Bob Hope Airport, approximately nine miles to the north. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project area. No further analysis of this topic is necessary, and no mitigation measures are required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. There are no private airstrips in the vicinity of the Project Site and the site is not located within a designated airport hazard area. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area. No further analysis of this topic is necessary, and no mitigation measures are required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially Significant Impact. The Project is located in a dense urban area with high population levels and local and regional traffic activity as well as traffic congestion. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In addition, operation of the Project would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the site. Further, operation of the Project would result in additional visitors to the Project area and could affect requirements and procedures necessitated by an emergency event. As such, it is recommended that this topic be analyzed further in an EIR as part of the transportation/traffic analysis.

²³ CalEPA's List of Active Corrective Action Sites, database search; http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=HIST&site_type=COR&status=&reporttitle=Corrective+Action+Sites, accessed April 2013.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located in the highly urbanized Miracle Mile area. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not within a City-designated wildfire hazard area.²⁴ Therefore, the Project would not expose people or structures to a significant risk involving wildland fires. No further analysis of this topic is necessary and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The Project Site is currently developed with the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. The site is generally level and storm water runoff from the Project Site is currently directed to the surrounding streets (Fairfax Avenue, Sixth Street, and Wilshire Boulevard) and the City's storm drain system. Construction of the Project would require earthwork activities, including grading and excavation of the Project Site and the transport of soils potentially contaminated by tar sands from the Project Site. During precipitation events in particular, construction activities associated with the Project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. Construction dewatering may also be necessary due to the high groundwater table. Further evaluation is needed to determine the potential for, and significance of, Project impacts on water quality.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The Los Angeles Department of Water and Power ("LADWP") is the water purveyor for the City. Water is supplied to the City from three primary sources, including local groundwater. In 2009 to 2010, LADWP had an available water supply of roughly 550,000 acre-feet ("AF"), with approximately 14 percent coming from local groundwater.²⁵ Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. Although open spaces do allow for seepage of water into smaller unconfined aquifers, the larger groundwater sources within the

²⁴ *City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit D – Selected Wildfire Hazard Areas in the City of Los Angeles; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.*

²⁵ *Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibit ES-R – Service Area Reliability Assessment for Average Weather Year, adopted May 3, 2011; https://www.ladwp.com/ladwp/faces/ladwp/aboutus/awater?_adf.ctrl-state=gixvgqhub_4&_afLoop=237918338210000, accessed April 2013.*

City of Los Angeles are actively recharged and supply the City with its water supply. As the Project Site is currently developed with urban uses, the groundwater recharge on the Project Site would be similar to the site's historic contribution to recharge. Furthermore, the small size of the Project Site limits its potential to contribute to recharge of groundwater sources. Therefore, impacts due to interference with groundwater recharge would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Construction of the Project would temporarily alter the existing drainage pattern of the Project Site, particularly during excavation and grading activities; moreover, soils that are potentially contaminated by tar sands would require removal from the Project Site. If a precipitation event were to occur during these activities, exposed sediments could be carried off-site and into the local storm drain system, thereby causing siltation. In addition, the change in on-site drainage patterns resulting from the Project could also result in limited soil erosion. Therefore, it is recommended that this topic be analyzed further in an EIR.

d. Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. While the Project Site is under construction, the rate and amount of surface runoff generated at the Project Site would fluctuate. However, the construction period is short-term and compliance with applicable regulations governing construction-related storm water runoff is required. Moreover, Project implementation would increase the amount of pervious area on the Project site which would reduce surface water runoff compared to existing conditions.²⁶ Accordingly, the potential for on- or off-site flooding during Project construction and following Project buildout is expected to be less than significant. No further analysis of this issue is necessary and no mitigation measures are required.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. As discussed in Section IX.a, Project construction has the potential to create sources of polluted runoff. Further evaluation is needed to determine the potential for, and significance of, Project impacts on water quality.

²⁶ *KPFF Consulting Engineers, Academy Museum of Motion Pictures Project Surface Water Hydrology Conditions, April 2013, appended to this Initial Study as Appendix A.*

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. As stated in Sections IX.a through IX.e, Project construction activities have the potential to result in minor soil erosion during grading and soil stockpiling, possible dewatering, subsequent siltation, and the conveyance of other pollutants into municipal storm drains. Moreover, soils underlying the Project Site are expected to contain tar sands and will require removal from the Project Site and proper disposal. Therefore, it is recommended that this topic be analyzed further in an EIR.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project does not include the construction of any housing. Furthermore, the Project Site is not located within a 100-year flood hazard area, as mapped by flood insurance rate maps.²⁷ Therefore, the Project would not place housing within a 100-year flood hazard area. No further analysis of this topic is necessary and no mitigation measures are required.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less Than Significant Impact. According to City of Los Angeles Safety Element Flood Hazard maps, the Project Site borders or is within a 100-year floodplain area.²⁸ However, the Safety Element maps are based on Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate maps that were prepared in 1996. According to the most recent (2008) FEMA maps for the Project area, which now supersede the City’s Flood Hazard maps, the Project Site is located within a mapped FEMA Flood Zone X area, defined as an area that is higher in elevation than the 500-year flood event and has a minimal flood hazard. Based on the updated FEMA mapping, the potential for flooding at the Project Site is considered minimal. No further analysis of this topic is necessary and no mitigation measures are required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. As discussed in Section IX.h, the Project Site is located in an area determined to have a minimal flood hazard, based on the most up-to-date FEMA maps for the Project area. No levees or dams are present in or around the Project Site. Therefore, the impact from the Project would be less than significant. No further analysis of this topic is required and no mitigation measures are required.

²⁷ Federal Emergency Management Agency, Map Service Center, Current FEMA Issued Flood Maps, FIRMette for Item ID No. 06037C1605F, effective September 26, 2008; <http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=77453785&IFIT=1>, accessed April 2013.

²⁸ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit F – 100-Year & 500-Year Flood Plains in the City of Los Angeles; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity. As discussed in Section IX.h, the Project Site is located in an area determined to have a minimal flood hazard, based on the most up-to-date FEMA maps for the Project area. The La Brea Tar Pit, on the nearby campus of the Natural History Museum, is only a few inches deep and does not pose a seiche risk to the Project site. No further analysis of this topic is required and no mitigation measures are required.

With respect to tsunami hazards, the Project Site is located approximately 8.5 miles inland (east) from the Pacific Ocean, and therefore would not be subject to a tsunami. Furthermore, the Project Site is not located on a City-designated tsunami hazard area.²⁹ The site is also located in an area of relatively flat topography, and as such, there is minimal potential for mudflows. Therefore, no impacts would occur due to inundation by tsunami or mudflow. No further analysis of this topic is necessary and no mitigation measures are required.

X. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

No Impact. The Project Site is located in the Wilshire Community Plan area, within the highly urbanized Miracle Mile. Land uses surrounding the Project Site mainly include other museum uses associated with the broader LACMA Campus and associated gardens, Hancock Park, the Page Museum and the Petersen Automotive Museum. Other land uses to the west and south primarily consist of commercial uses, with multi- and single-family residential uses farther to the west and south. Park La Brea, the large multi-family neighborhood, is to the north of the Project Site, across Sixth Street. The Project would be built within and immediately adjacent to the May Company Building, which is located on the LACMA Campus. As such, the Project would not divide an established community. No further analysis of this topic is necessary and no mitigation measures are required.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The City's Wilshire Community Plan designates the Project Site as "Regional Center Commercial" and zones the site as [Q]C2-2-CDO. The [Q]C2-2-CDO is broken down as

²⁹ City of Los Angeles, Department of City Planning, *Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit F – 100-Year & 500-Year Flood Plains in the City of Los Angeles*; <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed April 2013.

follows: C2 is a commercial zone designation allowing not-for-profit museums, motion picture theaters, auditoria of up to 3,000 seats, cafes, cafeterias, restaurants and offices; -2 is Height District 2, indicating that a building is limited to a 6:1 Floor-to-Area Ratio (“FAR”); CDO denotes “Miracle Mile Community Design Overlay” which includes a number of design and rehabilitation standards for historic buildings in the District to ensure Art Deco compatibility among buildings in the area; and [Q] represents a set of development conditions applicable to the Project Site as part of the greater LACMA Campus. Several City of Los Angeles plans, guidelines and regulations are also applicable, including the General Plan and its Framework, Wilshire Community Plan, Miracle Mile Community Design Overlay District, Municipal Code, “Do Real Planning” Guidelines, Walkability Checklist, and 2010 Bicycle Plan (a component of the Transportation Element). On a regional level, applicable plans include the SCAG 2008 Regional Comprehensive Plan (“RCP”); SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy; SCAG Compass Blueprint Growth Vision; Metropolitan Transportation Authority’s (“Metro”) Congestion Management Program (“CMP”); and SCAQMD’s AQMP. In recognition of the importance of land use planning to the City, and the necessity for the Project to demonstrate compliance with the regulatory framework, it is recommended that this topic be analyzed further in an EIR.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in Sections IV.a through IV.f, the Project Site is located on the highly urbanized Miracle Mile area and is already developed with the May Company Building, internal driveways, a gravel area used in the past for parking, and paved walkways. The site contains ornamental landscaping. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with the provisions of any adopted applicable conservation plan. No further analysis of this topic is necessary and no mitigation measures are required.

XI. MINERAL RESOURCES

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. With respect to Sections XI.a and b, the Project Site is not classified by the City of Los Angeles as containing significant mineral deposits.³⁰ Furthermore, the site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey.³¹ Additionally, the Project Site is designated for Regional Center Commercial uses within the City of Los Angeles General Plan Framework and is not designated as a mineral extraction land use. Therefore, the chances of uncovering mineral resources during construction and grading would be minimal. The site is underlain by petroleum reservoirs that have been used for oil production in the past however, oil production does not occur in the

³⁰ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-1 – Areas Containing Significant Mineral Deposits in the City of Los Angeles.*

³¹ *California Geological Survey/U.S. Geological Survey, 2008 Minerals Yearbook, California, July 2012; <http://minerals.usgs.gov/minerals/pubs/state/2008/myb2-2008-ca.pdf>; accessed April 2013.*

Project area. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur. Further analysis of Mineral Resources is not necessary, and no mitigation measures are required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See Section XI.a, above.

XII. NOISE

Would the project result in:

a. Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Additionally, operation of the Project may increase existing noise levels as a result of Project-related traffic; the operation of heating, ventilating and air conditioning (“HVAC”) systems; loading and unloading of trucks; activities at the Roof Terrace on the south elevation of the Original Building along Wilshire Boulevard; special events on the Piazza beneath the Sphere; and the presence of additional visitors at the Project Site. As such, nearby residential or other sensitive uses could potentially be affected. Therefore, it is recommended that the Project’s potential to exceed noise standards be analyzed further in an EIR.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project may generate groundborne vibration and noise due to site grading, clearing activities, and haul truck travel. In addition, Project construction may require the use of driven piles. As such, the Project would have the potential to generate or to expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this topic be analyzed further in an EIR.

Operation of the Project would not generate groundborne vibration or noise at levels beyond those which currently exist resulting from the existing urbanized development setting. As such, operation of the Project would not have the potential to expose people to excessive groundborne vibration or noise. Therefore, no further analysis of operational groundborne vibration or noise is required, and no mitigation measures would be necessary.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in Section XII.a. above, operation of the Project may increase existing noise levels as a result of Project-related traffic, the operation of HVAC systems, loading and unloading of trucks, special events, and the presence of additional visitors at the Project Site. Therefore, it is recommended that potential impacts associated with a permanent increase in ambient noise levels be analyzed further in an EIR.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in Section XII.a. above, construction of the Project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, it is recommended that potential impacts associated with a temporary or periodic increase in ambient noise levels be further analyzed in an EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As discussed in Section XII.e. above, the nearest airport is Los Angeles International Airport, located more than eight miles southwest of the Project Site. As the Project is not within the vicinity of a private airstrip, it would not expose people residing or working in the area to excessive noise levels. As no impacts would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

XIII. POPULATION AND HOUSING

Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project would not directly induce substantial population growth in the area, as it does not involve the construction of new residences. The Project would also not indirectly induce

a substantial population growth in the area, as the additional visitors in the area would not affect permanent population growth in the area. Additionally, the estimated 135 new employment opportunities at the Project Site (some of which represent existing jobs at the Academy's existing headquarters that would be relocated) resulting from the operation of the Project would not be sufficient to induce substantial population growth in the area. No further analysis of this topic is necessary and no mitigation measures are required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in Section X.a. above, the Project would be sited on the existing LACMA Campus and would not be built on existing residential uses. No existing housing would be displaced, and there would be no necessity for the construction of replacement housing elsewhere. As no impacts would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in Sections XIII.a. and XIII.b. above, the Project would be sited on the existing LACMA Campus and would not displace any people. There would be no necessity for the construction of replacement housing elsewhere. As no impacts would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

Potentially Significant Impact. The Los Angeles Fire Department ("LAFD") provides fire protection and emergency medical services in the City of Los Angeles. Four fire stations are located in the vicinity of the Project Site including Fire Station No. 61, located at 5821 W. Third Street (approximately 1.3 miles from the Project Site); Fire Station No. 58, located at 1556 S. Robertson Boulevard (approximately 2.2 miles from the Project Site); Fire Station No. 68, located at 5.23 W. Washington Boulevard (approximately 2.4 miles from the Project Site); and Fire Station No. 29, located at 4.29 Wilshire Boulevard (approximately 2.6 miles from the Project Site).³² The Project would introduce the Museum at the LACMA Campus and create a new entertainment venue that would attract an increased number of visitors. Further evaluation is needed to determine the potential for Museum operations to have an impact on LAFD fire protection and emergency medical services and emergency response times in the Project area.

³² Los Angeles Fire Department, *Fire Station Locator, Map-Based Fire Station Search*; <http://lafd.com/find-a-fire-station/275-fire-station-locator>, accessed April 2013.

During Project construction, temporary lane closures for the curb lanes along Fairfax Avenue (north of the existing building to Sixth Street), Wilshire Boulevard, and Sixth Street (between Fairfax Avenue and the entrance to the Pritzker parking garage) may be necessary for new utility connections, "B Permit" street work, and in special, limited circumstances, for offloading and mobile crane placement. Further evaluation is needed to determine the potential for, and significance of, any impacts temporary lane closures could have on emergency response times.

Therefore, it is recommended that potential impacts associated with fire protection and emergency medical services be analyzed further in an EIR.

b. Police protection?

Potentially Significant Impact. The Los Angeles Police Department ("LAPD") provides police protection services in the City of Los Angeles. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. Each of the Bureaus encompasses several communities. The Project Site is located in the West Bureau of the LAPD, which serves the communities of Hollywood, Wilshire, Pacific and West Los Angeles. Specifically, the Project Site is served by the Wilshire Community Police Station, located at 4861 W. Venice Boulevard (approximately 2.5 miles away).³³ The Wilshire Community Police Station serves a diverse residential population of approximately 251,000 residents in the communities of Arlington Heights, Brookside Park, Carthay Circle, Country Club Park, Fairfax, Greater Wilshire, Hancock Park, Harvard Heights, Larchmont Village, Little Ethiopia, Mid-City, Mid-Wilshire, Miracle Mile, Olympic Park, Park La Brea, South Carthay, Wellington Square, Western Heights, Wilshire Center, Wilshire Vista, and Windsor Square.³⁴ The day-time population increases to approximately 500,000 people. The Project would introduce a Museum at the LACMA Campus and create a new entertainment venue which would attract an increased number of visitors. Further evaluation is needed to determine the potential for Museum operations to have an impact on LAPD police protection services or police response times in the Project area.

During Project construction, temporary lane closures for the curb lanes along Fairfax Avenue (north of the existing building to Sixth Street), Wilshire Boulevard, and Sixth Street (between Fairfax Avenue and the entrance to the Pritzker parking garage) may be necessary. Further evaluation is needed to determine the potential for impacts on police response times in the event temporary lane closures occur.

Therefore, it is recommended that potential impacts associated with police protection services be analyzed further in an EIR.

c. Schools?

No Impact. The Project Site is located within the jurisdiction of the Los Angeles Unified School District ("LAUSD"), and specifically within LAUSD District 3. The LAUSD schools nearest to the Project Site include Hancock Park Elementary School, located at 408 S. Fairfax Avenue (approximately 0.4 mile away); Burroughs Middle School, located at 600 S. McCadden Place (approximately 1.4 miles away); and Fairfax

³³ Los Angeles Police Department, *Wilshire Community Police Station*; http://www.lapdonline.org/wilshire_community_police_station, accessed April 2013.

³⁴ Los Angeles Police Department, *About Wilshire*; http://www.lapdonline.org/wilshire_community_police_station/content_basic_view/1723, accessed January 2013.

High School, located at 7850 Melrose Avenue (approximately 1.3 miles away).³⁵ The Project will not be introducing new residential uses to the site and would not be creating a significant number of jobs (up to 135, as stated in Section XIII.a) which would attract new residents to the area. As such, the Project would not attract a significant number of new residents in the area which would require an increase in demand for school facilities in the area. As no impacts would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

d. Parks?

Less Than Significant Impact. The Los Angeles Department of Recreation and Parks (“LADRP”) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. There are several LADRP facilities located within one mile of the Project Site, including Carthay Circle Park, Pan Pacific Park and Recreation Center, Pan Pacific Park Pool, and West Wilshire Senior Citizen Center.³⁶ The Los Angeles County Department of Parks and Recreation (LACDPR) operates and maintains 177 parks, playgrounds, museums, golf courses, theaters and other recreational amenities in the region, including LACDPR’s Hancock Park, upon which the Page Museum is located, as well as the existing LACMA Campus.³⁷ The Project does not propose new residential development that could directly increase demand for recreational facilities, nor does it create sufficient employment opportunities to indirectly increase demand through population growth in the Project area. Moreover, given the temporary duration of visits to the Project Site, the Project would not materially increase demand for park and recreational facilities. As such, impacts would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

e. Other public facilities?

No Impact. The Los Angeles Public Library (“LAPL”) provides library services to the City of Los Angeles. Three LAPL branches are located within two miles of the Project Site, including the Fairfax Branch Library, located at 161 S. Gardner Street (approximately 0.7 mile away); the Memorial Branch Library, located at 4625 W. Olympic Boulevard (approximately 1.7 miles away) and the Robertson Branch Library, located at 1719 S. Robertson Boulevard (approximately 1.75 miles away).³⁸ As the Project does not include the construction of new residential development and creates a limited number of new jobs, there would be no new demand for library resources as a result of the Project. No further evaluation of this topic is necessary and no mitigation measures are required.

³⁵ Los Angeles Unified School District, *Find a School, School Finder database search*; <http://rsi.lausd.net/ResidentSchoolIdentifier/schoolfinder.jsp>, accessed April 2013.

³⁶ Los Angeles Department of Recreation and Parks, *Facility Locator, database search*; <http://raponline.lacity.org/maplocator/>, accessed April 2013.

³⁷ Los Angeles County Department of Parks and Recreation, *Find Parks, Amenities, and Things To Do in Los Angeles County, database search*; <http://parks.lacounty.gov/wps/portal/dpr/parkslocator/>, accessed April 2013.

³⁸ Los Angeles Public Library, *Location & Hours database search*; <http://www.lapl.org/branches>, accessed April 2013.

XV. RECREATION

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. As discussed in Section XIV.d, the Project does not propose the construction of new residential uses that could increase the use of existing regional parks or other recreational facilities. Recreational facilities in the Project vicinity would not be adversely affected by Project implementation. The demand for existing off-site park facilities would not substantially increase due to Project operation. Therefore, the Project would have no impacts on neighborhood or regional parks or other recreational facilities. No further analysis of this topic is necessary and no mitigation measures are required.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The Project would not directly or indirectly create demand for new or expanded off-site recreational facilities, and therefore would have no adverse impacts on such facilities. No further analysis of this topic is necessary and no mitigation measures are required.

XVI. TRANSPORTATION AND CIRCULATION

Would the project:

- a. **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Potentially Significant Impact. The Project Site occupies an approximately 2.2-acre portion of the 20-acre LACMA Campus, which is located on the segment of Wilshire Boulevard known as Miracle Mile, centrally located between downtown Los Angeles and the Westside within the City's Wilshire Community Plan Area. The LACMA Campus is bordered on the north by Sixth Street, on the south by Wilshire Boulevard, on the east by Curson Avenue, and on the west by Fairfax Avenue. The nearest freeways are the Santa Monica freeway (I-10), approximately two miles to the south, and Hollywood freeway (US 101), approximately two miles to the west. The Project is subject to the Los Angeles Department of Transportation's ("LADOT") standards and guidelines regarding trip generation and levels of service ("LOS") for the street system. The Project proposes to construct a world-class Museum dedicated to the past, present and future of films and film-making at the May Company Building. The Original Building would contain exhibit space, additional theaters, a cafe, a Museum shop, administrative offices, and other uses, and the New Wing would include a 1,000-seat theater. These uses would add traffic to local and regional transportation systems. As such, operation of the Project

could adversely affect the existing capacity of the street system or exceed an established LOS standard. Construction of the Project would also result in a temporary increase in traffic due to construction-related truck trips and worker vehicle trips. Therefore, traffic impacts during construction could also adversely affect the street system. As the Project's increase in traffic would have the potential to result in a significant traffic impact, it is recommended that this topic, including parking provisions, be analyzed further in an EIR.

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The congestion management program ("CMP") is a State-mandated program enacted by the State legislature to address the impacts that urban congestion has on local communities and the region as a whole. Metro is the local agency responsible for implementing the requirements of the CMP. New projects located in the City of Los Angeles must comply with the requirements set forth in the Metro's CMP. These requirements include the provision that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP intersections where a Project could add 50 or more trips during either peak hour. The Project would generate vehicle trips which could potentially add trips to a freeway segment or CMP intersection. As such, it is recommended that this topic be analyzed further in an EIR.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. As discussed in Section VIII.e, the nearest airports are Los Angeles International Airport, more than eight miles southwest of the Project Site, and Bob Hope Airport, approximately nine miles to the north. As such, the Project would not result in a change in air traffic patterns including, increases in traffic levels or changes in location that would result in substantial safety risks. As no impact would occur, further analysis of this topic is not necessary, and no mitigation measures are required.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. Project implementation, including construction and operation, would not modify the existing entrance to LACMA's Pritzker parking garage, nor would it modify access to the existing on-site loading dock for the May Company Building, or LACMA's access to its own loading dock northeast of the Project Site. However, the Project could introduce new visitor pick-up and drop-off accommodations on Fairfax Avenue, and is anticipated to require parking management programs to accommodate special events. Proposed changes to vehicular circulation in the Project area therefore have the potential to introduce hazards or incompatible uses. Therefore, it is recommended that this topic be analyzed further in an EIR.

e. Result in inadequate emergency access?

Potentially Significant Impact. Immediate access to the Project Site is provided via Wilshire Boulevard to the south, Fairfax Avenue to the west, and Sixth Street to the north. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In addition, the Project would generate traffic in the Project vicinity and would result in some modifications to access from the streets that surround the site. As such, it is recommended that this topic be analyzed further in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. Parking would be provided through shared use of existing LACMA parking facilities and the use of existing off-site parking facilities in the immediate vicinity. The Project is anticipated to require parking management programs to accommodate special events. Further evaluation is needed to determine Project-related parking demand, compliance with LAMC parking requirements, and the potential for any impacts with respect to parking availability and potential related effects on traffic, noise and air quality .

g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The Project Site is located in an area well served by public transportation. Several transit providers operate transit service within the area, and specifically along Wilshire Boulevard and Fairfax Avenue, including local bus service and bus rapid transit service provided by Metro and LADOT's neighborhood DASH line.^{39,40} The Wilshire/Fairfax Station for the Metro Westside Subway Extension will be located beneath Wilshire Boulevard south of the Project Site, and the station entrance will be located on the south side of Wilshire Boulevard between Orange Grove Avenue and Ogden Drive.⁴¹ The Project Site is also within a highly pedestrian-oriented area due to its location along Museum Row, and there are City dedicated bicycle lanes that are part of the Backbone Bikeway Network along Wilshire Boulevard and Fairfax Avenue.⁴² Although the Project Site is well served by public transportation, and is not expected to interfere with or degrade the performance or safety of public transit, bicycle, or pedestrian facilities, it is recommended that the Project's potential for impacts during construction and its consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

³⁹ Los Angeles County Metropolitan Transportation Authority, *Maps & Timetables, Every 15 Minutes (or Less) Map*; http://www.metro.net/riding_metro/maps/images/15_min_map.pdf, accessed April 2013.

⁴⁰ Los Angeles Department of Transportation Transit Services, *Schedules and Maps, DASH Fairfax Route Map*; <http://www.ladottransit.com/dash/routes/fairfax/fairfax.php>, accessed April 2013.

⁴¹ Los Angeles County Metropolitan Transportation Authority, *Westside Subway Extension of the Metro Purple Line*; <http://www.metro.net/projects/westside/>, accessed April 2013.

⁴² Los Angeles Department of City Planning, *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, adopted March 1, 2011, Appendix D: Matrix and Maps*; <http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>, accessed, January 2013.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The City of Los Angeles Department of Public Works provides wastewater services for the Project Site. Any wastewater that would be generated by the site would be treated at the Hyperion Treatment Plant (“HTP”), which has been designed to treat 450 million gallons per day (“mgd”). The annual increase in wastewater flow to the HTP is limited by City Ordinance No. 166,060 to five mgd. Existing flow levels at the HTP are approximately 362 mgd. As such, the HTP is currently operating at approximately 80 percent of its capacity, with an available capacity of approximately 88 mgd.⁴³

Most of the effluent from the HTP is discharged into Santa Monica Bay through a five-mile ocean outfall at a depth of 190 feet, while approximately six percent of secondary effluent are recycled on-site or transported to the West Basin Municipal Water District Water Recycling Plant for use by local industries.⁴⁴ The discharge of effluent from the HTP into Santa Monica Bay is regulated by permits issued under the Clean Water Act’s National Pollutant Discharge Elimination System (“NPDES”) and is required to meet the Regional Water Quality Control Board’s (“RWQCB”) requirements for a recreational beneficial use. Accordingly, HTP effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City of Los Angeles Department of Public Works also monitors flows into the Santa Monica Bay.⁴⁵

Wastewater generation when the May Company Building was in operation as a department store (until the early 1990s) was estimated at approximately 14,250 gpd (“gpd”); current wastewater generation during the building’s use as LACMA West is estimated to be approximately 8,550 gpd. Museum operations are estimated to result in average daily wastewater generation of approximately 10,130 gallons per day.⁴⁶ Therefore, Museum operation would increase wastewater generation compared to existing and historical conditions, but not substantially so. There are no known deficiencies in the existing wastewater infrastructure serving the Project Site.⁴⁷

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

⁴³ City of Los Angeles Bureau of Sanitation. “About Wastewater – Treatment Plants”; <http://www.lacity.org/san/wastewater/factsfigures.htm>, accessed April 2013.

⁴⁴ City of Los Angeles, Department of Public Works, Bureau of Sanitation, *About the Treatment Plants, Hyperion Treatment Plant About our Plant and Virtual Tour*; http://www.lasewers.org/treatment_plants/hyperion/index.htm, accessed April 2013.

⁴⁵ City of Los Angeles Department of Public Works, Bureau of Sanitation, Environmental Monitoring Division; “Santa Monica Bay Biennial Assessment Report: 2005-2006”.

⁴⁶ KPFF Consulting Engineers, *Academy Museum Project Water and Wastewater Service Data, May 15, 2013, appended to this Initial Study as Appendix B.*

⁴⁷ *Ibid.*

would not exceed the requirements of the RWQCB and impacts would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. As discussed in Section XVII.a, Museum operation would increase wastewater generation compared to existing and historical conditions, but not substantially so, and according to the Sewer Capacity Availability Request response received from the City of Los Angeles Bureau of Sanitation in April 2013, there are no known deficiencies in the existing wastewater infrastructure serving the Project Site.⁴⁸ As such, wastewater treatment and demands generated by the Project are not expected to result in the need to construct new water and wastewater treatment facilities. Construction of the Project would include all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. The necessary improvements would be verified through the permit approval process of obtaining a sewer connection permit from the City.

In the event that wastewater lines are found to be substandard or in deteriorated condition, the applicant would be required to make necessary improvements to achieve adequate service under City of Los Angeles Building and Safety Code and Los Angeles Department of Public Work (LADPW) requirements. Construction of the Museum would include all necessary on- and off-site sewer and water pipe improvements and connections to adequately link the Project to the existing City water and wastewater systems. The design of these connections would be developed by a registered engineer and approved by the Los Angeles Bureau of Engineering. Where any utility line construction encroaches into the public right-of-way, review and approval by LADOT would be required. The issuance of all applicable building permits would ensure that adequate sewer capacity is available prior to the start of construction. Accordingly, if the construction of wastewater infrastructure is required, it would be localized to the Project Site and immediate vicinity and would not result in the construction of new wastewater treatment facilities or major utility lines. As such, impacts would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

As mentioned in Section XVI.a, above, wastewater from the Project Site is conveyed via municipal wastewater infrastructure to the HTP, which is currently operating at approximately 80 percent of its capacity, with an available capacity of approximately 88 mgd. In November 2006, the City of Los Angeles, Integrated Resources Plan, Facilities Plan ("IRP") developed by the LADPW was approved by the Los Angeles City Council. The IRP accounts for projected needs and sets forth improvements and upgrades to wastewater systems, recycled water systems, and runoff management programs in the City of Los Angeles through the year 2020.⁴⁹ Furthermore, future increases in wastewater flows are addressed in the IRP through improvements, additions, and expansions within the Hyperion Service Area. These improvements

⁴⁸ KPFF Consulting Engineers, *Academy Museum of Motion Pictures Project Utility Infrastructure, April 2013, appended to this Initial Study as Appendix A.*

⁴⁹ *City of Los Angeles, Department of Public Works, Bureau of Sanitation; Integrated Resource Plan (IRP), 2006; IRP Information Sheet, "A New Strategy for LA's Water Infrastructure," 2007; <http://san.lacity.org/irp/documents/factsheet012006.pdf>, accessed March 2013.*

would increase the capacity of the Hyperion Service Area to a total of 570 mgd, consisting of the HTP's capacity of 450 mgd, the Donald C. Tillman Water Reclamation Plant's new capacity of 100 mgd, and the Los Angeles-Glendale Water Reclamation Plant capacity of 20 mgd. As discussed in the IRP, based on LADWP information, projects have been completed within all the treatment plants and sewer lines and additional on-going improvements have been proposed in order to continually provide services and meet wastewater needs of the City. Implementation of the IRP improvements would be dependent on monitored triggers, including population growth, recycled water regulations, wastewater discharge regulations, Total Maximum Daily Load requirements, available funding, etc. This staging of projects enables the City to target the most critical and immediate wastewater treatment needs. As stated in the IRP, many of the projects are "Go-Projects" and are considered for immediate implementation to protect the public health and environment. Therefore, with implementation of the IRP, LADWP expects to provide ample amount of wastewater treatment services to the City and contracting cities through the year 2020.

Project wastewater generation would represent a minor percentage of HTP's total remaining capacity. Thus, given the amount of wastewater generated by the Project, existing wastewater treatment capacity, and future wastewater treatment capacity set forth by the IRP, it is expected that adequate wastewater capacity would be available to serve the Museum and impacts would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Under existing conditions, storm water is conveyed from the site via underground storm drain pipes to Fairfax Avenue and Wilshire Boulevard, where storm water flows enter the City's municipal storm drain system. Post-project surface runoff volumes would be reduced compared to existing conditions due to an increase in on-site pervious area and required compliance with the City's Low Impact Development requirements.⁵⁰ Therefore, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, and impacts would be less than significant. No further analysis of this topic is necessary and no mitigation measures are required.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As mentioned above, the LADWP is responsible for providing water service to the Project Site. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct and the State Water Project, and water purchased from the Metropolitan Water District of Southern California (obtained from the Colorado River Aqueduct). Pursuant to the Urban Water Management Planning Act, LADWP most recently prepared its urban water management plan ("UWMP") in 2010. LADWP's 2010 UWMP provides water demand projections in five-year increments through 2035, which are based on demographic data from the SCAG 2008 Regional Transportation Plan, as well as billing

⁵⁰ *KPFF Consulting Engineers, Academy Museum of Motion Pictures Project Surface Water Hydrology Conditions, April 2013, appended to this Initial Study as Appendix A.*

data for each major customer class, weather, and conservation. The City's water demand is estimated to reach 710,760 AF by 2035, which is an increase of 164,989 AF, or 30 percent, from the 2010 consumption.

Wastewater generation in the City of Los Angeles, as discussed in Section VII.b, is calculated based on water consumption. Accordingly, the Project would result in estimated water consumption of approximately 10,130 gpd when fully operational. This would amount to approximately 11.3 AF per year, or approximately 1.7 AF per year more than existing conditions (LACMA West operations).⁵¹ The approximately 1.7-AF per year increase in water demand over existing conditions would constitute approximately 0.0002 percent of the City's projected water demand for the year 2035 (710,760 AF). Project water demand would therefore fall within the available and projected water supplies of LADWP's 2010 UWMP.

Sections 10910-10915 of the State Water Code requires the preparation of a Water Supply Assessment ("WSA") demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. Since the Project is below the established thresholds, no WSA is required for this project. Additionally, the Museum would be designed and constructed in accordance with Title 24 building code regulations and would incorporate standard LADWP mitigation measures to reduce the projected water demand to the extent feasible. Therefore, sufficient water supplies are available to supply the Project and no new or expanded entitlements would be required. As such, impacts would be less than significant. Further analysis of this topic is not necessary, and no mitigation measures are required.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Please see Section XVII.b. No further analysis of this topic is necessary and no mitigation measures are required.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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

The remaining disposal capacity for the County's Class III landfills is estimated at approximately 127 million tons as of December 31, 2011. Aggressive waste reduction and diversion programs on a Countywide level

⁵¹ 1 US gallon per day = 0.00112088568 (acre feet) per year

have helped reduce disposal levels at the County's landfills, and based on the Los Angeles County Integrated Waste Management Plan ("CoIWMP"), the County anticipates that future Class III disposal needs can be adequately met through 2026 through a combination of landfill expansion, waste diversion at the source, and other practices.

Construction Impacts

Project construction would require demolition of existing structures and paved areas, earthwork (grading and excavation), and new construction on the Project Site. Each of these activities would generate demolition waste including but not limited to soil, asphalt, wood, paper, glass, plastic, metals, and cardboard that would be disposed of in the County's unclassified landfills (or a private inert landfill as an option with less impact on the public system). The amount of demolition waste anticipated to be generated by the project, based on generation factors established by CalRecycle, is shown in **Table B-1, *Estimated Construction and Demolition Waste Generation***. As indicated therein, Project construction is estimated to generate 11,940 tons of soil and asphalt, 6,314 tons of demolition debris, and 206 tons of construction debris, for a combined total of 18,460 tons of construction and demolition waste, as shown in **Table B-1, *Estimated Construction & Demolition Waste Generation***. These totals do not take into account the amount of waste that could potentially be diverted via source reduction and recycling programs within the City, and therefore represent a conservatively high estimate. Construction and demolition waste would be disposed of at one of the County's inert landfills, or a private facility. As previously indicated, the remaining disposal capacity for the County's inert landfill is 64.2 million tons. The project's total solid waste disposal need during construction would represent approximately 0.03 percent of the 2012 estimated remaining capacity at the County's inert landfill. In 2011 the disposal rate at the permitted County inert waste landfill was 111,690 tons per year.⁵² Given the remaining permitted capacity and 2011 disposal rate, the remaining capacity would be sufficient for 576 years and would not face capacity shortages. Therefore, the County's inert fill landfills would have adequate capacity to accommodate project-generated inert waste. Construction impacts relative to solid waste would be less than significant.

Operational Impacts

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

⁵² Los Angeles County Department of Public Works, *Los Angeles County Integrated Waste Management Plan, 2011 Annual Report, August 2012*.

Table B-1

Estimated Construction & Demolition Waste Generation

Debris Type	Quantity	Generation Factor	Waste Generation (in tons)
Site Preparation			
Earthwork/Demolition Soil	293,684 cubic feet (cu. ft.)	1 cu. ft. =75 lbs ^b	11,013 tons
Asphalt/paving	41,185 cu. ft.	1 cu. ft. =45 lbs ^b	927 tons
Site Preparation Subtotal			11,940 tons
Building Demolition^c			
Interior Original Building Demolition	25,575 sq. ft.	1 sq. ft. = 24.05 lbs ^d	308 tons
1946 Addition Demolition	76,027 sq. ft.	1 sq. ft. = 158 lbs ^d	6,006 tons
Building Demolition Subtotal			6,314 tons
Building Construction^{c, e}			
Total Building Area	94,775 sq. ft.	1 sq. ft. = 4.34 lbs ^c	206 tons
Grand Total			18,460 tons

^a Assumes depth of 6 inches.

^b CalRecycle Diversion Study Guide, <http://www.calrecycle.ca.gov/LGCentral/Library/DSG/ICandD.htm>, accessed April 2013.

^c Represents total gross construction square footage including (as applicable) exterior building walls, vertical circulation, mechanical rooms, and storage.

^d Generation factor obtained from U.S. EPA, *Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003*.

^e Includes construction of the New Wing (69,200 sq. ft.) and renovation of the Original Building interior (25,575 sq. ft.).

Source: AMA Project Management, Studio Pali Fekete Architects, PCR Services Corporation, 2013.

Estimated solid waste generation for the Project is shown in **Table B-2, Estimated Operational Solid Waste Generation**. It is estimated that the total waste generation during Project operation would be approximately 1,246 tons per year. This estimate does not take into account the amount of solid waste that could potentially be diverted via source reduction and recycling programs within the City. The Project’s annual solid waste generation would be a negligible increment of the County’s annual waste generation of 8.7 million tons per year (approximately 0.02%), and would account for a minor percentage percent of the remaining 127-million-ton capacity in the County’s Class III landfills.

As described in the CoIWMP 2012 Annual Report, future disposal needs for the 15-year planning horizon (2026) would be adequately met through the use of in-County and out-of-County facilities. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity.

Based on the above, Project-generated waste would not exacerbate the estimated landfill capacity requirements addressed for the 15-year planning period ending in 2026, or alter the ability of the County to

Table B-2

Estimated Operational Solid Waste Generation

Land Use	Floor Area (sq. ft.)	Factor ^a	Waste Generation (tons/year)
Proposed Use			
Museum	162,500	3.12 lbs/100 sq. ft./day	925
Retail	5,000	5 lbs/1,000 sq. ft./day	5
Restaurant ^b	7,000	0.005 lbs/sq. ft./day	6
Theater	54,500	3.12 lbs/100 sq. ft./day	310
Total			1,246

^a Generation factors provided by the CalRecycle website: Estimated Solid Waste Generation Rates.

<http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm>.

Accessed April 18, 2013.

^b Includes Café and Kitchen/Catering uses.

Source: PCR Services Corporation, 2013

address landfill needs via existing capacity and other options for increasing capacity. Therefore, impacts on solid waste disposal from Project operations would be less than significant.

In summary, the County's inert and Class III landfills would have adequate capacity to accommodate Project-generated construction and demolition waste during Project construction and Class III solid waste generation during Project operations. Thus, construction and operation impacts relative to solid waste would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The Project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. In accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that all new development projects provide an adequate recycling area or room for collecting and loading recyclable materials, the Project would provide on-site recycling collection facilities.⁵³ Additionally, the Project would promote compliance with the California Integrated Waste Management Act of 1989 (AB 939) through source reduction and recycling programs. Therefore, the Project would comply with all Federal, State, and local statutes and regulations related to solid waste. No further analysis of this topic is necessary, and no mitigation measures are required.

⁵³ Ordinance No. 171687 adopted by the Los Angeles City Council on August 6, 1997.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the Project Site is provided and maintained by LADWP. Future plans regarding the provision of electrical services are presented in regularly updated IRP. These plans identify future demand for services and provide a framework for how LADWP plans on continuing to meet future consumer demand. The current IRP is based on a 20-year planning horizon. The LADWP is required to meet operational, planning reserve and reliability criteria, and the resource adequacy standards of the Western Electricity Coordinating Council and the North American Electric Reliability Corporation.

LADWP's Power System served approximately 4.1 million people in 2011 in the City and areas of the Owens Valley and is the nation's largest municipal electric utility. LADWP has a net dependable generation capacity greater than 7,125 megawatts ("MW").⁵⁴ LADWP is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability.

The LADWP December 2012 forecast, as presented in the 2012 IRP, indicates a 2017-2018 fiscal year demand for approximately 23,300 gigawatt hours ("GWh") per year.⁵⁵ The Project's estimated energy consumption is shown in **Table B-3, Estimated Electricity Use**. The estimates are based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated in Table B-3, the annual consumption of electricity would be 3,480 MWh. The Project's energy consumption would be approximately .01 percent that of the estimated 2017-2018 demand of 23,300 GWh per year. This amount is negligible, and is within the anticipated service capabilities of LADWP.

Table B-3

Estimated Electricity Use

Land Use	Floor Area (sq. ft.)	Generation Factor (MWh/sq. ft./year)^a	Annual Electricity Consumption (MWh)
Museum with Ancillary Uses ^b	162,500	0.015	2,437
Store	4,000	0.015	60
Restaurant ^c	7,000	0.047	329
Theater	54,500	0.012	654
Total			3,480

^a Electricity demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Data Tables (February 2011).

^b Based on General and Government Office Factors. Museum factors not provided. These factors are more conservative than other representative uses.

^c Includes Café and Kitchen/Catering uses.

Source: PCR Services Corporation, 2013

⁵⁴ City of Los Angeles Department of Water and Power, 2012 Integrated Resources Plan, December 2012.

⁵⁵ Ibid, at Appendix A, Table A-1.

Natural gas is provided to the Project Site by the Southern California Gas Company (“SoCal Gas”). According to the 2012 California Gas Report, California natural gas demand is expected to decrease at a modest rate of 0.25 percent per year from 2012 to 2030 for residential, commercial, electric generation, and industrial markets. This is due to increased energy efficiency programs, increasing reliance on renewable electric generation (e.g. solar and wind) as well as declining industrial demands as California continues its transition from a manufacturing-based to a service-based economy.⁵⁶ Over the past five years, California natural gas unities including SoCal Gas, interstate pipelines and in-state natural gas storage facilities have increased their delivery and receipt capacity to meet natural gas growth. SoCal Gas is supported in its planning effort by the California Energy Commission, which provides Integrated Energy Policy Reports, with annual updates that evaluate future demand for natural gas and supply considerations.

The 2012 California Gas Report indicates that, with only minor variations from year to year, SoCal Gas is projected to provide approximately 975 billion cubic feet (bcf) per year of natural gas over the next 20-year planning horizon. The report also indicates that SoCal Gas has a substantially higher capacity available.⁵⁷

The Project’s estimated use of natural gas is shown in **Table B-4, Estimated Natural Gas Use**. This estimate is based on generation factors provided in the 2011 SCAQMD California Emissions Estimator Model. As indicated therein, the Project would generate a demand for 4,440 thousand cubic feet (“kcf”) per year, which represents approximately .0004 percent of the estimated annual demand of 975 bcf/year. This amount is negligible and is within the anticipated service capabilities of SoCal Gas.

Table B-4

Estimated Natural Gas Use

Land Use	Floor Area (sq. ft.)	Generation Factor (kBtu/sq.ft./year) ^a	Annual Natural Gas Consumption (kcf)
Museum with Ancillary Uses ^b	162,500	10.93	1,776
Store	4,000	1.70	7
Restaurant ^c	7,000	233.00	1,631
Theater	54,500	18.81	1,025
Total			4,440

^a Electricity demand generation factors based on SCAQMD California Emissions Estimator Model, Appendix Default Data Tables (February 2011). kBtu = thousand British thermal units.

^b Based on General and Government Office Factors. Museum factors not provided. These factors are more conservative than other representative uses.

^c Includes Café and Kitchen/Catering uses.

Source: PCR Services Corporation, 2013.

⁵⁶ 2012 California Gas Report, Prepared by the California Gas and Electric Utilities. July 2012.

⁵⁷ 2012 California Gas Report, prepared by the California Gas and Electric Utilities. July 2012; page 66 and Appendix Table at pages 102-107.

Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service would be provided. As such, the Project would have a less than significant impact on electricity and natural gas utilities and service systems. No further analysis of this topic is necessary and no mitigation measures are required. Notwithstanding, the analysis of GHG emissions will evaluate energy use as it effects air emissions and potential conservation measures that will reduce energy consumption as well as the emission of GHGs.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As discussed within this Initial Study, the Project could result in environmental impacts that have the potential to degrade the quality of environment as addressed herein. Potentially affected resources include Aesthetics (Aesthetics, Views, Light and Glare, and Shade/Shadow), Air Quality, Cultural Resources (Historical, Archaeological and Paleontological Resources), Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population/Housing/Employment, Public Services (Fire and Police), and Transportation/Circulation (Traffic, Access, and Parking). An EIR will be prepared to analyze and document these potentially significant impacts.

As discussed previously in Section IV, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of related projects in proximity to the Project Site, to create impacts that are greater than those of the project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. A number of related projects have been preliminarily identified in the cities of Los Angeles, Beverly Hills, and West Hollywood. Major proposed projects within two miles of the Project Site include a 265,00-square-foot office building on the Museum Square property just east of the

LACMA Campus, on Curson Avenue; five residential/commercial mixed-use developments along Wilshire Boulevard, ranging from 130 to 482 units; a 300-unit residential condominium development on Third Street; two residential/commercial and office/commercial mixed-use developments on La Brea Avenue; and an 8,000-square-foot Holocaust Museum on Beverly Boulevard near Pan Pacific Park. Independent of the Project proposed by the Academy, LACMA plans for redevelopment of other areas of the LACMA Campus may also be included in the Project's cumulative analysis if they are sufficiently defined.

For each of the topics determined to be potentially significant within this Initial Study, as identified in the corresponding sections above, the potential for cumulatively significant impacts will be analyzed in an EIR. Topics for which Initial Study determinations were "No Impact" or "Less Than Significant Impact" are discussed below.

With respect to potential contributions to cumulative impacts for agricultural resources, biological resources, and mineral resources, the Project Site is located in an urbanized area, and like the Project, other development occurring in the area would also constitute urban infill in already densely developed areas. The Project Site does not contain agricultural, sensitive biological, or mineral resources, and therefore Project implementation would not be expected to result in a considerable contribution to cumulatively significant impacts on these resources.

With respect to solid waste disposal, electricity consumption, and natural gas consumption, the provision of these services is regional in nature. As indicated in the corresponding Initial Study Checklist sections above, the service providers have prepared forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into the respective service providers' plans and strategies for meeting future needs. Utility provider plans are updated periodically to identify emerging shortfalls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls. The plans address expected growth, which anticipates projected development within the service areas. The information contained in this Initial Study concerning the ability of these service providers to meet the Project's needs supports the determination that future demand for solid waste disposal, electricity consumption and natural gas consumption can be met for new growth and development, including the Project. Therefore, the Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts as the result of solid waste disposal or electricity and natural gas consumption.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in Section XVII.a, the Project could result in potentially significant environmental impacts associated with Aesthetics (Aesthetics, Views, Light and Glare, and Shade and Shadow), Air Quality, Cultural Resources (Historical, Archaeological, and Paleontological Resources and Human Remains), Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Surface Water Quality, Land Use and Planning, Noise, Public Services (Fire and Police), and Transportation/Circulation (Traffic, Parking, and Access). These impacts could have potentially adverse effects on human beings, and further analysis of these impacts is recommended in an EIR.

Appendix A
Academy Museum Project: Surface Water Hydrology and
Water Quality Conditions

APRIL 2013



6080 Center Drive, Suite 750

Los Angeles, CA 90045

310 / 665-2800 (main phone)

310 / 665-9075 (Civil Fax)

DATE: April 19, 2013

TO: Heather Cochran, Academy of Motion Pictures Arts and Sciences

FROM: Brian Powers P.E., KPFF Consulting Engineers

SUBJECT: Academy Museum Project: Surface Water Hydrology and Water Quality Conditions

KPFF has conducted a review of existing Surface Water Hydrology and Water Quality conditions on the Academy of Motion Pictures Arts and Sciences Museum project site and prepared this memo.

Project Description

The Project site is located within the City of Los Angeles and is currently developed. The project site totals approximately 2.14 acres and includes a 285,000 square-foot five-story building and parking lot. The existing building was originally constructed as the May Company department store. After the department store's closure in the early 1990s, the building was acquired by LACMA and designated LACMA West in 1998.

The Proposed Project would include renovation of the existing 1939 building, demolition of the 1946 building addition at the north side of the building, restoration of the existing building facade, construction of a new wing at the north side, and the installation of new hardscape and landscaping. The completed project will serve as the new Academy Museum of Motion Pictures.

Existing Hydrology

Storm water runoff from the Project site is conveyed by underground storm drain pipes and curb drains into City drainage facilities along Fairfax Avenue and by curb drains along Wilshire Boulevard. The existing site is generally flat and developed with buildings, a gravel surface parking lot, and a loading dock, such that approximately 85 percent of the site is impervious. The site is located within Federal Emergency Management Agency (FEMA) flood Zone X, which denotes an area where the potential for flooding is minimal. There are no surface water bodies in the Project vicinity. The tar pit to the east of the Project is 1,200 feet away and is approximately 10 feet deep.

Surface hydrology is regulated by the City of Los Angeles. City requirements include compliance with the State of California General Permit for storm water discharges during construction for projects with over one acre of land disturbance, and post-construction compliance with the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual and the City of Los Angeles Low Impact Development (LID) Ordinance.

The LACDPW Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event.

Proposed Hydrology

Storm water runoff from the Project site will be conveyed by new private underground storm drain pipes into existing City drainage facilities along Fairfax Avenue and Wilshire Boulevard. The site will retain a gentle gradient with addition of pervious landscape areas and impervious surfaces such as vehicular and pedestrian access and building roof area. The extent of proposed impervious surfaces will likely be in the range of 70 to 90% impervious site area. Construction activities have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable.

Best Management Practices (BMPs) implemented during Project construction include Storm Water Pollution Prevention Plan (SWPPP). The Project SWPPP will identify potential pollutant sources that may affect the quality of discharge associated with construction activity, identify non-storm water discharges, and recommend to effectively prohibit the entry of pollutants into the public storm drain system during construction.

Post construction Best Management Practices (BMPs) will be implemented to control pollutants associated with storm water runoff in compliance with City of Los Angeles Watershed Protection Division LID Standards. Compliance with City storm water mitigation requirements and the addition of landscaping should reduce the quantity and improve the quality of storm water runoff generated on the Project site.

Existing Water Quality Management

Storm water runoff from the project site is conveyed by underground storm drain pipes into City drainage facilities along Fairfax Avenue and curb drains along Wilshire Boulevard. The existing site is generally flat and developed with buildings, a gravel surface parking lot, and a loading dock, such that approximately 85 percent of the site is impervious. Portions of the existing site were developed prior to the enforcement of storm water quality BMP design, implementation and maintenance. In compliance with LID requirements, the proposed project will implement new BMPs which are anticipated to improve the quality of post-construction storm water discharge from the site.

Proposed Water Quality Management - Construction

Within the State of California, the National Pollutant Discharge Elimination System (NPDES) requirements mandate that storm water Best Management Practices (BMPs) be implemented during Project construction including Storm Water Pollution Prevention Plan (SWPPP). The requirements are enforced through the City's plan review and approval process. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address storm water pollution prevention goals.

The Project SWPPP will identify potential pollutant sources that may affect the quality of discharge associated with construction activity, identify non-storm water discharges, and recommend to effectively prohibit the entry of pollutants into the public storm drain system during construction.

Proposed Water Quality Management-Project Operation

The City's Watershed Protection Division has adopted LID standards as issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) and amended by the City of Los Angeles Department of Public Works.

LID is a storm water management strategy with goals to mitigate the impacts of increased runoff and storm water pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapo-transpiration, and re-use of storm water. The goal is to remove pollutants such as nutrients, bacteria, and metals from storm water runoff while also improving (reducing) the quantity and intensity of storm water flows by minimizing impervious surface area and by the use of various infiltration and treatment strategies. Where infiltration is not feasible, the use of bio-retention, rain gardens, green roofs, and rain barrels; in order to store, evaporate, detain, and treat runoff may be used. LID prioritizes the selection of BMPs in the following order:

1. Infiltration Systems
2. Storm water Capture and Re-use
3. High Efficiency Bio-filtration/Bio-retention Systems
4. Combination of Any of the Above

The intent of the City of Los Angeles LID standards is to:

- Encourage the beneficial use of rainwater and urban runoff;
- Reduce storm water/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce offsite runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

Based on a previous Geotechnical Engineering Investigation for the LACMA campus, we understand that the project site is not suitable for the use of infiltration as a stormwater BMP due to the presence of asphalt tar sands. Horizontal and vertical migration of asphalt tar can clog underground infiltration systems causing failure and contamination of stormwater overflow from infiltration BMP's during an intense storm event. In addition, shallow groundwater was measured in the geotechnical report at depths of 5 1/2 to 10 feet below the ground surface.¹ Therefore, storm water capture and reuse is planned as a potential post-construction BMP. Should the proposed landscaped area prove too small adequate to accommodate a capture and reuse system, the project will include high-efficiency bio-filtration planters to filter storm water runoff from impervious surfaces prior to discharge into the City of LA public storm drain system.

Existing Groundwater

Based on previous geotechnical explorations at the Site (referenced above), encountered fill materials ranged from 1 to 8 feet. The fill consisted of clay, gravelly sand, clayey sand, and silty sand. The natural soils beneath the site consist of Pleistocene-aged alluvial sediments. The surface layer consists of very stiff clays with some dense silts and silty sand layers underlain by deposits of sands. Due to the vicinity of the Salt Lake Oil Field to the Project Site, Crude oil has migrated upward to the surface through fractures and permeable geological units. The oil has been altered near the surface to viscous asphalt, which has permeated the sands. As stated above, groundwater was measured at depths of 5 1/2 to 10 feet below ground surface, which is consistent with historic groundwater highs.

¹ Geotechnical report titled " Final Report of Geotechnical Observation and Testing Proposed Broad Contemporary Art Museum and Subterranean Garage" prepared by Van Beveren & Butelo Inc., dated January 11, 2008.

Proposed Groundwater Mitigation-Construction

The Project team will study alternatives for the location of the main LADWP electrical service and transformers. One of the options which will be considered is the construction of an underground vault in the vicinity of the existing 1946 addition. The proposed vault would require excavations in the order of 20 to 30 feet below grade. As the excavation would likely extend beneath the groundwater level temporary dewatering operations may be required during construction.

As described above, the (NPDES) requirements mandate that Best Management Practices (BMPs) be implemented during Project construction including a Storm Water Pollution Prevention Plan (SWPPP). Based on measured groundwater levels, there is potential for temporary dewatering during construction. Due to the high asphalt content, temporary dewatering during construction has proven to be difficult at the site. Extra measures will be required under the SWPPP to collect and treat the water before discharging to an approved location.

Proposed Groundwater Mitigation- Project Operation

Should the Project include an underground DWP vault as described above, design and construction methods for the proposed vault and basement will be similar to recent construction at the LACMA campus. Where these structures included subterranean levels extending beneath the high groundwater level they were designed to be supported by a mat foundation, withstand hydrostatic forces resulting from the groundwater, and provide adequate methane mitigation and waterproofing. As the Project would implement similar design provisions permanent dewatering will not be required. Therefore, the impact on groundwater will be limited to the temporary impact during construction.

Appendix B
Academy Museum Project: Water and Wastewater Service
Data

APRIL 2013



6080 Center Drive, Suite 750
 Los Angeles, CA 90045
 (310) 665-2800 Civil Fax (310) 665-9075

DATE: May 15, 2013
 TO: Heather Cochran, Academy of Motion Pictures Arts and Sciences
 FROM: Brian Powers P.E., KPFF Consulting Engineers
 SUBJECT: Academy Museum Project: Water and Wastewater Service Data

KPFF is conducting a public utility feasibility study and has prepared this memo for your review and support of the project’s initial checklist response and NOP. Should you have any questions, please feel free to contact us.

Existing Condition

The Project Site is currently developed with the approximately 285,000-square-foot, five-story building, designed by architects Albert C. Martin and S.A. Marx and originally constructed as the May Company department store. After the department store’s closure in the early 1990s, the building was acquired by LACMA and designated LACMA West in 1998.

Using LABOE's (Los Angeles Bureau of Engineering) anticipated sewer generation rate for department store and museum, the existing sewer generation and demand is calculated to be 14,250 and 8,550 gallons per day, respectively.

FACILITY DESCRIPTION	BUILDING PROGRAM	SGF ^a IN GPD	GPD	GPM x 3 ^b
Existing Building Usage as Department Store	285,000	0.05/SQFT	14,250	29.69
Existing Building Usage as Museum	285,000	0.03/SQFT	8,550	17.81
a. Sewer Generation Factor per the Department Public Works, Bureau of Engineering (BOE)				
b. Peaking factor of 3 to determine the peak demand				

Proposed Condition

We understand the proposed development consists of the following:

- Exhibition Area 50,500 SF
- Collection Storage/Exhibition Support 19,500 SF
- Theater and theater support 54,500 SF
- Museum Store 5,000 SF
- Museum Cafe 4,000 SF
- Lobby and Visitor Services 33,000 SF
- Administration 23,000 SF
- Event and Function Space 26,000 SF
- Kitchen/Catering 3,000 SF
- Bathrooms 10,500 SF

Using LABOE's (Los Angeles Bureau of Engineering) anticipated sewer generation rate, the anticipated sewer generation and demand for the proposed development is calculated to be 10,130 gallons per day.

FACILITY DESCRIPTION	BUILDING PROGRAM	SGF ^a IN GPD	GPD	GPM x 3 ^b
Theater and theater support	1,350	4/Seat	5,400	11.25
Museum (<15% office space)	167,500	0.02/SQFT	3,350	6.98
Kitchen (take out)	3,000	0.3/SQFT	900	1.88
Coffee House	4,000	0.12/SQFT	480	1.00
TOTAL			10,130	21.10
a. Sewer Generation Factor per the Department Public Works, Bureau of Engineering (BOE)				
b. Peaking factor of 3 to determine the peak demand				

Water Supply Assessment

Per California Senate Bill (SB) 610, any new development consists of 1) a shopping center or business establishment that will employ more than 1,000 persons or have more than 500,000 square feet of floor space, 2) a commercial office building that will employ more than 1,000 persons or have more than 250,000 square feet of space, or 3) any mixed-use project that would demand an amount of water equal to or greater than the amount of water needed to serve a 500 dwelling unit, requires LADWP (Los Angeles Department of Water and Power) to conduct a water supply assessment.

Because the proposed development does not meet the above thresholds, the Academy Museum of Motion Pictures project does not require a water supply assessment by LADWP.

It should be noted that LADWP follows the similar method as LABOE when determining the anticipated annual water consumptions, and therefore the anticipated water demand for the Academy Museum of Motion Pictures project is 10,130 gallons per day.

Water Service Availability Request (SAR)

Water service to the Project Site is provided by LADWP. The existing LADWP water mains in Fairfax Avenue and Wilshire Boulevard are 12" and 8", respectively. The proposed service is anticipated to be off of the 12" main in Fairfax Avenue.

LADWP's service availability request (SAR), also known as water pressure-flow report, is used to determine the available water pressure within the public water infrastructure in and around the project site. Based on an estimate of proposed water and fire suppression service connection size and flows provided by the Buro Happold (the project MEP engineer) the proposed fire service connection for the project will be 6" capable of delivering 750 gpm and the proposed domestic water connection for the project will be 4" capable of delivering 200 gpm. KPFF used the connection size and demand information to submit an SAR which was approved on April 4, 2013 (see attachment).

Sewer Capacity Availability Request (SCAR)

The existing 15" public sewer main runs south on Fairfax Avenue, then to east on Wilshire Boulevard. The sanitary sewer connection from the Project Site is anticipated to be on Fairfax Avenue.

Bureau of Sanitation's (BOS) sewer capacity availability request is used to determine whether the existing sewer infrastructure in and around the project site has sufficient capacity to handle the anticipated sewer demand. KPFF submitted a sewer capacity availability request to Bureau of Sanitation on April 3rd, 2013, and it was approved by BOS on April 19, 2013 (see attachment).

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation

The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation.

Job Address:	5905 WILSHIRE BLVD	Sanitation Scar ID:	
Date Submitted	04/03/2013	Request Will Serve Letter?	No
BOE District:	Central District		
Applicant:	BK KANG		
Address:	6080 CENTER DR, STE 750	City :	LOS ANGELES
State:	CA	Zip:	90045
Phone:	310-665-2800	Fax:	310-665-9075
Email:	BKKANG@KPFF-LA.COM	BPA No.	
S-Map:	492	Wye Map:	5456-6

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	FAIRFAX AVE	49215104	49215120	15	100.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	MUSEUM: ALL AREA	20	KGSF	189,640	3,793
2	THEATER: CINEMA	4	SEAT	1,350	5,400
3	RESTAURANT: TAKE-OUT	300	KGSF	3,750	1,125
4	COFFEE HOUSE: NO PASTRY BAKING & FOOD PREPARATION *15	120	KGSF	14,760	1,771

Proposed Total Flow (gpd): 12,089

Remarks

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 04/19/2013 Expires On: {ts '2013-10-16 08:42:00'}

Processed by: **Kwasi Berko**
Bureau of Sanitation
Phone: 323-342-1562

Submitted by: **AVALYN KAMACHI**
Bureau of Engineering
Central District
Phone: 213-482-7061

Fees Collected	Yes	SCAR FEE (W:37 / QC:704)	\$1,417.00
Date Collected	04/03/2013	SCAR Status:	Approved



PCR IRVINE

One Venture, Suite 150
Irvine, California 92618
TEL 949.753.7001
FAX 949.753.7002
PCRinfo@pcrnet.com

PCR SANTA MONICA

201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401
TEL 310.451.4488
FAX 310.451.5279
PCRinfo@pcrnet.com

PCR PASADENA

80 South Lake, Suite 570
Pasadena, California 91101
TEL 626.204.6170
FAX 626.204.6171
PCRinfo@pcrnet.com