

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—City CEQA Guidelines)

LEAD CITY AGENCY Los Angeles Department of Recreation and Parks	COUNCIL DISTRICT 4	DATE M a y 2 0 0 7
---	------------------------------	------------------------------

RESPONSIBLE AGENCIES

PROJECT TITLE/NO. The Autry National Center	CASE NO.
---	-----------------

PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
----------------------------------	--

PROJECT DESCRIPTION:

To assist in implementing its mission to “explore the experiences and perceptions of the diverse peoples of the American West,” the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum; expand the facility by approximately 129,000 square-feet in two phases; and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over two development phases. These improvements would allow the Autry National Center to establish the center as the premier interpretive site for the exhibition of the American West, to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource. (See Attachment A for further discussion)

ENVIRONMENTAL SETTING:

The project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. The project site is surrounded on the west by the Los Angeles Zoo and to the south by open space parkland and the Woodrow Wilson and Harding Golf Courses. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the project site. Beyond the Los Angeles River to the east of the project site are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of the project site. The City of Glendale boundaries are located to the east of the railway and to the north of the project site along the Los Angeles River.

PROJECT LOCATION

The project site is located at 4700 Western Heritage Way, Los Angeles, CA 90027. It is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east of the Museum.

PLANNING DISTRICT Hollywood Community Plan	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED _____ date [Fill In] <input type="checkbox"/> ADOPTED _____ date [Fill In]
--	---

EXISTING ZONING OS	MAX. DENSITY ZONING N/A	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN
PLANNED LAND USE & ZONE Open Space/OS	MAX. DENSITY PLAN N/A	
SURROUNDING LAND USES Open Space/Park/Zoo/Industrial	PROJECT DENSITY N/A	



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

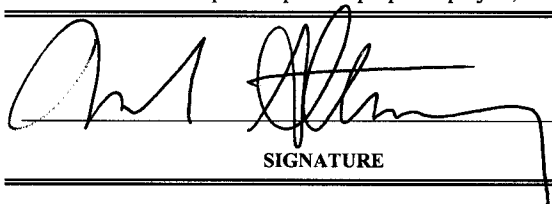
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

Environmental Supervisor
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:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) 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.
 - c) 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:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

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 type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural 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 checked="" type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |

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



BACKGROUND

PROPONENT NAME

Autry National Center

PHONE NUMBER

(320) 667-2000

PROPONENT ADDRESS

4700 Western Heritage Way, Los Angeles, CA 90027

AGENCY REQUIRING CHECKLIST

City of Los Angeles

DATE SUBMITTED

May 9, 2007

PROPOSAL NAME (If Applicable)

The Autry National Center

**ENVIRONMENTAL IMPACTS**

(Explanations of all impact evaluations are provided in Attachment B)

	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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. AGRICULTURAL 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. 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 the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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"/>
III. AIR QUALITY. 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 result in:				
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"/>

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

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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

VI. GEOLOGY AND SOILS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exposure of 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <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
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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 a manner which would result in flooding on- or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
IX. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
X. 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
--	-----------------------------------	---	---------------------------------	-----------

XI. NOISE. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

XII. 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 type="checkbox"/> | <input checked="" 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"/> |

XIII. 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Would the project increase the use of existing neighborhood | <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
--	--------------------------------	--	------------------------------	-----------

and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

b. Exceed, either individually or cumulatively, a level of service standard 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

XVI. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
-------------------------------------	--------------------------	--------------------------	--------------------------

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"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

XVII. 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)

See Attachment B

ATTACHMENT A - PROJECT DESCRIPTION

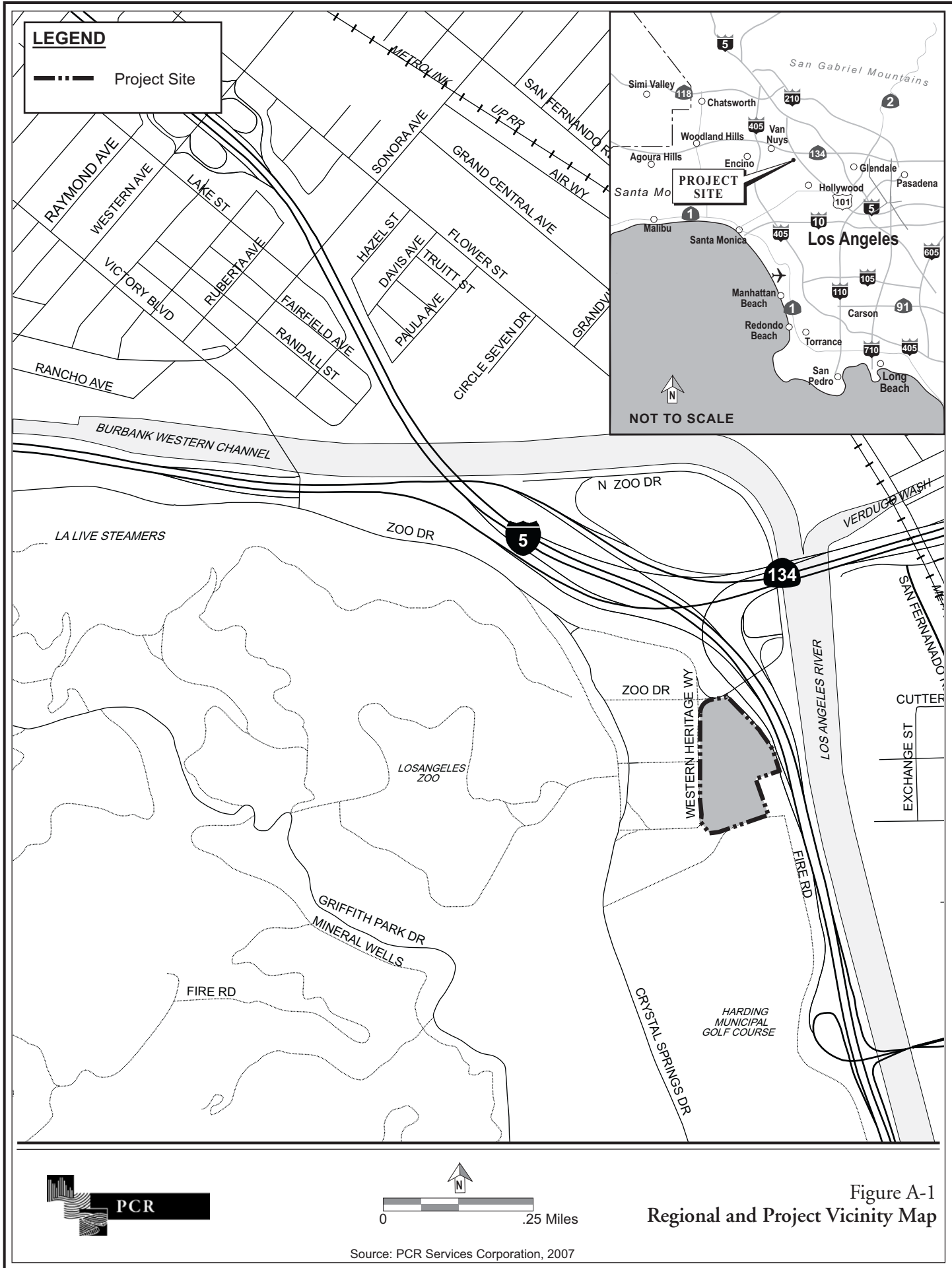
A. INTRODUCTION

To assist in implementing its mission to “explore the experiences and perceptions of the diverse peoples of the American West,” the Autry National Center proposes the Autry National Center Improvements Project (also referred to as the Project or Proposed Project) at its facility within Griffith Park in the City of Los Angeles. The Project would renovate and modernize certain portions of the existing approximately 142,880 square-foot Museum, expand the facility by approximately 129,000 square-feet in two phases, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and parking amenities over the two development phases. These improvements would allow the Autry National Center to established the center or the premier interpretive site for the exhibition of the American West, to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional gallery and presentation areas for the public; to enhance its research and education programs; and to enhance the facility as a cultural resource.

B. PROJECT LOCATION AND SURROUNDING USES

The Project site is comprised of approximately 12.15 acres located within the northeast portion of Griffith Park in the City of Los Angeles, approximately 5 miles north of downtown Los Angeles. Griffith Park is a regional public park that is owned by the City of Los Angeles and operated by the City of Los Angeles Department of Recreation and Parks. As shown in Figure A-1 on page A-2, the Project site is situated immediately west of the Interstate-5 (Golden State) Freeway and approximately 0.10 miles south of the State Route-134 (Ventura) Freeway. These freeways provide regional access to the Project site. The Autry National Center is bounded by Zoo Drive to the north, Western Heritage Way to the west, and an equestrian trail immediately to the south and east of the Museum. Also located directly south of the Museum is a City of Los Angeles water treatment facility, which is not located within the boundaries of the Project site.

As shown in the aerial photograph provided in Figure A-2 on page A-3, the Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the Project site and Western Heritage Way. Continuing southwest of the Los Angeles Zoo is a surface parking area that provides temporary parking for the Griffith Park Observatory shuttle site, which reopened in



LEGEND

Project Site

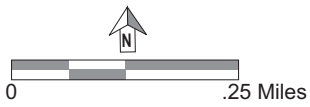
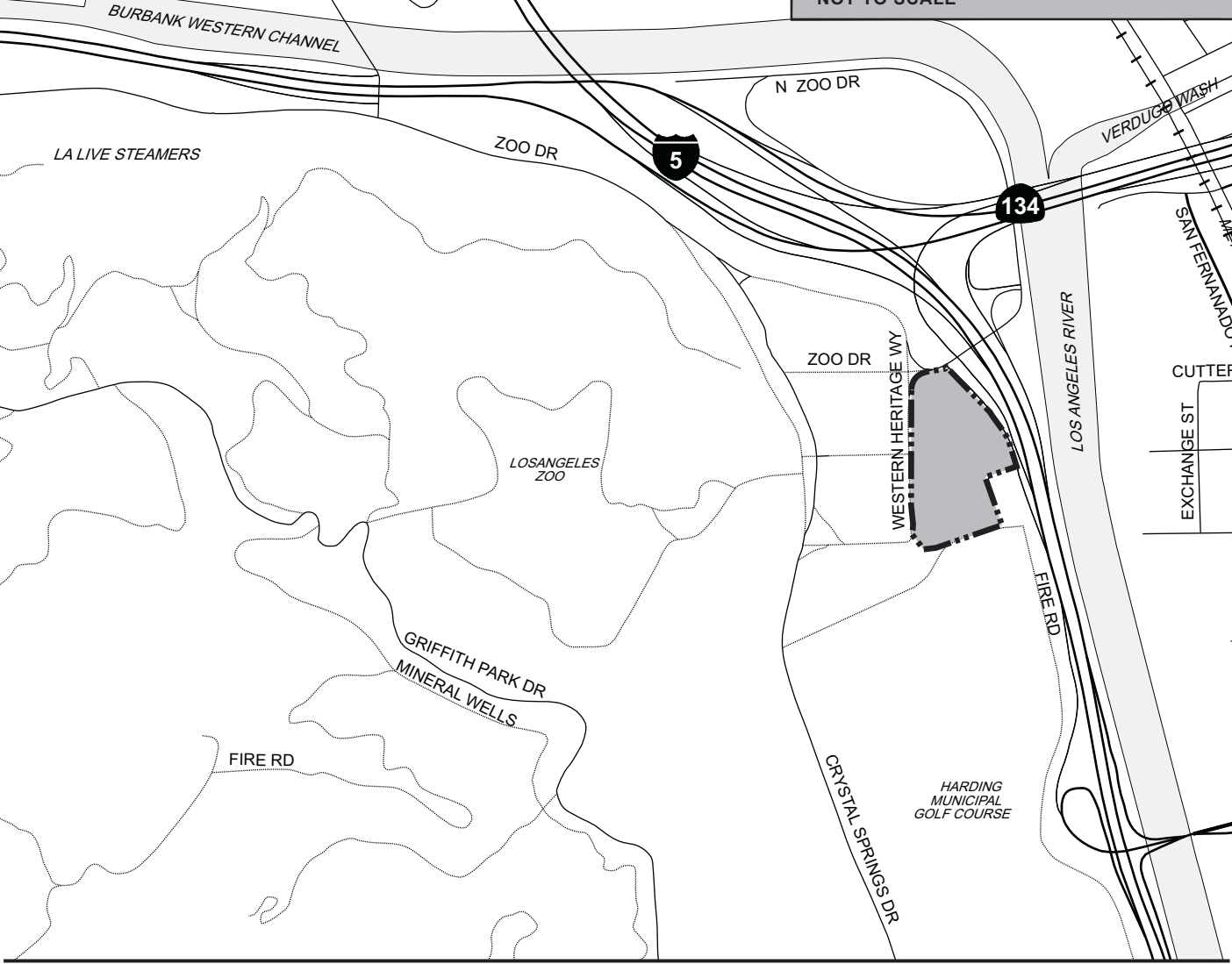
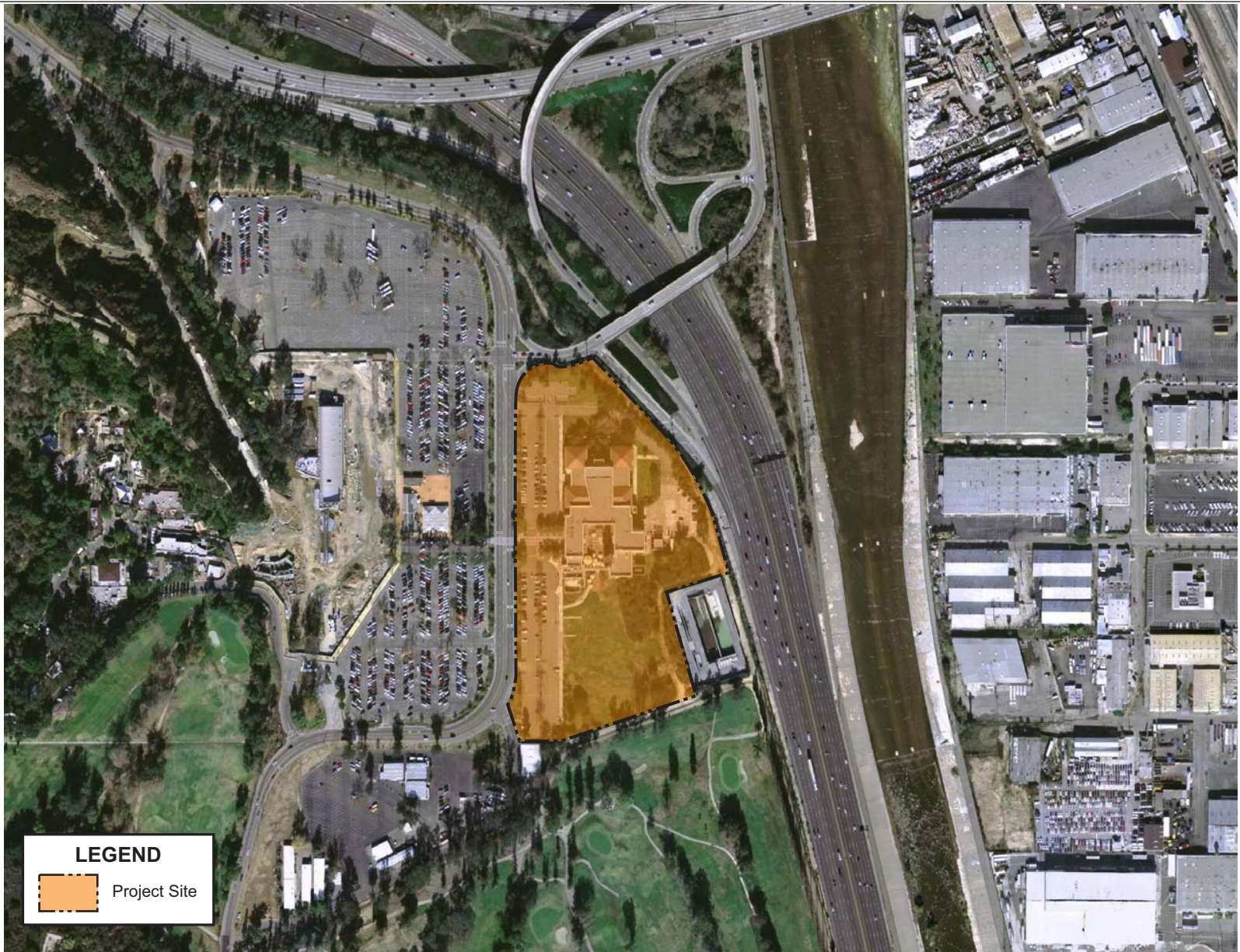


Figure A-1
Regional and Project Vicinity Map

Source: PCR Services Corporation, 2007



LEGEND
Project Site



Scale not provided

Source: PCR Services Corporation, 2007

Figure A-2
Aerial Photograph of
Site and Project Vicinity

November of 2006. Further south of the Project site are the Woodrow Wilson and Harding Municipal golf courses. As noted above, Interstate 5 is located to the east of the Project site, with the Los Angeles River located just east of Interstate 5 and north of SR-134. Beyond the Los Angeles River to the east are light industrial uses and the Southern California Regional Rail Authority/Metrolink railway. Light industrial uses and studio uses are located to the north of SR-134 and the Los Angeles River. The City of Glendale boundaries are located to the east of the railway and to the north of the Project site along the Los Angeles River.

C. BACKGROUND

The Museum of the American West (originally called the Autry Museum of Western Heritage) was founded by Gene and Jackie Autry to examine the histories, cultures, and mythologies of the American West and its diverse peoples. Constructed and opened to the public in 1988, the building consists of approximately 142,880 square feet of space. The current Project facilities operate under a ground lease agreement dated January 1987 between the City of Los Angeles and the Gene Autry Western Heritage Museum. The ground lease was arranged for the purpose of providing a western heritage museum for the citizens of Los Angeles and the surrounding communities, and covers the legal framework by which both the City and the Museum are bound.

Over the next 20 years the Museum expanded its holdings, continuing to explore the complicated stories of the West through multiple understandings. In 2002, the Autry Museum merged with the Women of the West, a nonprofit organization highlighting the impacts of diverse women's experiences on the history of the American West. Later in 2003, the Autry Museum merged with the Southwest Museum of the American Indian, located in the Mt. Washington area of Los Angeles. The Southwest Museum collection is one of the nation's most important artifact, library, and archive collections related to the American Indian.

In 2003, the Autry National Center (comprised of the Women of the West Museum, the Autry Museum of Western Heritage and the Southwest Museum of the American Indian) was created with the mission of exploring the distinct stories of cultures and peoples and examining how the interaction of these cultures and peoples affects the complex, evolving history of the American West. The Autry uses a variety of techniques, curatorial specialization, and distinctive lines of intellectual inquiry to delve into the multifaceted study of the American West.

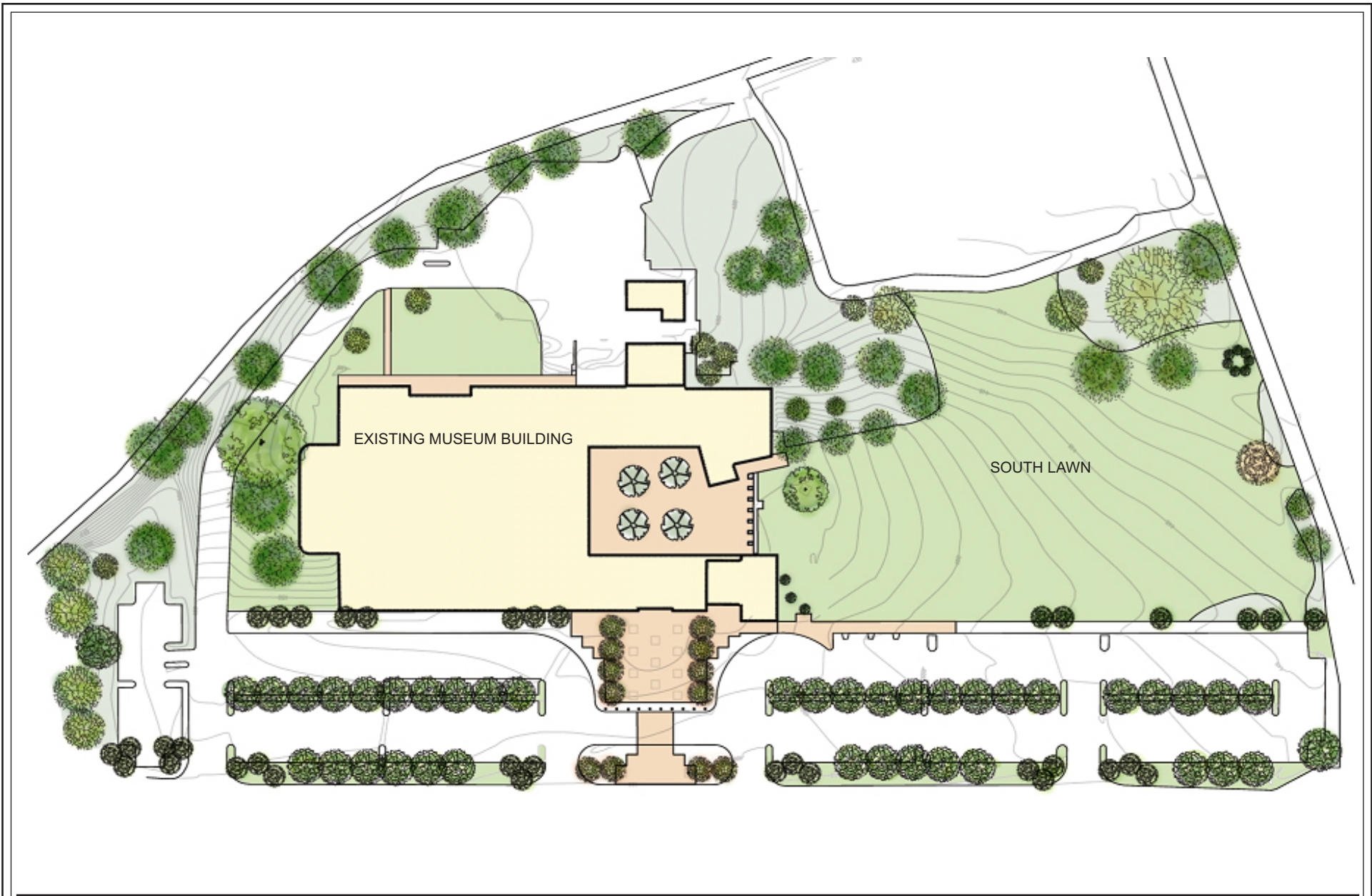
Through the Proposed Project, the Autry will create a modern museum that will provide far greater public access to larger segments of its collection, and especially the renowned Southwest collection – most of which has been hidden from public view for decades. The expanded Griffith Park site will also provide additional facilities for research and educational programs.

D. EXISTING SITE CHARACTERISTICS

The 12.15-acre Project site is located within Griffith Park, which is owned and operated by the City of Los Angeles. As shown in the existing site plan provided in Figure A-3 on page A-6, the Project site includes the Museum building, surface parking areas, and an expansive lawn area referred to as the South Lawn. The Museum building within the Project site provides permanent exhibitions on the American West and temporary exhibitions exploring local and Western issues. The Museum building is comprised of approximately 142,880 square feet within three levels including a main floor level, a lower level and an upper floor level. Of the 142,880 square feet, an estimated 109,530 square feet is programmed space, while the remaining 33,350 square feet includes circulation, restrooms and mechanical equipment areas. An estimated 40,452 square feet of the programmed area is used for exhibits and gallery space, with an additional 20,408 square feet used for collections storage. The Museum building also includes a loading dock and areas for mechanical equipment. Collection storage areas are currently at capacity with collections stored at a density that exceeds conservation standards, with additional collections that are currently being stored within expansion galleries and other storage spaces. In addition, the staff, programs, events, and education uses have outgrown the existing facilities.

Based on the Los Angeles Municipal Code (LAMC) definition of height, which measures height based on the lowest portion of existing grade from a five foot radius of the building, the Museum building measures approximately 60 feet in height, with a tower element that measures approximately 114 feet in height. This definition of height takes into account the 24 foot topographical slope from east to west within the Project site. When viewed from Griffith Park on the western side of the Museum, the front of the main museum building measures approximately 36 feet in height.

Outdoor open spaces include the expansive South Lawn, which slopes down to the south, a small courtyard outside of the main entrance to the site, and the Museum Plaza that one enters upon passing through the main entrance at the west. Several other landscaped areas are located near the western façade of the building and near the surface parking area within the northern portion of the site. The Trails West exhibit within the northern portion of the Museum building is also an outdoor open space available to Museum visitors. Landscaping is located within these areas of the site as well as within the surface parking areas and around the site perimeter. Landscaping within the site is generally comprised of a variety of pine trees, California pepper trees, coastal live oaks, honey locus, crape myrtle and cedar trees. Ornamental species include Oleander, Toyon, Cotoneaster, Rockrose, Escallonia, Daylily and Guinea Gold Vine. Lighting within the site includes pole lighting within the surface parking and entry plaza areas, exterior building lighting, up-lighting on building walls and the tower, event lighting in the plaza, and security lighting. The south lawn and perimeter site landscape areas are not lit.



Access to the site is provided from Western Heritage Way, just west of the Museum. Pedestrian and parking access is also provided from Western Heritage Way, which is connected directly to Zoo Drive just north of the Project site. A service road within the northern portion of the Project site provides access to a loading dock and staff surface parking areas east of the Museum building. The main public entrance to the Museum is from the west and is on axis with the Los Angeles Zoo entrance. An equestrian trail that extends throughout Griffith Park is also located at the edge of the southern and eastern portions of the site. In addition, a City of Los Angeles wastewater treatment facility used for management of storm drain and wash-down water from the Zoo is located outside the southeast portion of the Project site.

The Project site is presently zoned for Open Space by the LAMC and is located within the Hollywood Community Plan area of the City of Los Angeles, which designates the site for similar Open Space and Public Facility uses. The site is also within the Griffith Park Master Plan area of influence.¹

E. DESCRIPTION OF PROPOSED PROJECT

The mission of the Autry National Center is to “explore the experiences and perceptions of the diverse peoples of the American West,” and The Autry National Center Improvements Project will help to fulfill this mission through the renovation, modernization and expansion of the Museum at Griffith Park. Specifically, as part of the Project, the Museum would be expanded by approximately 129,000 square feet in two phases, portions of the existing Museum building would be renovated, exterior landscape areas would be renovated and enhanced, vehicle and pedestrian circulation and parking would be improved. These improvements would allow the Autry National Center to store its collections in a single location with museum standard-of-care controls and appropriate physical storage conditions; to showcase the internal workings of the Museum (e.g., storage of collections and staff areas); to provide additional display and presentation areas for the public; to enhance its research and education programs; to enhance the facility as a cultural resource; and to create and further establish a setting that represents the history of the American West. The Project does not propose any physical changes to the Southwest Museum located in Mount Washington, which will continue to provide various exhibitions for the public at that location. The proposed improvements would be implemented in two development phases as described below.

¹ A Master Plan for Griffith Park was last developed in 1978. That plan was the basis for improvements and operations and maintenance decisions between 1978 and 2004. A new Master Plan for Griffith Park is currently being developed. This project is not part of the Griffith Park Master Plan.

Phase 1

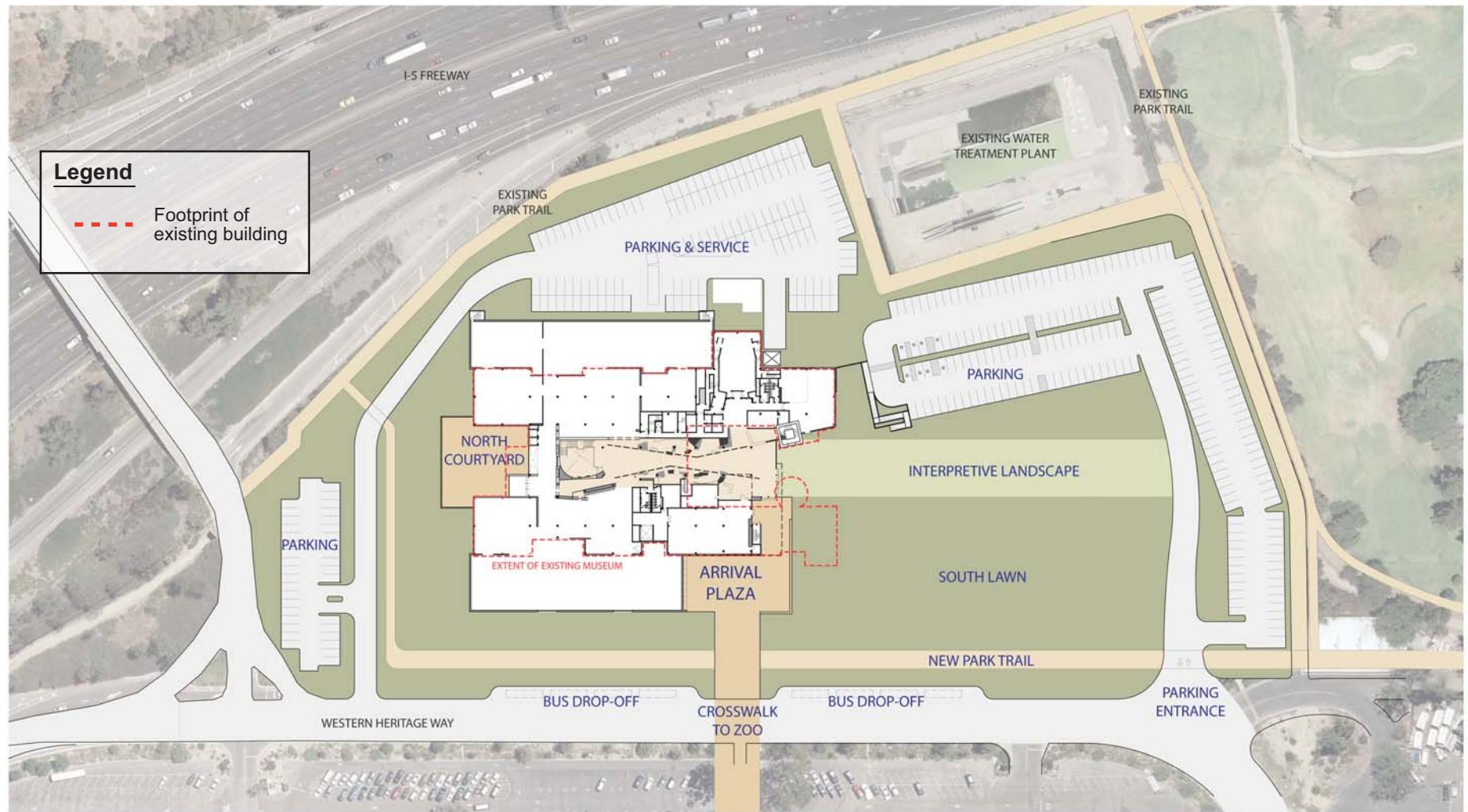
Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-4 on page A-9, Phase 1 of the Project would renovate much of the interior of the Museum building with approximately 79,000 square feet of new building areas added to the east, west and south. The Project would not include additional levels; rather, the Project would integrate the existing building into the new design for the site. As shown in Figure A-4, a renovated centralized space would connect key existing and expanded program components of the Museum including the galleries, theater, community room, outdoor spaces, and educational spaces. Collections storage and management, and temporary exhibition galleries would encompass the majority of the lower level. The main level galleries and lower level storage areas would account for the largest increase in new building area. The new area for collections storage would provide a long-term solution for the proper storage of the collections of the Autry National Center, as well as space for conservation, collections management and curatorial functions.

Additional and renovated gallery and exhibition areas would also be provided within the main and lower levels. The new and reconfigured exhibition spaces would provide for permanent and temporary exhibitions along with visual access to storage. These spaces would also have the light, temperature and humidity controls required for the artifacts, while being flexible enough to allow for a variety of types of exhibitions. On the main level, the existing 230 seat theater would remain as existing space and the café area would be relocated to the eastern side of the Museum. A new community room would be added above the relocated café. The education classrooms would be relocated and expanded, with enhanced access to outdoor education spaces. The museum would also incorporate a new entrance area to the southern side of the main structure, north of the South Lawn area. The upper level of the building would also retain the research/library and general administrative spaces.

To provide for the new building areas, only limited removal of existing structures would be necessary. Existing exterior features of the Museum that would be removed would generally be limited to areas within the southern portion of the building. Removal of the interior finishes on the main level would be necessary to reconfigure the gallery spaces.

The height of the new building would be a maximum of 70 feet (with raised roof elements), based on the LAMC definition of height, which accounts for the changes in topography that occur across the site. However, when viewed from the west, the new building area would range from approximately 24 to 34 feet in height, similar to existing conditions. The tower may remain at the current height. The new and renovated portions of the building are anticipated to be constructed with materials such as stone, concrete, plaster, wood, and glazing.



Source: Levin & Associates Architects, May 2007.

Figure A-4
 Conceptual Site Plan
 Phase 1

Parking and Access

As part of the proposed improvements, parking for staff would be expanded at its current location east and north of the Museum, and in addition, the southeastern portion of the site would be used for surface parking until the Phase 2 parking improvements described below are implemented. Vehicle access to the Project site would continue to be provided from Western Heritage Way. The existing service road within the northern portion of the site would be retained and would continue to provide access to the loading dock and staff parking area. Expanded truck access and turn around areas would also be provided at the east side of the building near the loading dock. Pedestrian access would occur from the both west and south of the Project through a new garden and plaza area with interconnecting walkways to the Los Angeles Zoo and Griffith Park. The existing equestrian trail that passes behind the water treatment site would not be relocated by the Project.

Open Space and Landscaping

As part of Phase 1 of the Project, the existing surface parking area for visitors within the front of the Museum building to the west would be replaced with a new landscaped area, thus eliminating much of the view of an expansive parking area as seen by the public from Western Heritage Way and the Los Angeles Zoo. A relocated parking area would be provided adjacent to the water treatment facility. As shown in the conceptual site plan provided in Figure A-4 and as discussed in detail below, the existing South Lawn area, which is used as an outdoor gathering and events area, would be shifted towards Western Heritage Way. During Phase 2 a new semi-subterranean parking facility would be constructed below the Phase 2 building.

Utilities

As part of construction of the proposed improvements, the existing sewer line that crosses through the Project site connecting the water treatment facility to the Los Angeles Zoo would be retained or relocated to the South of the new structures. Existing mechanical equipment such as a chillers and boilers would be upgraded as necessary. Upgrades to other utilities such as the on-site electrical supply system may also be necessary. The upgrade to the mechanical equipment would be based upon energy efficient guidelines cited within the Leadership for Energy Efficient Design (LEED).

Lighting within the Project site would include light from the window and skylight areas with limited exterior lighting to highlight the architectural features of the building. Outdoor lighting would include low-level landscape lighting and lighting for events, way finding and security.

Phase 2

Proposed Building Improvements

As shown in the conceptual site plan provided in Figure A-5 on page A-12, Phase 2 of the Project would include an Institute, including a reading room, collection storage rooms and staff area building to the south of the main Museum structure. This approximately 50,000 square foot structure would be adjacent to the South Lawn and connected to the southern portion of the main Museum structure via an outdoor pathway. The expanded building may be connected on the lower or upper level to the main museum building.

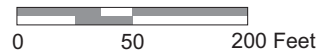
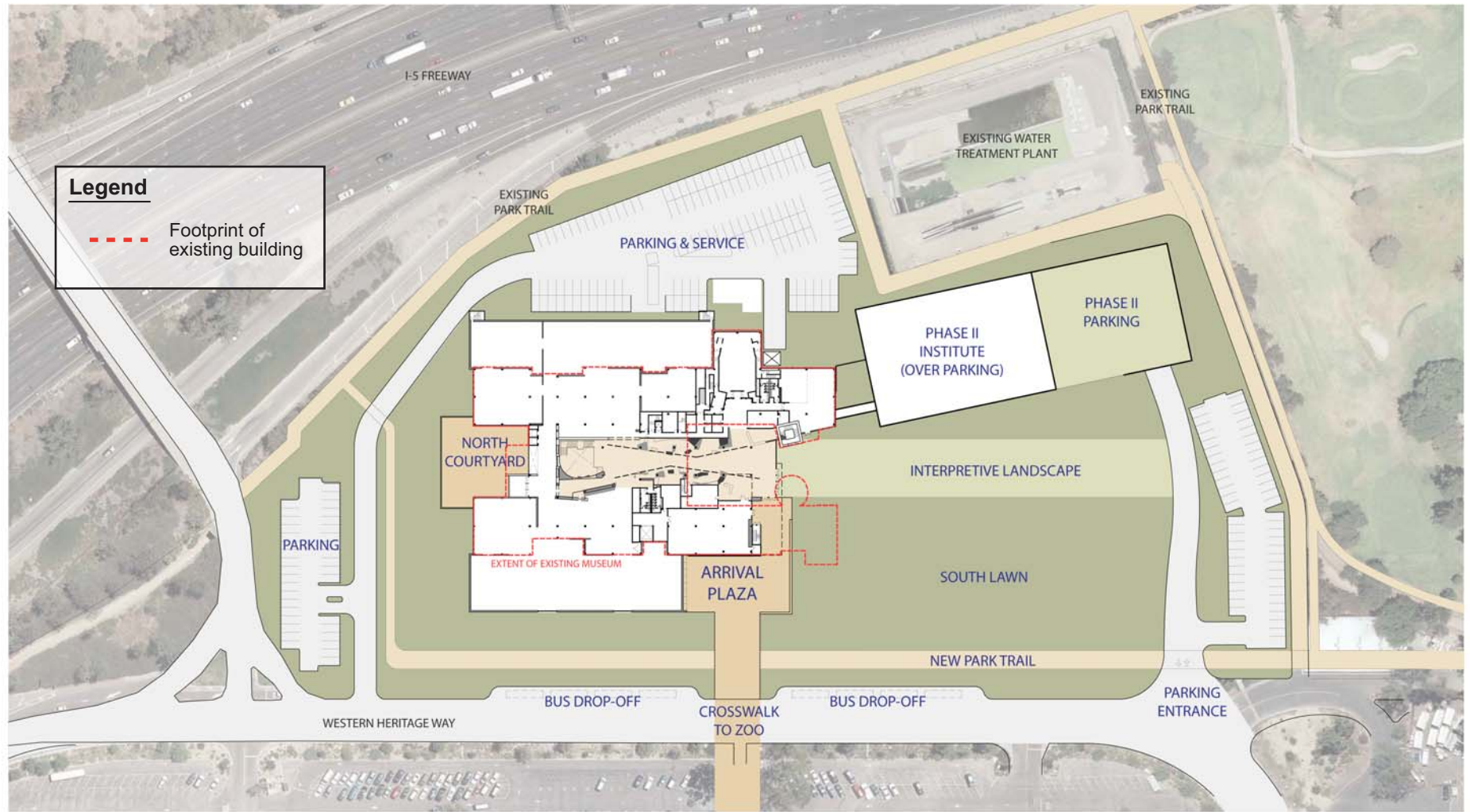
Parking and Access

As described above, Phase 2 of the Project would replace much of the surface parking area to a new two-level subterranean facility located below the Phase 2 building expansion. The location of the parking facility would take advantage of the existing 15-foot grade drop that occurs within the southern portion of the site. Upon completion of the proposed improvements, the Project site would include a total of 476 parking spaces on-site to accommodate both visitors and staff.

Anticipated Project Development Schedule and Construction Phasing

Construction of the proposed Project is expected to commence in 2008 for Phase 1, with opening of the Center in 2010. Phase 2 construction is expected to commence in 2013 with the opening of the additional building in 2014. Phase 1 is expected to include the creation of the Convergence Hall, expansion of the galleries to the west and east, interior renovations, renovation of the main entrance, expanded collection and storage areas, relocated café and expanded community room, and creation of new landscape areas and interim surface parking areas. Phase 2 is expected to include the Institute, including reading room, collection storage rooms and staff area extending to the south of the Museum and east of the South Lawn. The new semi-subterranean parking facility would also be constructed during Phase 2 of the Project.

Construction hours would 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. Construction activities associated with the proposed Project would result in approximately 89,930 cubic yards of grading for the building additions and the semi-subterranean parking garage (21,330 cubic yards in Phase 1 and 62,600 cubic yards in Phase 2), of which 710,880 cubic yards is anticipated to be exported (15,680 cubic yards in Phase 1 and 55,200 cubic yards in Phase 2).



Source: Levin & Associates Architects, May 2007.

Figure A-5
Project Buildout

F. REQUIRED APPROVALS

A series of approvals and permits would be required for the Project. Such approvals and permits would include, but are not limited to, the following:

- Amendment to the ground lease with the City of Los Angeles.
- Conditional Use Permit (CUP) with height allowance.
- Site Plan Review
- Grading, excavation, and building permits.
- Haul Route Approval, as necessary.
- Any additional actions as may be deemed necessary.

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 issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues 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 those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. AESTHETICS. *Would the project:*

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

Potentially Significant Impact. A scenic vista is a view of a visual resource that may be a natural or man-made feature. Examples of scenic vistas include views of urban skylines and distant landforms such as mountain ranges. The project site is located within the northeastern portion of the Griffith Park, a 4,107 acre municipal park located within the eastern end of the Santa Monica Mountains. In the project vicinity, the variety and scope of adjoining urban and natural features, including the Los Angeles Zoo to the west, the Woodrow Wilson and Harding Municipal Golf Courses further to the south, the Verdugo Mountains to the more distant north, and other various natural features within Griffith Park itself are visual resources that provide scenic vistas when viewed from various locations. The project would expand and renovate certain portions of the existing structure and related exterior landscaping. Although these improvements may contribute positively to existing scenic vistas within Griffith Park, it is recommended that the potential for scenic vistas within the project area to be affected by the project be analyzed further in an Environmental Impact Report (EIR).

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?

No Impact. The City of Los Angeles designates public roadways, noted for scenic vistas, as scenic highways. No designated scenic highways occur in close proximity to the project site. The closest designated scenic highways are Forest Lawn Drive located

approximately 1.8 miles west of the project site on the western edge of Griffith Park and Los Feliz Boulevard located approximately 2.3 miles south of the project site just beyond the southernmost boundary of Griffith Park. Based on the distance to the project site and intervening topography, the project site is not visible from neither Forest Lawn Drive nor Los Feliz Boulevard. Thus, the project would not have the potential to 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. No impacts would occur and no mitigation measures would be required.

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

Potentially Significant Impact. The project includes the expansion of the existing Museum building generally to the east and west, landscaped plaza areas, landscaping improvements, additional surface and subterranean parking, as well as removal of existing surface parking areas to the west of the Museum. While these improvements may contribute positively to the existing visual character or quality of the site, it is recommended that this issue be analyzed further in an EIR.

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

Potentially Significant Impact. As indicated above, the project site is located within the northeast portion of Griffith Park. Interstate 5 is located to the east of the project site, with the Los Angeles River just east of Interstate 5. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the project site. To the south of the project site are the Zoo Magnet Center and a surface parking area which has been temporarily used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. These uses along the freeway and river generate varying amounts of light and glare. In addition, the project site also includes surface parking areas and pedestrian paths that produce varying degrees of light and glare. While the proposed project would not be expected to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, it is recommended that this issue be analyzed further in an EIR.

II. AGRICULTURAL 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. 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?**

No Impact. No agricultural uses or related operations exist within the site or surrounding area. In addition, the project site has not been mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not result in impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Further analysis of this issue is not necessary and no mitigation measures would be required.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

No Impact. The project site is zoned for open space parkland and related recreational uses established by the City of Los Angeles. Specifically, the project site is zoned OS-1XL. In addition, no agricultural uses are present on the site and no lands within the project site are under a Williamson Act contract. Therefore, no impact associated with a conflict with agricultural zoning or Williamson Act contracts would occur and no mitigation measures would be required.

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

No Impact. No agricultural uses or related operations exist on or near the project site. As such, the project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts would occur and no mitigation measures would be required.

III. AIR QUALITY. *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?

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 in 2003 and outlines the air pollution control measures needed to meet Federal health-based standards for ozone (O₃) (1-hour standard) by 2010 and fine particulate matter (PM₁₀) by 2006. The AQMP also demonstrates how the Federal standard for carbon monoxide, achieved for the first time at the end of 2002, will be maintained.¹ In addition, the current AQMP addresses several State and Federal planning requirements and incorporates substantial new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological data and new air quality modeling tools.

The project would increase the amount of traffic in the area and would consequently generate air emissions that could affect implementation of the AQMP. As such, it is recommended that the EIR address the project's consistency with the AQMP.

Potential project impacts with regard to the Los Angeles County Congestion Management Plan are addressed in Section XV.g (Transportation/Circulation) below.

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

Potentially Significant Impact. As discussed in Response III.a. above, 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 compose the Basin in terms of non-attainment of the standards. Implementation of the proposed project would increase emissions on both a short term (i.e., during construction) and long-term basis in a non-attainment area. Short-term construction emissions would result from a number of sources, including but not limited to, the

¹ *The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.*

operation of heavy-duty construction equipment and on-site grading. Long-term emissions would mostly result from motor vehicles traveling to and from the site once the project is again fully operational. As the project could result in increased air emissions associated with construction and operation, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated as necessary.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Since the project would result in increases in air emissions from construction and operations (e.g., vehicle trips and stationary sources) in the Basin, which is currently in non-attainment of Federal and State air quality standards for ozone, PM₁₀ and PM_{2.5}, it is recommended that this issue be analyzed further in an EIR.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Construction activities and operation of the proposed uses would increase air emissions above current levels. Land uses that are generally considered more sensitive to air pollution than others are as follows: hospitals, schools, residences, playgrounds, child care centers, athletic facilities, and retirement/convalescent homes.² Sensitive receptors in the project vicinity consist primarily of the Los Angeles Zoo Magnet Center south of the project site and the Los Angeles Zoo west of the project site. Construction and operation of the project could result in increases in air emissions and thus, could impact nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.

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

Less Than Significant Impact. Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Objectionable odors are also associated with such uses as sewage treatment facilities and landfills. As the project involves the development of museum-related uses, no major odor-producing uses that would have the potential to affect a substantial number of people would be introduced. Rather, activities and materials associated with construction would be typical of construction projects of similar type and size. In addition, only limited odors associated with project operations would be generated by on-site waste generation and storage, the use of certain cleaning agents, and/or café-related

² South Coast Air Quality Management District, *CEQA Air Quality Handbook, Figure 5-1, April 1993.*

uses, all of which would be consistent with existing conditions on-site. Any odors that may be generated during construction or operation of the project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Thus, further analysis of this issue is not necessary and no mitigation measures regarding odors would be required.

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?**

Less Than Significant Impact. Griffith Park is designated as a Significant Ecological Area (SEA) within the County of Los Angeles General Plan, as the County of Los Angeles considers Griffith Park and the Santa Monica Mountains as an annual rest-stop for migratory birds. However, the areas of the project site to be developed are already developed with buildings, surface parking and ornamental landscaping. In addition, the project site is directly adjacent to the heavily traveled I-5 freeway to the east, the Los Angeles Zoo to the west and surface parking areas to the south. Due to the developed nature of the site and surrounding area, the project site is not known to contain 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. Thus, project impacts on candidate sensitive or special status species would be less than significant and no mitigation measures would be required.

- 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?**

Less Than Significant Impact. As discussed above in Response IV.a, the proposed project would be implemented within an existing urbanized and developed area of Griffith Park with on-site landscaping that is predominantly ornamental in nature. No riparian habitat or other sensitive natural communities are known to exist on-site. Therefore, implementation of the project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community. Impacts would be less than significant and no mitigation measures would be 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 indicated above, the project would be constructed within areas of the project site that are developed, graded, and/or landscaped. These areas do not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the project would not result in a substantial adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be required.

- 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?**

Less Than Significant Impact. The project site is located within the northeastern portion of Griffith Park and is surrounded by areas that are developed or are otherwise landscaped. Specifically, the Los Angeles Zoo and associated surface parking are located to the west, surface parking and golf courses are located to the south and the I-5 and SR-134 freeways are located to the east and north, respectively. As a result, the site does not function as a migratory wildlife corridor. In addition, no bodies of water exist on-site to provide habitat for fish. Therefore, development of 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, nor would it impede the use of native wildlife nursery sites. Impacts would be less than significant and no mitigation measures would be required.

- 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)?**

Potentially Significant Impact Unless Mitigation Incorporated. The project site is located in the City of Los Angeles and is subject to the Los Angeles Protected Tree Ordinance (L.A. Municipal Code Section 46.00; Ordinance No. 153,478). The City’s Protected Tree Ordinance regulates the relocation or removal of all native oak trees (excluding scrub oak), California black walnut trees, California sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). These tree species are defined as “protected” by the City of Los Angeles. The Ordinance prohibits, without a permit, the removal of any regulated protected tree including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. If a proposed project were to disturb a protected tree, the City’s Protected Tree Ordinance requires that a report be prepared by a tree

expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

A tree survey was conducted in October of 2006 by a PCR biologist and certified arborist. A total of 199 trees, 15 native and 184 non-native, were assessed within the tree survey area, which includes the area defined by the proposed limits of grading and a 20-foot buffer area. Native trees include *Quercus agrifolia*, known as California Live Oak. The mitigation measures provided below will ensure that the protected trees impacted during construction will be replaced on a two to one (2:1) basis. With implementation of the mitigation measures provided below, impacts to protected trees would be reduced to less than significant levels.

Mitigation Measures

- Trees removed that are protected by the City of Los Angeles Protected Tree Ordinance shall be replaced within the property by at least two trees of a protected variety including valley and coast live oak, or any other tree of the quercus genus (excluding scrub oak), the California Walnut, the California sycamore, and the California bay. Each replacement tree shall be a 15-gallon, or larger specimen in size, measuring one inch or more in diameter at a point one foot above the base, and not less than seven feet in height measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.
- All construction work potentially impacting any protected tree shall be approved by, performed under the supervision of, and inspected by a tree expert as defined by the City of Los Angeles Protected Tree Ordinance. This tree expert shall also oversee all maintenance work on the protected trees including irrigation, pruning and spraying.
- During construction, the construction supervisor shall ensure that all construction employees are fully informed of the tree protection practices. This shall include information on the tree protection zone, the necessity of preventing damage, and the discussion of work practices that will accomplish such.
- During construction, six-foot-high, brightly colored construction fencing shall be erected along the construction side of partially and potentially impacted native trees to delineate the tree protection area. The protective fence shall be installed 5 feet outside of the tree's drip line, if possible. If construction is to occur within the drip line, the fencing shall be installed 12 inches inside the new footing or trenching line.

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?

Less Than Significant Impact. As discussed above, while the project site is located within the Santa Monica Mountains and Griffith Park SEA, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a more urbanized portion of Griffith Park, adjacent to the I-5 freeway, and thus, does not provide substantial habitat for biological species. In addition, the site is not designated in the Griffith Park Master Plan as a Habitat Enhancement Area, Exotic Removal Area, Restoration Area, or an Endangered Species Protection Area.³ Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant and no mitigation measures would be required.

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?

No Impact. A historical resource is defined in Section 15064.5(a)(3) of the CEQA Guidelines as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered historical resources under CEQA.

PCR conducted a records search at the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) housed at California State University, Fullerton. This records search included a review of all previous historical resources investigations within the project area and within a one-quarter-mile radius of the project area. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historic Places (California Register), the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), and

³ *City of Los Angeles, Department of Recreation and Parks, Griffith Park Master Plan, May 2005 Draft. Figure 4.3.*

the Los Angeles Historic-Cultural Monument (LAHCM) register, and historic versions of U. S. Geological Survey (USGS) topographic maps were also reviewed.

The project site is developed and it includes the existing Autry National Center Museum building, surface parking areas, landscaping, and an expansive lawn area (i.e., the South Lawn). The original Autry National Center Museum building was constructed in the mid 1980's and officially opened to the public in 1988. In addition, results of the cultural resources records search through the CHRIS-SCCIC indicate that there are no recorded historic resources within the project site. Thus, due to the lack of sufficient age and any unique historical/architectural associations, none of the on-site structures appear eligible for Federal, State, or local historical designation, nor are they considered historic resources pursuant to Section 15064.5 of the State CEQA Guidelines. While there are historic resources within the 4,107-acre Griffith Park (e.g., the Greek Theater, the Griffith Park Observatory, etc.), there are no historic resources within the immediate vicinity of the project site that would be affected by the project directly or indirectly. As such, development of the project site would not cause a substantial adverse change in a historic resource. No impact would occur and no mitigation measures would be required.

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

Less Than Significant Impact. Results of the cultural resources records search through the CHRIS-SCCIC indicate that 12 cultural resources investigations have been conducted within a one mile-radius of the project site. None of these studies involved the project site. In addition, none of the surveys identified any archaeological resources. In addition, the areas of the project site to be developed have previously been disturbed due to the development of Interstate 5 freeway, buildings and surface parking areas and planting of ornamental landscaping. In addition, the project site is surrounded by the Los Angeles Zoo and associated surface parking for the Zoo to the west, the Zoo Magnet Center and a surface parking area to the south and Interstate 5 to the east and northeast. Thus, the project site and much of the area surrounding the project site has also been disturbed and surficial archaeological resources that may have existed at one time have likely been previously disturbed. Based on these site conditions, and given that there are no recorded archaeological resources within a one mile-radius of the project site, the archaeological sensitivity of the project site is considered low. Furthermore, if a unique archaeological resource were discovered, work in the area would cease (within 25 feet of the discovery) and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Therefore,

impacts to archaeological resources would be less than significant and no mitigation measures are necessary. Further analysis of this issue is not required.

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

Potentially Significant Impact Unless Mitigation Incorporated. Based on the Geotechnical Report, the project site is underlain by artificial fill, stream channel deposits of Holocene age, and older alluvial deposits of Pleistocene age. The paleontological record search through the LACM revealed that there are no known vertebrate fossil localities within the project site. In addition, the records search indicates that there are no known vertebrate fossil localities nearby from the same or similar sedimentary deposits. The records search does note that fossil vertebrates have been recovered from the Older Quaternary deposits south and west of Griffith Park. As surface grading or very shallow excavations required for the project are unlikely to require excavation of older Quaternary deposits, the project is unlikely to encounter significant fossil vertebrate remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, the following mitigation measure is recommended to ensure that potential impacts associated with undiscovered paleontological resources would be less than significant:

- **Mitigation Measure V(c)-1:** A qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity within any Older Quaternary deposits below the original ground surface. The frequency of inspections shall be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and, if found, the abundance and type of fossils encountered. If fossils are found during inspections, all work shall cease in that area. Any discovery of paleontological resources would be treated in accordance with Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The paleontologist shall then prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

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

Less Than Significant Impact. Results of the cultural resource records search through the CHRIS-SCCIC did not reveal the presence of any human burials within the project site or within a one mile radius of the project site. PCR contacted the NAHC regarding the presence of

burials or sacred lands for the project site on November 28, 2006; a response was received on November 28, 2006. According to the NAHC, results of the sacred land file records search indicate that no known Native American cultural resources are present within the project site. Furthermore, in the event that human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Implementation of these regulatory requirements would ensure that potential impacts associated with the accidental discovery of human remains would be less than significant.

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.**

Less Than Significant Impact. Fault rupture is defined as 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 having historically produced earthquakes or having shown evidence of movement within the past 11,000 years (during the Holocene Epoch).^{4,5} The seismically active southern California region is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults (i.e., low angle reverse faults with no surface exposure). Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones) have been established throughout California by CGS. 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 designates

⁴ *The California Geological Survey was formerly known as the Division of Mines and Geology of the California Department of Conservation.*

⁵ *California Department of Conservation, California Geologic Survey. Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present.*

Fault Rupture Study Zones extending along each side of active and potentially active faults to establish areas of hazard potential.⁶

The project site is not located in an Alquist-Priolo Fault Study Zone, and neither active nor potentially active faults cross the project site.⁷ As discussed in the Geotechnical Report included as Appendix A, the closest Alquist-Priolo Earthquake Fault Zone to the site has been identified for the active Raymond Fault located approximately 4.5 miles to the southeast.⁸ The project site is however located in a City of Los Angeles Fault Rupture Study Area.

Based on the Geotechnical Report, the closest active fault with the potential for surface fault rupture is the Hollywood fault located approximately 2 kilometers to the south of the project Site. In addition, the closest mapped fault is the easterly trending Griffith fault located just south of the site. The Griffith Fault is not defined as active or potentially active by State Geologists. In addition, no structures are planned within 50 feet of the southern site boundary. Therefore, the potential for surface rupture due to fault plane displacement propagating to the ground surface at the site is considered low.

Based on the above, the project would be subject to similar seismic risks as existing structures throughout southern California. In addition, the project would comply with the California Department of Conservation, California Geologic Survey Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the Los Angeles Municipal Code (LAMC). With adherence to applicable regulations, the potential to expose people to impacts from fault rupture resulting from seismic activity during the design life of the proposed additions and renovation areas is considered less than significant. Therefore, no mitigation measures, beyond compliance with the aforementioned regulations, are necessary.

ii Strong seismic ground shaking?

Less Than Significant Impact. The project site is located within the seismically active region of Southern California. Thus, as with other developments in the vicinity, the project would be subject to strong seismic ground shaking during a seismic event. However, the project would adhere to current engineering standards, the seismic safety requirements provided in the Uniform Building Code and the City of Los Angeles Municipal Code, and design

⁶ *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

⁷ *California Department of Conservation, California Geologic Survey, Alquist-Priolo Fault Hazard Zones, Beverly Hills Quadrangle, Revised 1986. http://www.consrv.ca.gov/CGS/rghm/ap/Map_index/F4D.htm*

⁸ *Report of Geotechnical Investigation prepared by MACTEC Engineering and Consulting, Inc., November 2003.*

recommendations set forth in the Geotechnical Report. Furthermore, the project would comply with the *California Department of Conservation Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997)*, which provides guidance for reducing seismic-related hazards. With adherence to the above seismic safety requirements and guidelines, the project would not expose people or structures to substantial adverse effects during a seismic event. Impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures would be necessary.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based on the Geotechnical Report, the project site is located within a State of California designated Liquefaction Hazard Zone and within a City of Los Angeles designated liquefiable area. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. As larger grain size, clay, and gravel content increase with increasing ground acceleration and shaking duration, liquefaction potential decreases. The Geotechnical Report includes an analysis of the potential for liquefaction using a Design Basis Earthquake model. Based on this model, peak ground acceleration (PGA) of 0.59 g and a predominant magnitude of 6.4 for an event with a 10 percent probability of exceedance in 50 years was identified for the site. Use of this data indicates that the potential for liquefaction at the site is low. Furthermore, the project would comply with the CGS Special Publications 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997)*, State and local building and safety codes including the LABC and the LAMC, as well as those recommendations set forth in the Geotechnical Report. Therefore, impacts associated with seismic-related ground failure would be less than significant, and no further evaluation of potential impacts associated with seismic-related ground failure is necessary.

iv. Landslides?

Less Than Significant Impact. Landslides are earthquake-induced ground failures that occur primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. According to the California Geologic Survey, the project site is not located in a delineated landslide zone and is not located within a shallow surficial landslide area.⁹ Furthermore, as discussed in the Geotechnical Report, there are no known landslides near the site and the site is not within the path of any known or potential landslides. In addition, the project site is relatively flat, with elevations that range from approximately 435 to 455 feet above mean sea level across a distance of 1,700 feet. Based on

⁹ *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

the existing geologic conditions, the project site is not susceptible to landslides. As such, further analysis of this issue is not necessary, and no mitigation measures would be required.

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

Less Than Significant Impact. 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. However, project construction would comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a Storm Water Pollution Plan (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Therefore, project impacts related to soil erosion during the construction phase would be less than significant.

During operation of the project, the potential for soil erosion to occur within the areas of the project site to be developed is very limited due to the generally level topography and the presence of on- and off-site drainage facilities. In addition, Standard Urban Stormwater Mitigation Plan (SUSMP) provisions would be implemented throughout the operational life of the project that would assist in reducing on-site erosion. A SUSMP is a working plan that is systematically reviewed and revised to ensure that BMPs are functioning properly and are effective at treating runoff from the site for the life of the project. Thus, impacts associated with soil erosion during operation of the project would be less than significant. Implementation of the following mitigation measures would ensure that impacts associated with erosion would be less than significant.

Mitigation Measures

- The Applicant shall comply with Ordinance No. 172,176 and Ordinance No. 173,494, where applicable. Stormwater and Urban Runoff Pollution Control require the application of Best Management Practices (BMPs).
- The Applicant shall also comply with Chapter IX, Division 70 of the Los Angeles Municipal Code, as applicable, which addresses grading, excavations, and fills.

- In addition, the Applicant must meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

Based on the above information, no further analysis of this issue is necessary 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?**

Less Than Significant Impact. According to the Geotechnical Report, the project site is underlain by artificial fill that consists of silty sand and clay with brick, stream channel deposits of the Holocene age, and older alluvial deposits of the Pleistocene age that consist of interbedded silty sand, sand and clay. The fill material was encountered to a maximum depth of 26-feet in the south-central portion of the site. As discussed previously in response to Checklist Questions VI.(a)(iii) and VI.(a)(iv) and in more detail in the Geotechnical Report, the project site is not susceptible to landslides or liquefaction.

In addition, based on the Geotechnical Report, the potential for subsidence or collapse at the project site is also very low. Specifically, the project site and proposed construction and grading areas within the project site are relatively flat and in an area considered geologically stable. As proposed, the project would not involve placement of structures on soil that has recently subsided or is subject to excessive water use, which would cause unsafe or unstable conditions. As such, the project site, and adjacent properties will not be affected by subsidence or collapse.

Based on the review of regional historic data and data obtained from borings at the project site, the Geotechnical Report also estimates the potential for seismically-induced settlements. As indicated in the Geotechnical report, differential seismically-induced settlements due to varying subsurface conditions are estimated to be on the order of ¼ inch over a horizontal distance of 100 feet. Thus, with compliance with regulatory requirements, impacts associated with seismically-induced settlements would be less than significant.

Overall, the Geotechnical Report concludes that the project site is geologically stable and would not be affected by landslides, slippage, settlement, lateral spreading, or collapse. In addition, the project would comply with CGS, LABC and LAMC requirements, as well as recommendations set forth in the Geotechnical Report including the use of shallow, spread-type footings established in undisturbed natural soils or properly compacted fill. Compliance with LABC and LAMC guidelines as well as implementation of the recommendations of the

Geotechnical Report would reduce impacts associated with unstable soil and geologic unit to a level that is less than significant. Therefore, further analysis of this issue is not necessary and no mitigation measures are required.

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?

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. According to the Geotechnical Report, soils encountered on-site do not consist of expansive clay soils. Therefore, impacts associated with expansive soils would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

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 would be served by existing sewer infrastructure and no septic tanks or alternative wastewater disposal systems would be required. As such, no impacts associated with the ability of the soils to adequately support the use of such systems would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

VII. 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. The type and amount of hazardous materials to be used for the project would be typical of those used for museum uses and similar to hazardous materials currently used within the museum. Specifically, 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, pesticides for landscaping, photo-developing and printing chemicals, conservation treatment solvents and petroleum products. Examples of such materials include acetone, butyl alcohol, lead, methyl cellulose, and potassium iodide. In addition, construction of the project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Different aspects of hazardous materials management, including utilization, storage and disposal, are regulated by legislation administered by federal and state agencies including the Federal Occupational Safety and Health Administration (OSHA), the

Environmental Protection Agency (EPA), the California Department of Toxic Substances control (DTSC) through the county of Los Angeles Health Department, the Los Angeles County Fire Department, and the South Coast Air Quality Management District (SCAQMD). With continued compliance with these regulations, any associated risk would be adequately reduced to a less than significant level. As such, construction and operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary, and no mitigation measures would be 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?

Less Than Significant Impact. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. In addition, the project site is not located within an area designated as a methane zone by the City of Los Angeles. Furthermore, implementation of the project would not result in the exposure to asbestos-containing materials (ACMs) or lead-based paint, since the Museum building was constructed in 1988, after ACMs and lead-based paint were no longer permitted for use in building construction. Therefore, impacts associated with the release of hazardous materials into the environment would be less than significant and no mitigation measures would be necessary.

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

Less Than Significant Impact. The Zoo Magnet Center affiliated with North Hollywood High School is located to the southwest of the Autry National Center. As discussed in Response VII.a, the proposed project would not result in a known danger related to the release of hazardous materials into the environment. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. As such, impacts associated with emissions or handling of hazardous waste would be less than significant and no mitigation measures would be required.

- 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. The project site is not included on a list as a hazardous materials site compiled per Government Code Section 65962.5.¹⁰ Information obtained from Environmental Data Resources (EDR) in June of 2006 also illustrates that the project site is not located on or within a hazardous material site, and thus would not create a hazard to the public. No impacts would occur and no mitigation measures would be 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 located within an airport land use plan area or within two miles of an airport. The closest airport is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. In addition, the project site is not located within an airport hazard area as designated by the City of Los Angeles. Therefore, no impacts would occur and no mitigation measures would be required.

- 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?**

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. The closest airport or private air strip is the Glendale-Burbank-Pasadena Airport, which is located approximately 5.5 miles northwest of the project site. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. No impacts would occur and no mitigation measures would be required.

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

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan Framework, there are no designated disaster routes within the project vicinity. The project would not require the closure of any existing street or thoroughfare, or any

¹⁰ Environmental Protection Agency website, *Envirofacts*, <http://www.epa.gov/>, accessed June 13, 2006.

roadway that could be used as an evacuation route within Griffith Park (including Zoo Drive and Western Heritage Way) in the City of Los Angeles Emergency Response Plan. The project would also be designed to comply with the standards of the Los Angeles Fire Department for emergency access, including fire lane (truck access) standards. As a result, no significant impacts to an emergency response plan or emergency evacuation plan would occur and no mitigation measures would be required.

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?

Less than Significant Impact. Although the project site is located in an area that has been developed with buildings, paving and landscaping, the project site is located within the Very High Fire Hazard Severity Zone as defined in the City of Los Angeles Municipal Code.¹¹ Much of the hillside areas that are within Griffith Park and the Santa Monica Mountains are also within this zone. Due to the project's location in the Very High Fire Hazard Severity Zone, the site is subject to certain requirements such as brush clearing regulations, greenbelt requirements, and the use of fire resistant plants and materials to reduce the potential for wildland fires to spread. Furthermore, the Municipal Code outlines safety standards to further reduce any potential impacts associated with wildland fires. Standard fire protection devices, including existing and proposed fire hydrants and sprinklers, would be incorporated as part of the project, and appropriate emergency evacuation procedures would be continued to ensure the safety of staff and visitors of the Museum. Therefore, the project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Thus, no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Less Than Significant Impact. Construction of the project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the project would 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. However, as discussed above in Response IV.b, project construction would comply with the requirements of the Municipal NPDES Construction Permit

¹¹ *The Very High Fire Hazard Severity Zone replaced the Mountain Fire District and Fire Buffer Zone as established in the Los Angeles Municipal Code, Chapter 5, Article 7, Section 57.25, 1999 and identified in the Safety Element of the Los Angeles City General Plan. The boundary of the district remains the same.*

and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, the project would be required to have an erosion control plan approved by the City of Los Angeles Department of Building and Safety as well as a SWPPP. As part of these requirements, BMPs would be implemented during construction to reduce soil erosion to the maximum extent possible. These BMPs would be designed based on the City of Los Angeles Development Best Management Practices Handbook Part A prepared by the Department of Public Works, Bureau of Sanitation. Mitigation measures are also included in Response IV.b, above that will ensure that these BMPs and requirements related to water quality are implemented.

As discussed in Response No. IV.b., additional BMPs would be designed or installed for the operational phase of the project to comply with the NPDES General Permit and the City of Los Angeles' SUSMP to reduce the discharge of polluted runoff from the site. Specifically, operational BMPs to be implemented may include screened or enclosed trash container areas, stenciling of on-site storm drain inlets, covered and properly drained loading dock areas, and infiltration and treatment systems in parking areas to prevent pollutant runoff. The final section of BMPs will be completed through coordination with the City of Los Angeles. Therefore, project impacts related to violation of water quality standards and waste discharge requirements would be less than significant.

- 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)?**

Less Than Significant Impact. The project site is located over the San Fernando Groundwater Basin, which annually provides the City with 87,000 acre-feet of water.¹² Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. The larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with approximately 14 percent of its water supply.¹³

¹² City of Los Angeles Department of Water and Power, *Urban Water Management Plan Fiscal Year 2002-2003*, available at <http://www.ladwp.com/ladwp/cms/ladwp005428.pdf>, accessed December 12, 2005.

¹³ *Ibid*, accessed December 12, 2005.

Based on recent borings, the groundwater table beneath the site is approximately 17.5 feet to 36 feet beneath the ground surface. Further, based on the Geotechnical Report, the stormwater table slopes downward to the southwest. Excavation during the construction phase of the project would extend approximately 15 feet beneath the ground surface on the western side of the existing building for the gallery expansion and level with the eastern grade, for the proposed semi-subterranean parking facility. If water is found during excavation, dewatering would occur in accordance with RWQCB and City guidelines to ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, construction impacts to groundwater would be less than significant.

In addition, operation of the project would not interfere with groundwater recharge. The majority of the site is developed with buildings and paved surfaces, with only limited ornamental landscaping around the site perimeter. The project would replace existing impervious areas with new impervious areas and would continue to incorporate landscaping on-site. Thus, the amount of impervious surface area on-site would not measurably change, and groundwater recharge in the area would not be affected. Furthermore, the project would be designed to comply with the recommendations of the Geotechnical Report to ensure that project operations would not interfere with groundwater supplies. As such, construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts would be less than significant. Therefore, further analysis of potential impacts associated with this issue is not necessary and no mitigation measures would be 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. The project site currently contains similar amounts of pervious and impervious surface areas. Approximately 279,200 square-feet of the project site (53 percent of the site) consists of impervious surface area and roughly 249,400 square-feet of the project site consists of pervious surface area. While the project would include new pervious landscaping areas throughout the project site, the proposed Phase 1 improvements would include an additional 79,000 square-feet of building area. Thus, a moderate increase in impervious surface could result with the Phase 1 improvements. However, with the Phase 2 improvements, it is expected a slight decrease in impervious surfaces would be the expected result due to the removal of portions of the existing surface parking lot. This change in runoff quantities associated with the Phase 1 improvements and the potential to locate new structures within areas of the site containing drainage features, although minor, could alter existing drainage patterns.

Given this potential alteration of drainage patterns, it is recommended that further analysis of this issue be conducted and addressed in an EIR with feasible mitigation measures incorporated, as necessary.

- 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 a manner which would result in flooding on- or off site?**

Potentially Significant Impact. As discussed above, implementation of Phase 1 of the project would result in a minor change in the amount of impervious and pervious surfaces within the project site. This could result in a slight change in the amount of surface water runoff from this site. Any increase in the amount of runoff originating from the site could potentially result in an increase in localized flooding on- and off-site. In addition, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Thus, it is recommended that this issue be analyzed further and documented in an EIR with feasible mitigation measures incorporated.

- 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 indicated above, implementation of Phase 1 of the project could result in a change in storm water runoff quantities. Although relative to storm drain capacity this change would not be substantial, the potential to locate new structures within areas of the site containing drainage features could alter existing drainage patterns. Similar to existing conditions, operation of the proposed uses would generate pollutant constituents in surface water runoff. However, required water quality control measures would be implemented as described above. Therefore, the project would not provide substantial additional sources of polluted runoff, but could potentially contribute runoff water that would exceed the capacity of existing or planned drainage systems. Therefore, further analysis of drainage issues in an EIR is recommended with feasible mitigation measures incorporated, as necessary.

- f. Otherwise substantially degrade water quality?**

Less Than Significant Impact. As previously indicated above, exposed soils during construction of the project could potentially be transported via stormwater runoff into storm drains. However, the project will comply with all applicable NPDES and City requirements, which will include the use of BMPs during construction and operation of the project as well as preparation of a SWPPP and SUSMP. Compliance with these requirements will ensure that the

project would not substantially degrade water quality. Thus, further analysis of this issue is not required and no mitigation measures would be necessary.

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?

No Impact. The project site is not located within a delineated flood zone as mapped by the Federal Emergency Management Agency (FEMA) or within a 100-year flood plain as mapped by the City of Los Angeles.^{14, 15} Therefore, the project would not place housing within a 100-year flood plain as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. Further analysis of this issue is not necessary and no mitigation measures are required.

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

No Impact. As stated above, the project site is not located within a FEMA or City of Los Angeles designated 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Further analysis of this issue is not 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. According to the Inundation Hazard Area Maps in the City of Los Angeles Safety Element, the project site is not located within a potential inundation area, however, the project site is located directly adjacent to an inundation area to the east, due to the proximity of the Los Angeles River to the east of the Interstate 5 Freeway located to the east of the site. Although the project site is located adjacent to an inundation area, the potential to expose people or structures to a significant risk of loss, injury, or death caused by flooding is relatively low due to the location of the project site within the Santa Monica Mountains and Griffith Park. Furthermore, given the location of the existing Interstate 5 Freeway and related improvements and existing structures within Griffith Park, exposure of people or structures to flooding as a result of the failure of a levee or dam is considered less than significant and no further analysis of this issue in an EIR is necessary.

¹⁴ Federal Emergency Management Agency FIRM Panel No. 0601370084C, 1980.

¹⁵ City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: “100-Year and 500-Year Flood Plains.” March 1994.

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. The project area does not include any large bodies of water, therefore, tsunamis (seismic sea waves) are not considered a hazard at the site. The nearest body of water within the project vicinity is the LA River which is approximately 500 feet east of the project site. 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. Thus, the project site is not in the vicinity of, or downslope from, a reservoir or storage tank capable of creating a seiche. In addition, the project site, which is not positioned downslope from any unprotected slopes or landslide areas, is not positioned in an area of potential mudflow. Therefore, less than significant impacts from these events are not anticipated and no mitigation measures are necessary and no further analysis of this issue in an EIR is required.

IX. LAND USE AND PLANNING. *Would the project:***a. Physically divide an established community?**

No Impact. The project site is located within the northeast portion of Griffith Park. The Los Angeles Zoo and associated surface parking for the Zoo are located directly west of the project site. To the south of the project site are the Zoo Magnet Center and a surface parking area used by the Griffith Park Observatory as well as the Woodrow Wilson and Harding Golf Courses further to the south. Interstate 5 is located to the east of the project site, with the Los Angeles River just east of Interstate 5. The project would renovate and modernize certain portions of the existing Museum, expand the facility by approximately 129,000 square-feet, and provide for the renovation of exterior landscape areas, enhanced vehicle and pedestrian circulation, and increased parking amenities over two development phases. These proposed new uses would be consistent with and/or support the existing uses on-site and would not conflict with the surrounding recreational uses in Griffith Park. Thus, the project would not physically divide an established community. Further analysis of this issue is not recommended and no mitigation measures would be required.

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?

Potentially Significant Impact. The project site is zoned OS-1XL for open space use by the Los Angeles Municipal Code (LAMC). Consistent with this zoning designation, the Hollywood Community Plan designates the site for Open Space uses. Furthermore, the site is

located within the Griffith Park Master Plan area of influence. The project would require several discretionary actions, including an Amendment to the ground lease with the City of Los Angeles and a Conditional Use Permit for expansion of the structure. On a regional level, SCAG's Regional Comprehensive Plan and Guide (RCPG), MTA's CMP, and the SCAQMD's AQMP would apply. While the existing museum use is already in place and the proposed project is an expansion of the existing museum, it is nonetheless recommended that the project's consistency with local and regional plans be further analyzed in an EIR.

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

Less Than Significant Impact. As discussed in Response IV.b, the project site is located within the Santa Monica Mountains and Griffith Park Significant Ecological Area (SEA).¹⁶ However, no Habitat Conservation Plans or Natural Community Conservation Plans apply to the project site. Furthermore, the site is located within a developed portion of Griffith Park, adjacent to the I-5 freeway, and thus is not expected to provide habitat for biological species. Thus, the project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Further analysis of this issue is not recommended and no mitigation measures would be required.

X. 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?

AND

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. The project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, nor is the site classified by the California Geological Survey as a mineral producing area.^{17 18} No mineral extraction activities

¹⁶ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure BR-1B.*

¹⁷ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

¹⁸ *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000.*

occur on the site or in the vicinity. Thus, the proposed project would not result in the loss of availability of a known mineral resource zone or a mineral resource recovery site. Further analysis of this issue is not recommended and no mitigation measures would be required.

XI. NOISE. *Would the project:*

- a. Result in the 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?**

Potentially Significant Impact. Operation of the project may increase existing noise levels as a result of project-related traffic, (existing mechanical equipment will be retained or replaced with equipment with lower noise emissions) and visitors entering and exiting the project site. Additionally, construction activities and the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) during project construction would generate noise on a short-term basis. Therefore, it is recommended that the project's potential to exceed noise standards be analyzed further in an EIR.

- b. Result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

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

- c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. As discussed above, project operations may contribute to an increase in ambient noise levels. Therefore, it is recommended that impacts associated with a permanent increase in ambient noise levels be analyzed in an EIR.

- d. Result in 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 above, construction-related activities and equipment used during the project's construction phase could result in a temporary or periodic

increase in ambient noise levels above existing levels. Additionally, operation of the project could increase ambient noise levels in the project vicinity. Therefore, it is recommended that impacts associated with a temporary or periodic increase in ambient noise levels be 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. The project site is not located within an airport land use plan area or within two miles of a public or public-use airport. The closest airport to the project site is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the project site. Therefore, the project would not expose people to excessive airport-related noise levels. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be 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. The proposed project is not located in the vicinity of a private airstrip. As indicated above, the closest airport is the Burbank-Glendale-Pasadena Airport, located approximately 5.5 miles northwest of the site. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip. As no impact would occur, further analysis of this issue is not recommended and no mitigation measures would be required.

XII. 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)?**

No Impact. The project does not propose the development of new residential units. Thus, the project would not directly generate an increase in the residential population to the area. With implementation of the project, up to approximately 50 new full-time equivalent (FTE) employees may be generated. This modest increase in employment would be well within the employment forecast set forth by SCAG. Furthermore, while not expected, any potential induced residential growth resulting from the new employment opportunities would be

inconsequential. Furthermore, no new roadways or other major infrastructure that would serve an area beyond the project site would be constructed as part of the project. Therefore, implementation of the project would not induce substantial population growth either directly or indirectly. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. The project site currently does not support existing housing. Thus, the project would not displace any housing that would necessitate the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

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

No Impact. As discussed above in Response XII.b. above, the project site does not support existing housing. Therefore, the project would not displace substantial numbers of people necessitating the construction of replacement housing. Further analysis of this issue is not recommended and no mitigation measures would be required.

XIII. 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?

Potentially Significant Impact. Fire protection service is provided to the site by the Los Angeles Fire Department (LAFD). The project site is located within the service area of Fire Station 56, located at 2759 Rowena Avenue, approximately 3.3 miles south of the site. Implementation of the project would result in an increase in the number of visitors to the museum. Due to this increase in the daytime population, the project may generate a greater demand for LAFD services. As such, it is recommended that the project's potential impacts on fire protection services be further analyzed in an EIR.

b. Police protection?

Less Than Significant Impact. Police protection service is provided to the site by the Los Angeles Police Department (LAPD). The site is located within the LAPD's Central Bureau service area. The closest police station is the Northeast Community Police Station, located at 3353 San Fernando Road, approximately 4.5 miles to the southeast. However, the proposed project provides its own security and would increase security as needed to account for any increase in the number of visitors. The project would increase the daytime population and may therefore generate a greater demand for security services, but this increase would be met through the projects' private security force. Further analysis of this issue is not recommended and no mitigation measures would be required.

c. Schools?

No Impact. The project would not result in a new residential population, and as such would not generate new students to the project area. Furthermore, while not expected, any increase in demand for school facilities resulting from new project employees relocating to the area would be inconsequential. Further analysis of this issue is not recommended and no mitigation measures would be required.

d. Parks?

Less Than Significant Impact. The City of Los Angeles Department of Recreation and Parks is responsible for the maintenance and operation of Griffith Park and other public recreational facilities in the City of Los Angeles. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be required.

e. Other governmental services (including roads)?

No Impact. The project would not result in a new residential population, and as such would not generate a demand for additional library services. Furthermore, while not expected, any increase in demand for library services resulting from new project employees relocating to

the area would be inconsequential. Thus, no impacts to library services would occur. Further analysis of this issue is not recommended and no mitigation measures would be required.

During construction and operation of the project, other governmental services, including roads, would continue to be utilized. Project visitors and employees would use the existing road network, without the need for new roadways to service the project site. As discussed below in Section XV (Transportation/Circulation), the project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the project would result in a less than significant impact on other governmental services. Further analysis of other governmental services is not recommended, and no mitigation measures would be required.

XIV. 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?**

Less than Significant Impact. As stated above, implementation of the project would result in an increase in the number of museum visitors annually. As the project site is located in Griffith Park, a small proportion of the visitors may utilize the existing park facilities prior to or after their visit to the Autry National Center. However, it is not anticipated that these visitors would have a substantial impact on park facilities since use of these facilities would be secondary to the museum. Furthermore, the expanded and renovated Museum would provide additional community amenities within Griffith Park. Therefore, the project would result in a less than significant impact on parks. Further analysis of this issue is not recommended and no mitigation measures would be 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 does not include the construction or expansion of recreational facilities. Furthermore, as discussed in Response XIII.d. above, it is not anticipated that museum visitors would have a substantial impact on the Griffith Park recreational facilities since use of these facilities would be secondary to the Museum. Thus, the project would result in a less than significant impact with respect to recreational facilities. Further analysis of this issue is not recommended and no mitigation measures would be required.

XV. TRANSPORTATION/CIRCULATION. *Would the project:*

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?**

AND

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

a. and b. Potentially Significant Impact. Construction of the project would result in a temporary increase in traffic associated with construction-related vehicles (e.g., trucks, construction worker vehicles, etc). Additionally, the project would increase the number of annual visitors, thus generating an increase in vehicle trips on the local and regional transportation system. Therefore, it is recommended that traffic-related issues, including the potential for the project to cause a substantial increase in traffic relative to the existing traffic load and capacity or to exceed a level of service standard, 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. The project site is not located within the vicinity of a public or private airport. Furthermore, the project does not propose any uses that would change air traffic patterns, generate air traffic, or interfere with existing air traffic. As such, no safety risks associated with a change in air traffic patterns would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

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

No Impact. The project does not propose any hazardous design features such as sharp curves or dangerous intersections. Furthermore, the project does not propose any hazardous or incompatible uses. As such, no substantial hazards related to a design feature or incompatible use would occur. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

e. Result in inadequate emergency access?

Potentially Significant Impact. Emergency access to the project site would continue to be provided from Western Heritage Way. Furthermore, the existing service road within the northern portion of the site would be retained and additional access would be provided within the southern portion of the site. The project would be developed in accordance with applicable fire safety standards including the Los Angeles City Fire Code, as well as requirements specific to development within the Very High Fire Hazard Severity Zone, as outlined in the Los Angeles Municipal Code. While it is expected that the majority of construction activities and staging areas would be confined on-site, some short-term construction activities may temporarily and intermittently disrupt traffic on Western Heritage Way. In addition, the project will generate traffic in the project vicinity and will result in some modifications to access from the streets that surround the site. Therefore, it is recommended that the project's impacts on emergency access be further analyzed in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. The project would include changes to the existing surface parking areas during phase 1 and construction of a two level semi-subterranean parking structure for phase 2, located at the southern portion of the site. This parking structure would provide approximately 346 parking spaces for museum visitors. In addition, the surface parking area located east of the Museum would be expanded to provide approximately 100 parking spaces for staff. Given the relatively high parking demand of the site, it is recommended that the project's potential impacts on parking be analyzed further in an EIR.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The Metropolitan Transportation Authority provides transit service within the project area. While bus service is not anticipated to be affected by the project, in recognition of the importance of this land use planning issue to the City, it is recommended that the project's consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR.

XVI. UTILITIES. *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 (LADPW) provides wastewater services for the project site. Wastewater flows generated on-site are conveyed via a 6-inch sewer line located at the southeastern corner of the existing museum building. Site-generated wastewater is treated at Hyperion Treatment Plant (HTP), which is designed to treat 450 million gallons per day (mgd), with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 340 mgd, with excess capacity of approximately 110 mgd.¹⁹

Based on generation factors from the County Sanitation District of Los Angeles County, existing uses on the project site have a current average wastewater generation of an estimated 6,570 gallons per day (gpd). With the additional project improvements, the proposed project would result in an estimated average wastewater generation of 14,601 gpd. Therefore, the project would result in a net increase of approximately 8,031 gpd of wastewater, representing approximately .01 percent of HTP's total remaining capacity. Implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows below these anticipated levels. As such, the project would not be expected to exceed wastewater treatment requirements and would not have a significant impact upon the City's wastewater system. No further analysis of this issue is necessary and no mitigation measures would be 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. Water is currently provided to the project site via an existing below surface 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. The existing domestic water line is expected to be disconnected with the construction of the project. As such, there are currently two water line connections to the public water system (one to the north and the other to the south) that the existing museum and proposed improvements can connect with. As part of the project, either of the two water line connections will be used and will need to be extended to the

¹⁹ *City of Los Angeles Integrated Resources Plan, June 2005.*

existing buildings supply line. The existing fire protection and landscape water sources will not be changed as a part of the proposed improvements.

Water consumption is often calculated for each land use by multiplying the wastewater generation factor by 125 percent to assume a worst-case scenario for water demand. Using this approach, the additional space proposed, in addition to the existing museum footprint, would generate a peak water demand of approximately 18,251 gpd. Projected water demand would be reduced by compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code.

The Department of Water and Power is currently in the process of upgrading the water supply to the area. They have recently placed a new pipe in Western Heritage Way with an 8-inch connection to the proposed project site; and they propose to add additional reservoirs/water pumps that would enhance the water supply system serving the project site. The proposed project would be required to demonstrate sufficient water flow at the project site to meet fire fighting needs. Such water flow would also be sufficient to meet the lesser flow requirements for the other museum uses. If at the time the project is implemented there is insufficient water flow to meet the project needs, the project would be required to modify the local system to meet the flow requirements. Such infrastructure enhancements, if they are needed, would be consistent with otherwise proposed improvements in the area such as an upgrade to existing pumps and pipe fittings. Such improvements constitute minor modifications of existing facilities, and would not substantially affect the environment.

As discussed in Response XVI.a., the existing 6-inch sewer line located at the southeastern corner of the existing building would also be adequate to accommodate the wastewater demands of the project. Construction of the proposed project would include all necessary sewer line improvements and connections in order to adequately connect to the existing sewer systems. Adjacent to the project site is a wastewater treatment facility, which provides connection to the storm water and wash down of surface areas at the Los Angeles Zoo, with final connection the Sewer system. The existing stormwater line that crosses through the project site connecting the wastewater treatment facility settlement pond from the Los Angeles Zoo would be relocated. Relocation of this line would occur under the direction of the Los Angeles Bureau of Engineering. Further, the project would be required to demonstrate that adequate pumping capacity exists at the Zoo pumping station, or support enhancement of pumping capacity. As was the case with the water infrastructure, should any enhancements be required, they would consist of minor modifications to the existing infrastructure system and would not result in notable changes to the physical environment. Thus, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities which could cause significant environmental impacts. As such, no further analysis of this issue is required, and mitigation measures would not be necessary.

- 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?**

Potentially Significant Impact. Currently, stormwater runoff from the project site drains to facilities owned by both the City of Los Angeles and the Los Angeles County Flood Control District and is managed by the Los Angeles Department of Public Works. As stated in Response VII.e., the project would not substantially increase the amount of runoff from the site. In addition, the project would include appropriate drainage. As part of these requirements, the project would detain. However, the project would modify the existing drainage patterns. Therefore, it is recommended that the potential impacts on drainage be addressed in an EIR.

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

Less Than Significant Impact. Water is provided to the project site by DWP through a 4-inch domestic water line extending from Griffith Park to the east and an existing below grade 8-inch fire protection water main line extending from the Los Angeles Zoo to the west. Water for landscape areas is provided by DWP through an existing below grade non-potable (recycled) water source shared with Griffith Park. Domestic and Fire water supplies are obtained from the Los Angeles Aqueduct, local groundwater, and through purchases from the Southern California Metropolitan Water District (MWD). The project would generate an increase in the need for domestic water to accommodate the increase in museum visitors and employees. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would help to reduce this projected water demand. Furthermore, based on the DWP's 2005 Urban Water Management Plan, sufficient water supply exists to serve projects such as that proposed through the year 2030.²⁰ Therefore new or expanded entitlements would not be necessary. Additionally, since the project falls below any of the thresholds contained in recently enacted water supply legislation (specifically SB610 and SB221), those requirements relating to water supply and water planning would not be triggered. Further analysis of this issue is not recommended and no mitigation measures would be necessary.

- 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. The project would be served by the City of Los Angeles wastewater treatment system. As discussed in Response XVI.a. (Utilities and Service Systems)

²⁰ *City of Los Angeles Department of Water and power, 2005 Urban Water Management Plan.*

above, the Hyperion Treatment Plant has adequate capacity to serve the project. Therefore, the project would not result in an impact to the City's wastewater treatment services and no further analysis is necessary.

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

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City's Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. It is expected that project-generated solid waste would be disposed of at one of the 12 major Class III landfills, which accept all types of non-hazardous solid waste within Los Angeles County.

Los Angeles County continues to evaluate its landfill needs and capacity through the Los Angeles County Solid Waste Management Plan. Ultimate landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., Land Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints. Several actions have occurred in recent years that have also altered projected capacity. In August 2005, the City of Los Angeles portion of the Sunshine Canyon Landfill Expansion began operations with a permitted capacity of 73.0 million tons. In addition, the Puente Hill Materials Recovery Facility (MRF) began operating in July 2005 at 500 tons per day (tpd), with a permitted capacity of 4,400 tpd and 24,000 tons per week. Further, in August 2000, the County Sanitation Districts of Los Angeles County (CSDLAC) entered into Purchase and Sale Agreements for the Mesquite Landfill waste-by-rail facility, located in Imperial County. Construction for the Mesquite Regional Landfill is currently underway and is expected to be open for rail shipments of waste in 2009. When fully operational, the Mesquite Landfill will accept 20,000 tpd of waste and have a total capacity of approximately 600 million tons, with a projected life of approximately 100 years.

Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels. Examples of such efforts include resource conservation per the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the diversion of waste to transformation (waste-to-energy) facilities or to intermodal facilities that transport the waste by rail to facilities outside of the County. According to the City of Los Angeles Bureau of Sanitation, through implementation of AB 939 requirements, the City

achieved waste diversion of 58.8 percent in 2000.²¹ The City has adopted the goal of achieving 70 percent diversion by 2020.

Construction of the proposed project would generate demolition debris, some of which may be recycled or reused on-site to the extent feasible. Materials that could be recycled or salvaged include asphalt, glass, concrete, steel, and doors. Demolition debris not recycled or reused could be accepted at one of several unclassified landfills within the Los Angeles County. In addition, soil export of approximately 42,500 cubic yards would be required. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the site would have sufficient capacity to accommodate project construction solid waste disposal needs, and significant impacts would not occur. No mitigation measures would be required.

A conservative projection of future waste generation levels associated with on-site operations can be calculated using the standard waste disposal generation rate for “other services.”²² Specifically, based on a solid waste generation factor for other services from the Integrated Waste Management Board, the Museum would generate approximately 1,548 tons of solid waste per year after buildout, or an increase of approximately 734 tons per year, which is an extremely small fraction of the regional solid waste generated.²³ The waste generation factors utilized do not account for recycling or other waste diversion measures, and as such, the estimated solid waste generated by the project would be less than that forecasted. Project-generated solid waste would be disposed of at one of 12 major Class III landfills within Los Angeles County, which accept all types of non-hazardous solid waste. Thus, potential impacts on the capacity of existing landfills in Los Angeles County associated with the solid waste generated by the proposed project would be less than significant. In addition, the following mitigation measure is also proposed to reduce the amount of solid waste generated by the proposed project:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

²¹ *City of Los Angeles Bureau of Sanitation, Year 2000 AB 939 Report, available at <http://www.lacity.org/SAN/ab939-2000.htm>, accessed September 8, 2005.*

²² *Other Services is defined by the CA Integrated Waste Management Board as including museums, art galleries, theaters, recreational services, health clubs, and repair services.*

²³ *This waste disposal rate of 3.12 lbs/100 sq.ft./day is based on the California Integrated Waste Management Board's Solid Waste Characterization Database, May 2000.*

Based on the above, no further analysis of this issue is 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. Specifically, the project would comply with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments provide adequate recycling area or room for the collection and loading of recyclable materials. Furthermore, the project would promote compliance with AB 939 in order to maintain the City's 50 percent waste diversion requirement and support the City's goal of achieving 70 percent diversion by 2020. Therefore, no impacts associated with solid waste statutes and regulation would occur. Further analysis of this issue is not recommended and mitigation measures would not be required.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the project site is provided and maintained by LADWP through utility poles located east of the existing building. The existing facility uses approximately 1.0 million cubic feet/year or 10,000 megawatt hour (MWh) of electricity per year. Based on the proposed building expansion, the project would consume approximately 14,000 megawatt hours (MWh) of electricity per year. This projected daily demand represents a net increase of approximately 4,000 MWh of electricity per year over existing conditions on-site according to calculations by the Interface Engineering. The existing electrical service to the building will be adequate to supply the increase demand of the building expansion, due to replacement of energy efficient equipment and lighting being replaced in the existing building. Based upon this analysis, no additional electrical capacity is required from LADWP. By 2012, LADWP projects an annual demand of 27,487,000 MWh of electricity per year.²⁴ When compared with this annual demand, the project-related annual electricity demand increase would represent approximately 0.158 percent of the forecasted demand in 2012, and is therefore within the anticipated service capabilities of LADWP.

Natural gas is provided to the project site by the Southern California Gas Company (SCGC). The project currently consumes 1.4 million cubic feet/year of natural gas. The building expansion is anticipated to consume approximately 1.55 million cubic feet/year of natural gas for the entire facility.. This represents an increase of 1,500 kcf/year of natural gas over existing conditions. Relative to a projected annual demand of 902 billion cubic feet within

²⁴ California Energy Commission, Staff Proposed California Energy Demand 2002-2012 Forecast Attachment A for October 12, 2001 Committee Workshop.

the entire SCGC service area in 2010, the annual consumption of natural gas associated with the proposed project would be 0.0002 percent and would be within the service capabilities of SCGC.²⁵

The electricity and natural gas demand estimates presented above for the project are based on current consumption factors. The 1993 SCAQMD CEQA Air Quality Handbook consumption factors were not used, these consumption factors do not take into account the energy conservation measures that would be incorporated into the project. Therefore, the actual electricity and natural gas demands of the project are anticipated to be less than estimated. Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. As such, the project would have a less than significant impact. Therefore, further analysis of this issue is not required and no mitigation measures would be necessary.

XVII. 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?**

Potentially Significant Impact. As discussed above in this Initial Study, the project would result in environmental impacts that have the potential to degrade the quality of the environment. This includes potential impacts regarding aesthetics, air quality, land use, noise, public services (fire protection), hydrology, and transportation/circulation (traffic, parking and access). An EIR will be prepared to analyze and document these potentially significant impacts and any associated cumulative impacts.

As discussed in more detail above, no natural community conservation plan applies to the project site. The existing developed areas of the project site are presently landscaped with predominately non-native species and are not expected to provide habitat for biological species or interfere with an existing corridor. No riparian habitat or other sensitive natural communities exist on-site nor are there any bodies of water on-site that provide habitat for fish. Additionally, 15 protected trees that could potentially be relocated or removed by the project will be replaced

²⁵ *California Energy Commission, California Energy Outlook: Electricity and Natural Gas Trends Report – Staff Draft, Docket #200-01-002, September 7, 2001.*

in accordance with the Los Angeles Protected Tree Ordinance. Therefore, impacts to any wildlife habitat, plant or animal communities, or endangered plants or animals are considered less than significant. As discussed above, the project would not result in the removal of important examples of the major periods of California history or prehistory and no associated impacts would occur. Thus, no mitigation measures are necessary and no further analysis of these issues in an EIR is required.

- 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).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the project and impacts of related projects in proximity to the project site combine to create impacts that are greater than the impacts of the project alone. Twenty-six (26) related projects have been identified in the project area. However, none of these projects are directly adjacent to the project site. Rather, all of the related projects are located across Interstate 5 and the Los Angeles River with the closest located approximately 0.4 mile east of the project site.

Cumulative impacts shall be evaluated for each of the topical issues listed above in Response XVII.a. (Mandatory Findings of Significance), as it was determined that the project would not contribute to cumulative impacts associated with other issues evaluated in this Initial Study for which less than significant project impacts were determined. Thus, cumulative effects associated with each of the potentially significant environmental impacts will be analyzed further in an EIR.

With regard to cumulative effects for the issues of agricultural, biological, archaeological, paleontological and mineral resources, the project site is generally located in a developed area and therefore, other developments occurring in the project area would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur. In addition, the project would not affect any historic resources. Thus, cumulative considerable impacts associated with historic resources would not occur.

Impacts related to geology and soils and hazards are generally confined to a specific site and do not affect off-site areas. Cumulative development would expose a greater number of people to seismic hazards. However, as with the proposed project, related projects would be subject to local, State, and federal regulations and standards for seismic safety. In addition, similar to the proposed project, all related projects would also be expected to handle and store any hazardous materials in accordance with State and local requirements and manufacturers

specifications. Thus, cumulative impacts related to geology, soils, and hazards would be less than significant.

Additionally, related projects could potentially contribute point and non-point source pollutants to nearby water bodies. However, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs, and SUSMPs, as well as compliance with local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Thus, cumulative impacts related to hydrology/water quality would be less than significant.

The proposed project in conjunction with related projects would cumulatively increase the employment in the area. However, these increases are expected to be within City and SCAG growth forecasts. In addition, the proposed project does not include new housing units and would not result in the removal of any housing units. Thus, the project's impacts on population would not be cumulatively considerable. No significant cumulative impacts to population or housing would occur. Furthermore, since the project would not result in a direct increase in the residential population of the area, cumulative impacts associated with schools and recreation would not be consequential.

Development of the proposed project in conjunction with the related projects would cumulatively increase water and wastewater generation and solid waste disposal. Thus, there is potential for a cumulative significant impact on utility infrastructure and facilities. However, each related project would be subject to discretionary review to ensure that adequate infrastructure and solid waste disposal capacity exist. Furthermore, utility service providers would conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community. Therefore, cumulative impacts on utilities are concluded to be less than significant.

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

Potentially Significant Impact. Construction and operation of the project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As discussed above, these potential effects could be associated with aesthetics, air quality, hydrology, land use, noise, police and fire protection, transportation and circulation. It is recommended that an analysis of these potential impacts be analyzed further and documented in an EIR with feasible mitigation measures incorporated, as necessary.