

Volume I

Autry National Center's Griffith Park Campus Improvements Project Final Environmental Impact Report

SCH No. 2007051084



Lead Agency:
City of Los Angeles
Department of Recreation and Parks

August 2008



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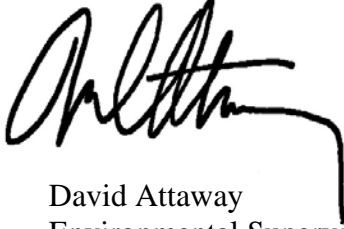
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PROJECT NAME: Autry National Center's Griffith Park Campus Improvements Project

RECOMMENDATION FOR EIR CERTIFICATION

Pursuant to California Code of Regulations, Title 14, Section 15090, this Environmental Impact Report (EIR) has been completed in compliance with the California Environmental Quality Act (CEQA) and current State and City CEQA Guidelines and based on information available may be accepted and considered prior to making a final decision on the project. The decision-maker or -making body must certify that it has reviewed and considered the information contained in this EIR prior to making such decision.

Submitted by:

A handwritten signature in black ink, appearing to read 'David Attaway', with a long horizontal stroke extending to the right and a vertical line dropping down from the end of that stroke.

David Attaway
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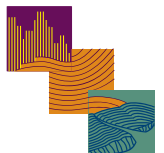


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I. EXECUTIVE SUMMARY

I. EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this Environmental Impact Report (EIR) contains a brief summary of the proposed actions and consequences of the Autry National Center's Griffith Park Campus Improvements Project. More detailed information regarding the project and its potential environmental effects are provided in the following sections of this EIR.

As described in Sections 15089 and 15132 of the Guidelines for the California Environmental Quality Act (CEQA Guidelines), the lead agency must prepare a Final EIR before approving the project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes a revised summary, corrections and additions to the Draft EIR, a list of persons, organizations, and agencies commenting on the Draft EIR, responses to comments, and a Mitigation Monitoring and Reporting Program.

This Final EIR is intended to be a companion to the August 2007 Draft EIR, which is incorporated by reference and bound separately. (Refer to Volumes I and II of the Draft EIR). This Final EIR is organized into four main sections and appendices, as follows:

Section I, Summary—This section provides an overview and background of the proposed project and its potential impacts.

Section II, Corrections and Additions to the Draft EIR—This section provides a list of revisions that have been made to the Draft EIR, based on comments received from the public and agencies, and other items requiring updating and/or corrections.

Section III, Responses to Written Comments—This section presents topical responses and a matrix of the parties that commented on the Draft EIR and the issues that they raised. This matrix is followed by each comment within the comment letter with a corresponding response.

Section IV, Responses to Late Written Comments and Traffic Study Review—Although not required under CEQA, this section provides responses to letters and a traffic study review received after the close of the comment period.

Section V, Responses to Public Meeting Comments—This section provides responses to verbal comments received during the September 18, 2007 public meeting, which was held to further solicit comments on the Draft EIR.

Section VI, Mitigation Monitoring and Reporting Program (MMRP)—This section provides the full MMRP for the project. The MMRP lists all of the proposed mitigation measures by environmental topic, and identifies for each of the measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

Appendix 1, Comment Letters, Late Written Comments, and Public Meeting Transcript—This appendix includes comment letters, late written comments, and the public meeting transcript in the form that they were submitted.

Appendices 2-13—These appendices are technical appendices to the environmental analyses provided in Section II, Corrections and Additions, of this Final EIR.

A. PROPOSED PROJECT

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 Griffith Park Campus Improvements Project (also referred to as the project or proposed project or Campus) at its Griffith Park Campus in the City of Los Angeles. The Griffith Park Campus includes the Autry National Center’s Museum of the American West and the Institute for the Study of the American West. The project would renovate and modernize certain portions of the existing Griffith Park Campus in two development phases. The key project features include increasing the building space within the Campus by 129,000 gross square feet (approximately 79,000 square feet in Phase 1 and 50,000 square feet in Phase 2), renovating the exterior landscape areas, and enhancing vehicle and pedestrian circulation and parking amenities. In addition, to accommodate the demand for parking generated by the proposed uses while reserving as much open space as possible, the project would provide 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2. The improvements within the project site would allow the Autry National Center to establish its Griffith Park Campus as the premier interpretive site for the exhibitions of the American West; to implement its previously approved plan to store its collections in a location with museum standard-of-care controls and appropriate physical storage conditions in a facility such as the project site; to showcase the internal workings of the Campus (e.g., visible 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 Campus as a cultural resource.

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.
- Parking Reduction Variance
- Sign Variance
- Any additional actions as may be deemed necessary.

B. OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles Department of Recreation and Parks is the Lead Agency for the proposed project, pursuant to CEQA. This EIR has been prepared at the direction and under the supervision of the City of Los Angeles Department of Recreation and Parks in accordance with CEQA and the Guidelines for California Environmental Quality Act (State CEQA Guidelines), as amended.^{1,2} An Initial Study was prepared for the project and the Lead Agency subsequently made the determination that an EIR would be required. Thus, in accordance with CEQA requirements, a Notice of Preparation (NOP) soliciting comments regarding the preparation of a Draft EIR was circulated on May 14, 2007. Included in the NOP was a Notice of a Public Scoping Meeting that, while not required under CEQA, was held on May 29, 2007. This NOP/Notice of Public Scoping meeting was circulated to an extensive mailing list that included responsible agencies, adjacent cities, numerous community organizations and individuals, and property owners within a 500-foot radius of Griffith Park. In addition, in response to a request made by a community organization, a second scoping meeting was held on June 11, 2007.

Concerning public review of the Draft EIR, a public review period of 47 days, beginning on August 16 and ending on October 1, was initially provided in accordance with CEQA Guidelines Section 15105(a). In addition, in response to several requests for an extension made to the Department of Recreation and Parks, this review period was extended through October 18

¹ *Public Resources Code Sections 21000-21178.*

² *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

to provide more time for responsible and trustee agencies as well as the public to comment on the Draft EIR. Thus, the public review period of the Draft EIR lasted a total of 64 days, well beyond the 45 days required by CEQA Guidelines Section 15105(a). Additionally, as was indicated within the Notice of Completion and Availability, a public meeting was held during the Draft EIR comment period on September 18 in order to further solicit comments on the Draft EIR.

In accordance with Section 15121 of the State CEQA Guidelines, the purpose of this EIR is to identify all potentially significant effects of the project on the physical environment, to determine the extent to which those effects can be reduced or avoided and to identify and evaluate feasible alternatives to the project as proposed. Agency decision-makers will then use this information to take appropriate action on the project. The EIR, in itself, will not determine whether the proposed project will be approved.

C. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers include those environmental issue areas where the potential for a significant impact has been identified through preparation of an Initial Study. These environmental issue areas include aesthetics, air quality, hydrology/surface water quality, land use, noise, fire protection, and traffic (and cumulative traffic impacts in particular), parking, and access. An analysis of the potential construction and operational impacts of the project has been provided for each of these issues. In addition, as indicated by the Initial Study provided in Appendix A of the Draft EIR, the project would not result in significant impacts regarding cultural resources. Nonetheless, in response to Notice of Preparation comments, an analysis of cultural resources was provided in the Draft EIR. Appendix A of the Draft EIR includes comments raised by the agencies and the public in response to the Notice of Preparation for the Draft EIR circulated on May 14, 2007. NOP and scoping meeting comments regarding the environmental implications of the project have also been addressed within this EIR. Copies of the original written comments received during the 64-day public review period are provided in Appendix 1 of this Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles Department of Recreation and Parks, as lead agency, has reviewed all comments received during the review period for the Draft EIR. Each of these written comments has been responded to within Section III, Responses to Written Comments, Section IV, Responses to Late Written Comments and Traffic Study Review, and Section V, Response to Public Meeting Comments, of this Final EIR. This Final EIR also reflects further refinements to the project proposal made in response to public comments and community concerns, as discussed within Section II, Corrections and Additions.

D. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The City of Los Angeles and State CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives, including a no project alternative that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project. Therefore, the selection of alternatives was based on project variations that have the potential to reduce the project's significant impact associated with air quality emissions during construction of the project. This significant impact is largely attributable to the amount of excavation and associated construction equipment that would be required to provide the new parking area and, in particular, the semi-subterranean parking structure on the project site. Therefore, alternatives have been selected that would reduce the amount of excavation required by placing the parking in an above ground structure, by placing parking at an off-site location, or by reducing the size of the project. In addition, an evaluation of an alternative site has been provided that includes an analysis of a reduced expansion program at the Arroyo Campus in lieu of expansion at the project site. A No Project Alternative has also been analyzed pursuant to the requirements of Section 15126.6(e) of the CEQA Guidelines. The specific alternatives analyzed in detail in Section V of the Draft EIR include the following:

Alternative A - No Project: The No Project Alternative assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the Griffith Park Campus, including the existing surface parking areas adjacent to the Campus, would remain as they are today. None of the existing facilities would be expanded, the existing buildings would continue to function as they currently do, and the existing on-site associated surface parking would remain unchanged.

Implementation of the No Project Alternative would not result in new environmental impacts, and overall would result in a reduced level of impact when compared to the project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be avoided under this Alternative. Relative to the project objectives established in Section II, Project Description, of this EIR, under the No Project Alternative, none of the project's objectives would be attained.

Alternative B - Reduced Program: The Reduced Program Alternative would reduce the project's density of development within the site by reducing the programmatic functions within the project site. Specifically, under this Alternative, the project would not include construction of the Phase 2 Institute Building with semi-subterranean parking below. Thus, without the Phase 2 Institute Building, the project's increase in the educational/research functions of the Autry National Center would not occur at the Griffith Park Campus. Further, the additional space sought for storage and collections management would be severely restricted as such space would be reduced by approximately 29,019 square feet from the amount included in the

proposed project. Overall, the Reduced Program would include a total of 237,928 gross square feet of space upon completion, 50,000 square feet less than the proposed project.

Implementation of the Reduced Program Alternative would result in similar or reduced environmental impacts for most issue areas as compared to the proposed project. Additionally, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Reduced Program Alternative, many of the project's basic objectives would not be met. The majority of the Mission Objectives established for the project would not be attained. Further, the achievement of Program Objectives would be limited. However, the Reduced Program Alternative would meet several of the project's Design Objectives.

Alternative C - Above Ground Parking: The Above Ground Parking Alternative is based on a project design intended to reduce the excavation required for the semi-subterranean parking and thus reduce the air quality emissions associated with grading. Under this Alternative, an above ground parking structure would be developed in lieu of the Phase 2 two-level semi-subterranean parking structure that would be located below the Phase 2 Institute Building. Thus, the excavation activities needed for the project would be reduced. The above ground structure would include two parking levels containing approximately 113 parking spaces that would be located above the surface parking area developed within the southern portion of the site as part of Phase 1. The new above ground parking structure would be approximately 20 feet in height and would be comprised of an approximately 20,000 square foot footprint. Other than the varied parking arrangement, this Alternative would provide a project that would be identical to the proposed project with regard to the facilities provided, adding 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2, for a total project area of approximately 287,928 gross square feet. The expanded building areas would be developed in the same locations proposed by the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of parking described above. In addition, access under this Alternative would also be similar to that under the proposed project.

Implementation of the Above Ground Parking Alternative would result in similar environmental impacts for most issue areas as compared to the proposed project. Additionally, the single significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. While some issue areas would have greater impacts under the Above Ground Parking Alternative, none of the greater impacts would involve new significant impacts. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Above Ground Parking Alternative, the underlying purpose of the project is to engage all people in the inclusive stories of the American West; to expand and modernize the Griffith

Park Campus; and to create an accessible, enlightening, inspiring, innovative, and scholarly Campus that provides a deeper understanding of the art, history, and cultures of the American West would be met. The Mission Objectives and Program Objectives established for the project would also be met under this Alternative. Several of the project's Design Objectives would also be met under this Alternative, albeit in a less optimal manner.

Alternative D - Off-Site Parking: The Off-Site Parking Alternative is based on a project design that would eliminate some of the project's on-site parking by moving a portion of the on-site parking to an off-site location. This would reduce the excavation required for the semi-subterranean parking structure proposed under Phase 2 of the project, thereby reducing the project's significant air quality impact on short-term NO_x emissions to a less than significant level. Other than the varied parking arrangement, this Alternative would provide improvements that would be identical to the proposed project with regard to the types of facilities provided and the addition of 79,000 square feet of new area in Phase 1 and 50,000 square feet of new area in Phase 2. The Phase 2 Institute Building would continue to be constructed in the same general location as proposed under the project.

Under this Alternative, the configuration of surface parking areas would be the same as that proposed for Phase 1 of the project. However, the Phase 2 Institute Building would be located above a single level of parking that would generally be at-grade in lieu of the two levels of semi-subterranean parking proposed by the project. In addition, the approximately 113 spaces that were otherwise proposed by the project to be located within the second level under the Phase 2 Institute Building would be provided off-site.

While many issue areas would have greater impacts under the Off-Site Parking Alternative, none of the greater impacts would involve new significant impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be less than significant under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Off-Site Parking Alternative, many of the project's basic objectives would not be met. For example, should the off-site location not be within walking distance to the project site and thus require the use of a shuttle system, this Alternative would not fully meet the Mission Objective to establish the Griffith Park Campus as a visitor destination. In addition, this Alternative may not attain the Mission Objective to maintain the economic sustainability of the Autry National Center. Specifically, if the Autry National Center was required to purchase, develop and maintain an off-site parcel for off-site parking, the requirement to use and maintain such a facility may compromise the Autry National Center's economic sustainability. Furthermore, while several Program Objectives for the project would be met under this Alternative, many of the project's Design Objectives would not be met under this Alternative.

Alternative E - Expansion at the Arroyo Campus: The Arroyo Campus is not a part of the project. Nonetheless, the Expansion at the Arroyo Campus Alternative is an alternative in which additional facilities would be provided at the site of the Autry National Center's Arroyo Campus. The approximate 12-acre Arroyo Campus is located within the Mount Washington area of the City of Los Angeles. The Arroyo Campus includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site includes a steeply sloped hillside that extends upward in a northerly direction from the site entry on Museum Drive at the foot of the hill. In addition, the Arroyo Campus includes roughly 33,000 square feet of building area.

New development within the Arroyo Campus has been a focus of discussion in recent years, including the preparation of site plans presented by certain members of the community to provide their thoughts regarding the potential future use of the site. For purposes of analyzing an Arroyo Campus Expansion Alternative, it has been assumed that the development program would incorporate most of the recommendations in the community's proposals. Accordingly, the Alternative includes an increase in the size of the facilities from roughly 33,000 square feet to approximately 64,500 square feet. The expansion under this Alternative would roughly double the amount of space for exhibit/galleries (to 22,500 square feet) and retail uses (to 2,000 square feet) and triple the amount of space for research/education/community uses (to 21,000 square feet). This Alternative would also add approximately 5,000 square feet of new space for food services, and include an amount of space for collections management that would be roughly similar to that existing today (7,000 square feet). Approximately 7,500 square feet of building area would be used for other miscellaneous uses, including a new theater, an amphitheater, and a hill-top restaurant.

By providing expansion at the Arroyo Campus in-lieu of the proposed project site, the project would avoid any impacts at the project site in Griffith Park, including the short-term significant air quality impact associated with construction. However, impacts would instead be generated at the Arroyo Campus.

Implementation of the Expansion at the Arroyo Campus Alternative would result in greater environmental impacts for many issue areas as compared to the proposed project and potentially new significant and unavoidable impacts. In addition, the significant and unavoidable impact (i.e., short-term regional air quality construction emissions) associated with the proposed project would be greater under this Alternative. Relative to the project objectives established in Section II, Project Description, of the Draft EIR, under the Expansion at the Arroyo Campus Alternative, the basic objectives of the project would not be met. This Alternative would lend small support to meeting the project's Mission Objectives and would not meet the project's Program Objectives or Design Objectives.

Section V, Alternatives, of the Draft EIR also includes a discussion of alternatives that were considered and rejected.

Environmentally Superior Alternative: Of the Alternatives analyzed in the EIR, the No Project Alternative is considered the overall environmentally superior alternative as it would reduce the overall impact profile across the environmental topics evaluated. However, the No Project Alternative would not meet any of the project's basic objectives. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative B, Reduced Program Alternative, would be environmentally superior. The Reduced Program Alternative would produce an overall impact profile that would be less than that of the proposed project. However, this reduction would be at the expense of meeting many of the project's basic objectives. Nonetheless, of the remaining alternatives, the Reduced Program Alternative would be the environmentally superior alternative to any of the other alternatives evaluated in the Draft EIR.

E. SUMMARY OF PROJECT IMPACTS

1. AESTHETICS

a. Environmental Impacts

(1) Visual Character/Aesthetics

The proposed project would not alter the visual character of the community by converting a large area of natural open space. The proposed construction is designed to make use of previously developed areas of the site, thus integrating new structures with existing development and minimizing effects on the natural vegetation and existing open space areas. Specifically, the conversion of the existing parking lot in the western portion of the site to landscaped areas would visually improve off-site views from Western Heritage Way, while maintaining the openness of this area. Further, the new Institute Building that would be developed in Phase 2 would be located on the back half of the site, beyond the south lawn and therefore would not break up the continuity of the open area fronting Western Heritage Way. In addition, the project site would include a similar amount of trees when compared with existing conditions.

The project would not contrast with the area's valued aesthetic image. The proposed development would be similar in terms of land use and site layout to the existing site, and the new building architecture would represent updated designs. The expanded Campus Building would have generally similar perceived heights (i.e., relative to finished grade) and similar roofline heights as existing development. The design of the project promotes the reuse of existing developed areas and the integration of new construction with existing topography, vegetation, and structures. Proposed building design would build upon the architectural elements of the original building, and landscaping and other green and natural features would be introduced. The end result would be a visually unified project that harmonizes structures and

landscaping. In addition, project elements such as mechanical equipment and trash receptacles would be screened from view. Furthermore, none of the proposed improvements would substantially alter or introduce contrasting features within views from the Interstate-5 (I-5) Freeway or Western Heritage Way.

Similar to existing conditions, the project would include a number of wall, monument, informational, and pole signs. The proposed signage would complement the architecture of the new buildings and would respect the location of the project site within Griffith Park. In addition, the setbacks and location of the signs would be appropriate for the park setting, and would be complemented by landscaping and mature trees.

The project is located in an active area of Griffith Park with nearby freeway infrastructure. Nearby uses include the Los Angeles Zoo; a surface parking area that contains the Griffith Park Observatory shuttle reservations center building, the temporary shuttle station for the Griffith Park Observatory, the Zoo Magnet Center, and the Department of Water and Power (DWP) Fuel Cell Demonstration Project; and the Woodrow Wilson and Harding Municipal Golf Courses. As such, there is no potential to have a conflicting contrast with buildings of differing massing or architectural characteristics.

With regard to construction activities, the short-term changes in existing on-site structures and exterior areas would result in a noticeable change in the site's appearance. However, these construction activities would be of short duration and would generally be screened from view by mesh covered fencing.

Based on the above, the project would not alter, degrade or eliminate the existing visual character of the area, including visually prominent existing features, or valued resources through the conversion of large areas of natural open space; it would not substantially contrast with the visual character of the surrounding areas and its aesthetic image; and it would not preclude the attainment of the general aesthetic intent of regulations or applicable plans. Therefore, project impacts with regard to aesthetic character would be less than significant.

(2) Views

As one approaches the project site from the north along Zoo Drive, the street ultimately becomes Western Heritage Way. Views to the south and southwest along Western Heritage Way offer expansive views of the Santa Monica Mountains, as shown in Figure 15 of the Draft EIR. The Campus Building sits to the side of Western Heritage Way and has no effect on the long range view of the hillside. Upon completion of the proposed project, the Campus Building would be set back approximately 101 feet from Western Heritage Way.

As one approaches the project site from the south along Crystal Springs Drive, the street turns into Western Heritage Way. Views from the south along Crystal Springs Drive are of the Verdugo Mountains to the north. In addition, broad views of the Verdugo Mountain are prominent from several other locations in the project vicinity. When viewed from the south, the Campus Building nestles into the foot of the mountain visually, and the expanded Campus Building's effect on the view would be essentially the same. The new Institute Building to be constructed in Phase 2 would be located south and outside of the existing view corridor. As travelers head further north on Western Heritage Way, the Campus Building is set back off the road and has no substantial effects on long range views.

Generally, travelers along Western Heritage Way have a view that includes expanses of the park's open space, with intermittent views of facilities such as the Campus Building, the Zoo and Zoo parking lot, and landscape with the mountains acting as backdrops. These general view conditions would not be altered by the project's implementation. Further, the project would not change view conditions from those of the Campus Building, nor substantially obstruct or interfere with existing views of a view resource. Therefore, project impacts on views along Western Heritage Way would be less than significant.

The Campus Building is visible to travelers on the northbound I-5 and the westbound SR-134 Freeways. For travelers on the I-5, the project site is situated off of Western Heritage Way amidst mature landscaping, and does not obstruct the long range views of travelers along the freeway. Therefore, the additional building volume would not substantially alter view conditions from this location. Travelers on the SR-134 Freeway have clear views of the Campus Building as they head west. The Campus Building is a built structure that sits within landscape along with other infrastructure urban uses amidst the natural backdrop of Griffith Park. The expansion of the Campus Building in Phase 1 would slightly increase the building volume and bring its eastern edge to lie slightly closer to the freeway. This would not cause a notable change in the site appearance. The Institute Building that is proposed to be constructed in Phase 2 would cause the most notable change in building volume within the site. However, this building would be screened from the freeways by the intervening Zoo wastewater treatment facility and mature trees and vegetation. Thus, the project would not substantially block or obstruct views of valued existing view resources from SR-134. Travelers on SR-134 would see a slightly larger building set into the landscape, and an overall panoramic view that would be largely unchanged; therefore, impacts from this location would be less than significant.

As discussed above, views of the project site are also available from nearby uses in the project vicinity such as the Zoo parking lot and the Woodrow Wilson and Harding Municipal Golf Courses. However, due to its location, the project site does not adversely affect views of the Verdugo or Santa Monica Mountains to the north or south of the Zoo parking area. In addition, the SR-134 Freeway, the existing Campus Building within the project site, and the mature trees within the golf courses and project site obstruct views of the Verdugo Mountains to the north

from certain vantage points on the golf courses. As proposed building areas would be integrated with existing on-site buildings, the project would not substantially alter the intermittent views of the Verdugo Mountains from the golf courses. Views of the site are generally less obstructed from higher elevations such as the Verdugo and Santa Monica Mountains. However, given their distance from the site, any such views would be of a large viewshed and, consequently, the project site would be a small element of the view that would blend in with its surroundings. In addition, the project would not substantially obstruct or alter existing views of Griffith Park itself since the project site is already developed and new building additions and structures would be consistent with the architectural style and scale of the Campus Building. Overall, the project would not substantially obstruct or alter existing views of visual resources.

(3) Light and Glare

Implementation of the proposed project would not substantially increase ambient light levels on the project site and in the immediately surrounding vicinity. Similar to existing conditions, project-related lighting would consist of point light sources. Nighttime exterior lighting would consist primarily of public safety and security lighting fixtures along pedestrian walkways and in the parking areas as well as accent lighting of the building exterior. Such fixtures would continue to be directed inwards and downward with shielding as appropriate, in order to minimize light spillover. Existing and proposed landscaping on-site would also serve to limit the visibility of Campus lighting from off-site. In addition, lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, the project would not introduce significant new sources of light that would substantially affect nighttime views or substantially illuminate or alter the character of adjacent, off-site, light-sensitive uses; therefore, lighting impacts would be less than significant.

Glare effects also would not be expected to increase under the project. With removal of parking lots from along Western Heritage Way and introduction of enclosed parking in Phase 2, glare reflected from parked vehicles on-site would be reduced. As metal roofing and highly reflective glass materials would not be introduced on-site, sunlight reflected from project building windows would not be expected to generate substantial glare during most of the year, similar to existing conditions. Since the proposed project would not include highly reflective surfaces, lighting would not substantially interfere with off-site activities, and glare impacts would be less than significant.

(4) Shade and Shadow

The Campus Building is comprised of a main floor level, a lower level, and an upper floor level and appears as two-stories from most vantage points. Other than the golf courses to the south and the Zoo Magnet Center to the southwest, there are no shadow-sensitive uses in the

immediate project vicinity. The golf courses are separated from the Campus Building by the South Lawn and a service road. The LAUSD Zoo Magnet Center is located approximately 950 feet southwest of the project site. During the hours of concern specified by the City's significance threshold criteria (three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October), site shadows would generally be cast within the project site itself. In addition, new shadows would generally extend from the northwest and then move towards the northeast throughout the day. Thus, the shadow-sensitive uses to the south of the project site would not be significantly impacted by the proposed project. Impacts would be less than significant and no mitigation measures would be required.

(5) Regulatory Consistency

As discussed in Section IV.A, Aesthetics, of the Draft EIR, the project would be consistent with and supportive of the aesthetic guidelines of plans and regulations that are applicable to the project site. This includes the Hollywood Community Plan and the Griffith Park Master Plan. In addition, as part of the project, any street trees that would be removed would be replaced in accordance with City requirements (refer to Section IV.A, Aesthetics, of the Draft EIR). In addition, the Autry has volunteered to implement mitigation measures for City-protected tree species even though such trees are not themselves protected specimens since they were planted as part of project planting or landscape program.

The project would include a height allowance provision as part of a new Conditional Use Permit (CUP) to allow building heights to exceed the 30 foot height limit. The proposed variation in project heights would not substantially alter the aesthetic characteristics of the project site, nor adversely affect the aesthetic conditions. Most of the Campus Building has the general appearance of a two-story building, particularly when viewed from the west along Western Heritage Way. Thus, the proposed building heights, which would be similar to existing building heights, would be visually consistent with existing building heights and would not create a substantial contrast when compared with existing conditions. The proposed tower would also create aesthetic articulation and visual interest to the site. As discussed below under Section 5, Land Use, the project would also include a sign variance.

b. Cumulative Impacts

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, the Los Angeles Department of Water and Power's (DWP's) Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be

expected to detract from the visual character of the area or result in significant impacts to views. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not substantially detract from the visual character of the environment or impact views. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, no cumulative aesthetic impacts from these projects would occur. In addition, each related project would be analyzed on a case-by-case basis to determine its impact on aesthetics, views, light and glare, and shading. Should impacts occur for those projects, they would likely be required to mitigate their impacts.

c. Mitigation Measures

As described above, the project includes numerous design features that would reduce potential adverse impacts that would enhance the aesthetic quality of the project site. With implementation of the Project Design Features and compliance with regulations, impacts of the project would be less than significant with regard to aesthetic character, views, light and glare, and shading. Mitigation measures would not be required.

d. Level of Significance After Mitigation

With implementation of the project features described above, the proposed project would not result in significant impacts relative to aesthetics, views, light and glare, or shading.

2. AIR QUALITY

a. Environmental Impacts

(1) Construction

As detailed in Section IV.B, Air Quality, of the Draft EIR, construction-related daily maximum regional construction emissions would not exceed the South Coast Air Quality Management District (SCAQMD) daily significance thresholds for VOC, Particulate Matter (PM₁₀), Carbon Monoxide (CO), Volatile Organic Compounds (VOC) or Sulfur Oxides (SO_x). However, while construction Nitrogen Oxides (NO_x) emissions would not exceed the SCAQMD daily significance threshold for Phase 1 construction, NO_x emissions would exceed the SCAQMD daily significance threshold for Phase 2 construction to the extent that individual construction stages (e.g., demolition and site grading) may overlap. Thus, regional construction emissions would result in a significant short-term air quality impact.

With regard to local construction impacts, maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for NO_x, PM₁₀, PM_{2.5} and CO. Therefore, with respect to localized emissions from construction activities, the impacts would be less than significant.

In addition, the proposed project would not result in a long-term (i.e., 70 years) substantial source of Toxic Air Contaminant (TAC) emissions. There would be no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would be less than significant.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Via mandatory compliance with SCAQMD rules, no construction activities or materials are proposed which would create objectionable odors. Therefore, no impact would occur and no mitigation measures would be required.

(2) Operational Impacts

Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9).

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model. Based on the URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions, the increase in regional emissions resulting from operation of the project are expected to be below the SCAQMD thresholds for all criteria pollutants.

With regard to local CO impacts, project-generated traffic volumes are forecast to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections studied. Since a significant impact would not occur at the intersections operating at the highest V/C ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of project-generated traffic volumes.

The primary source of potential air toxics associated with proposed project operations include diesel PM₁₀ from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and emergency backup generators. The proposed project operations would not substantially change the locations or intensity in use of loading docks on the project site. As

such, the proposed project would not be considered a substantial source of diesel PM₁₀ and a significant regional air quality impact would not occur.

The proposed project would not include any sources of acutely and chronically hazardous toxic air contaminant sources, although minimal emissions may result from the use of consumer products. As such, the proposed project would not release substantial amounts of toxic contaminants, and no significant impacts on human health would occur. Based on the limited activity of the toxic air contaminant sources, the proposed project does not warrant the need for a health risk assessment, and potential air toxic impacts would be less than significant.

The proposed project would likely include the installation and operation of diesel-fired generators for emergency power generation. Unless a blackout occurs, these generators would be operated for only a few hours per month for routine testing and maintenance purposes. Compliance with SCAQMD Rules and Regulations regarding stationary-source combustion equipment would ensure that contributions to localized PM₁₀ concentrations remain below the 2.5 µg/m³ significance threshold. As such, any potential impacts would be less than significant.

The proposed project does not include any uses identified by the SCAQMD as being associated with odors. Thus, potential odor impacts would be less than significant.

(3) SCAQMD and City of Los Angeles Policies

While development of the project would result in short-term regional impacts due to construction, project development would not have a long-term impact on the region's ability to meet State and Federal air quality standards. The project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM₁₀ and PM_{2.5}. Also, the project would be consistent with the goals and policies of the Air Quality Management Plan (AQMP) for control of fugitive dust. As discussed above, the project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

Further, as discussed in Section IV.B, Air Quality, of the Draft EIR, it is concluded that the proposed project would be consistent with the City of Los Angeles air quality policies as it implements the air quality goals and policies set forth in the City's General Plan.

Overall, no significant impacts would occur as a result of project development with respect to compatibility with applicable air quality policies as set forth in the City's General Plan Air Quality Element.

(4) Greenhouse Gas Emissions

Emissions of greenhouse gases (GHGs) were calculated for the existing and projected future uses with implementation of the proposed project. Results are presented in Section IV.B, Air Quality, of the Draft EIR. Also included therein is the California Energy Commission's estimated 2004 State-wide inventory, the latest year for which data are available. As shown, the net increase in GHG emissions from vehicle, electrical, and natural gas usage associated with the proposed project is approximately 0.0009 percent of the 2004 emission inventory of 391 million metric tons CO₂. CARB has not yet released an official inventory for 1990.

There are many uncertainties involved in the quantification of GHGs from any individual project. Newer construction materials and practices, current energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago, but the net effect is difficult to quantify. Thus, the estimated net increase in emissions resulting from implementation of the proposed project presented above may be an over- or under-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for performing criteria air pollutant assessments. This GHG analysis was performed in accordance with existing non-GHG specific SCAQMD and CARB guidance.

As discussed above, the calculation of GHG emissions does not take into account implementation of planned lower GHG emission standards from passenger vehicles and power plants within the State of California, as these rules are yet to be finalized and promulgated. The following planned City actions, as presented in the LA Green Plan, when implemented, may further decrease emissions of GHGs from the proposed project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
- Expanding the regional rail network to reduce VMT.

In addition, the calculations do not take into account the effect of the specified project features. The effectiveness in reducing GHG emissions of each of the project features varies. For example, Energy Star CFLs can reduce lighting energy demands by 75 percent, and Energy Star appliances use up to 50 percent less energy than their non Energy Star counterparts. Trees are able to sequester more carbon dioxide as they age and the average tree can sequester 330 pounds of carbon dioxide from the atmosphere every year. Reducing water consumption results in a reduction of GHG emissions from energy generation to operate water pumps and

wastewater treatment facilities, which have been identified as major sources of GHGs statewide. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions from those presented in Section IV.B, Air Quality, of the Draft EIR.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. While it is not possible at this time to quantify the exact reductions in greenhouse gas emissions anticipated from the project features, the proposed project would be consistent with the goals of California's AB 32. The project would be designed and built to incorporate LEED aspects such as maximizing operational efficiency through the reduction of energy consumption and reducing vehicle miles traveled. For example, the project would promote ridesharing programs and implement other improvements to promote alternative transportation methods. Energy performance would be optimized through the use of CFL bulbs, Energy Star appliances, use of Low-E windows and heating and cooling systems. In addition, the project would also include features such as low-flow toilets and fixtures and drought tolerant landscaping. The proposed project would also promote the City's goal of collaborating with the private sector to foster public-private partnerships to reduce CO₂ emission beyond the city's jurisdiction as part of the "Green LA" plan.

Overall, the project would result in lower GHG emission rates compared to current standards and practices. In the absence of numeric thresholds and given the consistency of the proposed project features with the State and City's goals, the contribution from the project to global climate change is considered less than significant. As such, no mitigation is required.

b. Cumulative Impacts

The SCAQMD's approach for assessing cumulative impacts is based on its Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts, taking into account the Southern California Association of Governments' (SCAG) forecasted future regional growth and determining whether the project is consistent with the forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur. Cumulative air quality impacts for the project were evaluated in the context of Los Angeles County as a whole for the projected operational buildout year of 2014, consistent with the SCAQMD's methodology.

Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), a project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population vehicle miles traveled (VMT) to daily countywide VMT exceeds the ratio of daily project-related employee or population growth to daily countywide employees. This project does not contain any residential elements, and therefore a population related VMT increment was not calculated. However, the project does result in an increase in employees. As discussed in Section IV.B, Air Quality, of the Draft EIR, the project's VMT ratio does not exceed the employee ratio. Based on these criteria, development of the proposed project would have a less than significant air quality impact. In addition, as previously shown in localized CO impact analyses conducted for cumulative traffic (i.e., related projects and ambient growth for both 2010 and 2014) no local CO violations would occur at any of the studied intersections. Therefore, the project would not have a significant cumulative impact on air quality.

Three of the 30 related projects located within close proximity of the project site have the potential to result in a cumulative localized impact to sensitive receptors. The Los Angeles Zoo Parking Lot Demonstration on Environmental Sustainability project is scheduled to be constructed in 2009, which could be concurrent with the project's Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, which would overlap with the proposed project's Phase 2 construction (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would extend to 2020.

Currently, there are no thresholds or methodology available for determining cumulative impacts on a localized level. However, given the close proximity of the related projects and that the related projects would disturb a large area or involve substantial earth moving activities, it can be ascertained that the combined impacts may exceed the localized significance threshold for PM₁₀. In addition, construction-period NO_x regional emissions associated with the proposed project are already projected to result in a significant impact to air quality. As such, cumulative impacts to air quality during the proposed project construction would also be significant and unavoidable for regional and localized air quality impacts.

Similar to the proposed project, the greatest potential for TAC emissions at each related project would involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Given that the proposed project's contribution to cancer risk from construction activities would be less than significant and is a localized impact, related projects that have not already been built would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. Thus, TAC emissions from the related projects are anticipated to be less than significant individually and cumulatively.

Also similar to the proposed project, potential sources that may emit odors during construction activities at each related project would include the use of architectural coatings and solvents. However, via mandatory compliance with SCAQMD Rules, it is anticipated that construction activities or materials used in the construction of the related projects would not create objectionable odors. Thus, odor impacts from the related projects are anticipated to be less than significant individually, as well as cumulatively.

With regard to cumulative GHG emissions, as stated above, an increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. However, currently there are no significance thresholds, no specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

The baseline for AB 32 is considered to be “business as usual.” For the purposes of the proposed project and the related projects, “business as usual” would be development according to the energy efficiency standards established in Title 24, California’s energy efficiency standards for residential and non-residential buildings. However, the proposed project would be constructed to exceed the reduction goals of Title 24 by implementing enhanced building insulation and cooling systems, drought-tolerant landscaping, and water conservation measures. In addition, the proposed project intends to achieve certification within the LEED Green Building Rating System. The LEED program integrates the principals of smart growth and green building design. As described above, specific to reducing carbon emissions, the proposed project would: promote alternative transportation, provide shower facilities for employees biking to work; install water-conserving plumbing and fixtures; and install energy efficient lighting, appliances, and onsite equipment. Overall, these project features would reduce both energy demand and VMT associated with the proposed project, resulting in a reduction of GHG emissions.

In June 2005, Governor Schwarzenegger signed Executive Order S-3-05, which established GHG emissions targets for the state, as well as a process to ensure the targets are met. As a result of this executive order, the California Climate Action Team (CAT), led by the Secretary of the California EPA, was formed. The CAT published its report in March 2006, in which it laid out several recommendations and strategies for reducing GHG emissions and reaching the targets established in the executive order.³ Table 13 in Section II, Corrections and Additions, of the Final

³ *California Climate Action Team. Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006.*

EIR illustrates the project's consistency with those recommendations and strategies presented in the CAT report. The project features listed in Table 13 apply directly to CAT strategies for reducing GHG emissions.

The proposed project, by implementing the project features and GHG reducing measures described in Table 13 of Section II, Corrections and Additions, results in a GHG emission profile which is better (lower) than business as usual. In addition, the City has taken steps to reduce GHG emissions from new development by requiring all developers to implement smart growth techniques in new sizeable construction projects. The City of Los Angeles is also taking direct action to reduce emissions from all utility users and improve transportation citywide. The project's features and GHG reduction measures, coupled with the City's initiatives, make the project consistent with the goals of AB32. Thus, the project does not result in a cumulatively significant impact. Therefore, no mitigation is required.

c. Mitigation Measures

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the project's air quality impacts during construction:

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.⁴

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure B-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

⁴ SCAQMD Rule 403 requirements are detailed in Appendix C in the Draft EIR.

Mitigation Measure B-8: General contractors shall require on-site heavy-duty construction equipment during Phase 2 site preparation/excavation activities to meet Tier II (2001) emission standards or be equipped with diesel oxidation catalysts. The requirements of this mitigation measure shall specifically be limited to excavators, graders, dozers, loaders, and scrapers.

d. Level of Significance After Mitigation

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. With implementation of mitigation measures, maximum daily NOx emissions during Phase 2 site grading would be reduced. However, construction NOx emissions would continue to exceed the SCAQMD regional significance thresholds for NOx during the most intense construction period to the extent that individual construction stages (e.g., demolition and site grading) may overlap. As such, project construction would continue to result in a significant regional impact even with incorporation of all feasible mitigation measures. In addition, as discussed above, cumulative impacts to air quality during the proposed project construction would also be significant for regional and localized air quality impact.

No notable impacts related to TAC emissions during construction are anticipated to occur for the proposed project. As such, potential impacts regarding TAC emissions would be less than significant.

The proposed project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed that would create objectionable odors. As such, potential impacts would be less than significant.

3. CULTURAL RESOURCES

a. Analysis of Project Impacts

(1) Historical Resources

(a) Griffith Park Campus

The results of the cultural resources record search through the CHRIS-SCCIC indicated that there are no recorded historic resources within the project site. The Campus Building was constructed in the mid 1980s and is approximately 20 years old. Thus, due to the lack of sufficient age as well as 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. Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

(b) Arroyo Campus

The Arroyo Campus is located on a 12-acre site in the Mount Washington community. Since 1914, the Arroyo Campus has been located in its current location midway between downtown Los Angeles and Pasadena, near the intersection of Highway 110 and Avenue 43. The site includes the Southwest Museum Building, the Casa de Adobe, and the Braun Library. The site is listed as a landmark of significant historic value on the National Registry of Historic Places. It has been designated City of Los Angeles Historic-Cultural Monument #283 and is listed in the California Register of Historic Resources.

The Arroyo Campus is not part of the project. Rather, the Autry National Center's decision to expand its Griffith Park Campus is independent of any decision as to how to reuse the Arroyo Campus. The Autry's Board has previously resolved to move the Southwest Collection, regardless of whether the expansion occurs at the Griffith Park Campus.

As for the Arroyo Campus, a reuse report for the site was prepared in September 2004. Since that time and on an unrelated path, the Autry National Center has been exploring options for use of the site, and this exploration is ongoing. Therefore, the Autry National Center does not have a specific proposal related to the Arroyo Campus and, as such, any analysis of such environmental impacts would be speculative. Thus, while the Arroyo Campus does include known historic resources, such as the Southwest Museum Building and the Casa de Adobe, in accordance with the Public Resource Code and the CEQA Guidelines, these resources would not be impacted by the project.

In accordance with Section 21084.1 of the California Public Resources Code, Section 15064.5 of the State CEQA Guidelines, and the *City of L.A. CEQA Thresholds Guide (2006)*, a project has a significant impact on a historical resource if it would result in a substantial adverse change in the significance of a historical resource. "Substantial adverse change in the significance of an historical resource means physical demolition" or other adverse effects, such that the significance of the historic resource "would be materially impaired." Material impairment occurs when a project alters or destroys "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a State or local historic registry. Since there is nothing to demonstrate that the proposed project would in any way "materially impair" the known historic resources at the Arroyo Campus, no potential impacts would occur.

On the contrary, the Autry National Center has taken steps towards restoring the Southwest Museum Building, which was in disrepair due to deferred maintenance, age, and general building deterioration. Among its first actions, the Autry National Center completed the National Register application process in 2004, which resulted in the formal listing of the Southwest Museum Building as a landmark of significant historic value on the National Registry of Historic Places. In December 2005, the Autry National Center secured nearly \$1 million in state funding from the California Culture and Historical Endowment to undertake building rehabilitation projects including waterproofing, electrical upgrades, and mechanical upgrades. The Autry National Center also secured a FEMA grant to enable long-overdue repair and stabilization of the Caracol Tower due to damage sustained in the Northridge Earthquake. As a nationally registered historic structure, the Southwest Museum Building is being rehabilitated in accordance with the Secretary of Interior Standards for Rehabilitation of Historic Structures. In accordance with CEQA, compliance with these standards ensures that no significant impacts will occur.

With regard to the Southwest Collection within the Arroyo Campus site, the movement of the Collection is not a “project” under CEQA. Furthermore, even if the Southwest Collection could be considered part of a project’s environment, the proposed project would not significantly impact the Southwest Collection. Specifically, the proposed project would not in any way “materially impair” the Southwest Collection.

If anything, the proposed project demonstrates the Autry’s commitment to preservation of the Southwest Collection by providing a state-of-the-art facility in which the Collection can be properly cared for while providing greater public access to the Collection – most of which has been hidden from public view for decades due to a lack of space in which to properly display and care for these artifacts. Currently, the inadequate exhibit space in the Southwest Museum Building requires 98 percent of the 250,000 items in the Collection to remain in storage at any given time. The Collection is largely stored in the seven-story Caracol Tower, which is inappropriate in size and condition for the conservation, documentation, and scholarly requirements of the Collection. These deficiencies put the stored collections at risk. By placing the Southwest Collection in a state-of-the-art facility, these historic resources will receive the best care available while achieving a higher public display value than if they were to remain at the Arroyo Campus.

(2) Archaeological Resources

The project site and much of the area surrounding the project site has been previously disturbed through grading and development, and no archaeological resources have been identified by 12 reported previous investigations within a one-mile radius of the project site. In addition, ethnographic information compiled by A. L. Kroeber in 1925 for the project vicinity does not show any Native American settlements at or in the immediate vicinity of the project

site. A Sacred Lands File search conducted through the Native American Heritage Commission (NAHC) did not identify any known Native American cultural resources in the vicinity of the project site. Overall, the potential for the proposed project to encounter previously undiscovered archaeological resources within the project boundaries appears to be low. However, following information provided by the Gabrielino Tongva Tribal Council regarding location of a Native American village in the vicinity of the project, mitigation has been recommended to reduce the impacts of the proposed project on archaeological resources to a less than significant level.

(3) Paleontological Resources

A paleontological records search conducted for the project site by the Natural History Museum revealed that there are no known vertebrate fossil localities within the project site or nearby from the same or similar sedimentary deposits. However, the record 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 vertebrate fossil remains. However, in the event that deeper excavations into older Quaternary deposits may be required for the project, implementation of the proposed mitigation measure below would ensure that potential impacts associated with undiscovered paleontological resources would be less than significant.

b. Cumulative Impacts

From a cumulative impact perspective, grading, excavation, and other construction activities associated with the project in combination with other related projects in the project vicinity could have a cumulatively adverse impact on archaeological and paleontological resources. However, compliance with regulatory requirements would ensure that potential cumulative impacts associated with archaeological resources would be less than significant. In addition, as described below, implementation of the proposed mitigation measure would ensure that potential cumulative impacts associated with paleontological resources would be less than significant. It would also be expected that other related projects would implement mitigation measures on a case-by-case basis if deemed appropriate as part of their environmental review. The project would not result in any impacts to historic resources, and thus no cumulatively considerable impacts would occur. Thus, cumulative impacts associated with cultural resources would be less than significant.

c. Mitigation Measures

The following mitigation measures are recommended to assure that should any archaeological, Native American, and paleontological resources be discovered during

construction, they would not be significantly affected by the implementation of the proposed project:

Mitigation Measure C-1: A qualified archaeologist shall be retained by the Applicant to review grading plans and geotechnical information and prepare a monitoring plan for all ground-disturbing activities in previously undisturbed sediments. A qualified archaeologist is defined as an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology. Ground-disturbing activities include primary construction-related activities and any associated secondary activities for support services such as utilities. Any such monitoring of previously undisturbed sediments shall be conducted by an archaeological monitor and a Native American monitor. The Native American monitor shall be requested from a group identified by the Native American Heritage Commission as having affiliation with the project vicinity. On agreement between the qualified archaeologist and the Native American monitor, the archaeological monitor may also notify the Native American monitor in the event of an archaeological discovery. In the event that archaeological resources are identified during monitoring or unexpectedly during excavations in fill sediments, all work proximal to the discovery (estimated at 25 feet) shall halt until the qualified archaeologist has evaluated the find. If the archaeologist determines that the find is significant or may qualify as significant, the archaeologist shall prepare a treatment plan. If the find is prehistoric or includes Native American materials, affiliated Native American groups shall be invited to contribute to the treatment plan. Preservation in place shall be considered as a treatment, where feasible. Results of monitoring and any archaeological treatment shall be reported in an appropriate technical report to be filed with the Applicant, the City, and the California Historical Resources Information System. Any artifacts recovered during monitoring or treatment shall be curated at an appropriate facility, such as the Autry National Center.

Mitigation Measure C-2: If human remains are unearthed unexpectedly during ground-disturbing activities, 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 Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner will have 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.

Mitigation Measure C-3: In the event that deeper excavations into older Quaternary deposits may be required for the project, 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. Level of Significance After Mitigation

Significant impacts associated with historic resources would not occur as a result of the project. In addition, implementation of the above mitigation measure would ensure that potential impacts associated with archaeological or paleontological resources would be less than significant.

4. HYDROLOGY

a. Environmental Impacts

(1) Construction

During construction, portions of existing buildings and landscaping would be removed and expanded. As a result, underlying soils would be exposed, making the site temporarily more permeable and susceptible for conveyance into nearby storm drains. However, this increase in permeability would not have a substantial impact on existing drainage patterns and flows, particularly since grading and erosion control plans would be implemented along with appropriate Best Management Practices (BMPs). Furthermore, on-site water activities to reduce airborne dust which could contribute to pollutant loading in storm water runoff would be subject to the National Pollutant Discharge Elimination System (NPDES) general permit requirements. In accordance with the NPDES, the project would implement a Storm Water Pollution Prevention Plan (SWPPP), which would specify BMPs and erosion control measures to be used during construction activities. These and other BMPs would eliminate or reduce pollutant levels in stormwater runoff during construction. Thus, with compliance of SWPPP guidelines including the implementation of BMPs, the project would not violate water quality standards.

Construction-related impacts to hydrology and surface water quality would be less than significant.

(2) Operation

The proposed project would result in a minor increase in impervious surfaces. With the proposed improvements, drainage would follow patterns that would be similar to existing drainage patterns, with the exception of increased impervious areas resulting from new building and surface parking areas. The proposed project's approximate five percent increase in impervious area would result in a post-development storm water runoff flow of 23.30 cfs, which represents a one percent decrease in flow when compared to existing conditions of 23.62 cfs. In addition, the Autry will seek a variance to reduce the amount of Code-required on-site parking, while still providing adequate parking to meet actual demand, which would further decrease the amount of impervious area on-site, thereby reducing the amount of storm water runoff even further. With project usage of bioswales and permeable pavement, storm water discharge rates from the development would be maintained at or below existing conditions. Therefore, no increase in flows during a 50-year storm condition would occur and SUSMP requirements regarding peak flows would be met. Thus, impacts associated with drainage would be less than significant.

As the proposed uses would be the same, the project would not generate any new sources of polluted runoff. In accordance with the SUSMP requirements, the project would be required to implement BMPs during the operational phase of the project to reduce the discharge of polluted runoff from the site. The final selection of BMPs would be completed through coordination with the City of Los Angeles. With compliance with NPDES requirements, impacts associated with water quality would be less than significant.

b. Cumulative Impacts

Other related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, all of the related projects would also be subject to State NPDES permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Furthermore, the Los Angeles Zoo Parking Lot Sustainability project would improve drainage and water quality. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

c. Mitigation Measures

The proposed project would be subject to the NPDES requirements described above, including preparation of a SWPPP and compliance with SUSMP requirements. Compliance with these requirements would ensure that impacts to hydrology and surface water quality are reduced to less than significant levels. As the proposed project is not anticipated to result in any significant impacts to hydrology and surface water quality, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts to hydrology and surface water quality would be less than significant; therefore, no mitigation measures would be required.

5. LAND USE

a. Environmental Impacts

(1) Consistency with Applicable Plans and Policies

The proposed project development would be subject to numerous local and regional land use plans including the Los Angeles General Plan Framework Element, the Hollywood Community Plan the LAMC, and the Ground Lease.

The project would be consistent with the Open Space and Conservation goals of the Los Angeles General Plan Framework. The project would serve the needs of existing and future residents for cultural uses as well as provide a destination for visitors and tourists. The site is well located, with access to two freeways and public transportation, to serve a regional population.

Site improvements to be accomplished as part of the proposed project would also be consistent with the Hollywood Community Plan policy wherein “existing recreational sites and facilities [would] be upgraded through site improvements rehabilitation and reuse of sound structures, and replacement of obsolete structures, as funds become available.” In addition, the Community Plan designation for the project site is Open Space; a designation which allows museums. Therefore, the proposed project would remain consistent with this designation.

The proposed project would be consistent with the published 1978 Griffith Park Master Plan that includes six primary goals that include: focusing future park development in developed areas of the park, improving the cultural and entertainment aspects of the park, improving the natural beauty and visual environment qualities of the park, improving the park-wide

transportation system, and improving park operations. The proposed project would redevelop an existing facility for cultural purposes, thus supporting these goals. In addition, the project would continue to support this activity within the Plan designated Zoo Gateway area, an area designated for focused visitor activities. The project's relocation of surface parking away from Western Heritage Way, with new landscaping in its place, would enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and contribute to the natural beauty and environmental qualities of the park. Attainment of these goals would not be adversely affected by the proposed project. In October of 2004, the Department of Recreation and Parks began work on a revised draft of the Griffith Park Master Plan (the Draft Plan). The content of the Draft Plan is still in the initial planning stages. At this time it is uncertain as to whether the Draft Plan will be adopted or how it may be modified en-route to adoption. As such, the exact content of the Draft Plan cannot be known at this time. However, it can be noted that the Draft Plan defers to the Autry National Center's specific plan; therefore, the project's proposed development is consistent with the future site use anticipated in the Draft Plan.

The project site is zoned OS-1XL (Open Space, Height District 1, Extra Limited height restriction) by the City of Los Angeles and the Planning and Zoning Code (Chapter 1 of the LAMC). With a 1-XL designation, the highest point of the roof of any building or structure shall not exceed 30 feet in height. The tallest building height proposed would be a maximum of approximately 57 feet (including raised roof elements other than the tower). Thus, the height of the building would decrease slightly when compared with the existing height of 59 feet (exclusive of the existing tower element). However, when viewed from around the project site, particularly from Western Heritage Way on the west, the new building area would be approximately 43 feet in height, slightly greater than pre-project conditions but similar to existing conditions when viewed from a distance. Thus, the requested height allowance would provide for building heights that would be consistent with the existing conditions and would account for the steep slope conditions on the project site. Therefore, the impact of building heights greater than 30 feet as conservatively measured by the LAMC would not result in significant environmental impacts. The project is proposing, as project actions, the attainment of a CUP with a height allowance provision, and a site plan review. These actions would meet the City requirements for implementation of the project, and allow the City to consider project features, including the requested height allowance for buildings greater than 30 feet.

The Autry will seek a variance to provide that the Autry is not required to construct more than 311 parking spaces upon completion of Phase 1 or more than 380 spaces upon completion of Phase 2. The variance will allow the Autry to provide a number of on-site parking spaces that meets parking demand while minimizing parking on-site as suggested in public comments on the Draft EIR. Relatedly, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking. Based on the detailed project parking demand analysis provided in Appendix 13 of the Final EIR, the

proposed parking supply of 311 and 380 parking spaces upon completion of Phase 1 and Phase 2 of the project, respectively, would adequately meet peak parking demand. In addition, goals associated with the preservation of open space would be better achieved by the parking reduction variance. By providing additional landscaped open space (approximately one-half acre) in the place of paved surface parking and preserving several prominent trees at the southwest corner of the site, the parking reduction variance would further enhance the project's relationship to surrounding uses by providing a more natural setting for the building, and further contribute to the natural beauty and environmental qualities of the park. Thus, the impact of the parking variance on land use would be less than significant.

The project also includes a sign variance. As proposed, the project would include a number of wall, monument, informational, and pole signs. Section 14.4.8.A.2 of the Municipal Code provides that the combined sign area of monument signs, projecting signs, wall signs, illuminated architectural canopy signs, pole signs, roof signs and window signs shall not exceed four square feet for each foot of street frontage. The project site has a street frontage along Western Heritage Way of approximately 1,173 feet. The frontage of the east-facing side of the property along the I-5 freeway is approximately 1,105 feet. Together, the frontages equal 2,278 square feet and therefore would allow a maximum of 9,112 square feet of allowable signage. LAMC Section 14.4.8.A.1 provides that “[t]he sign area of monument signs shall not exceed 1.5 feet per foot of street frontage nor a maximum of 75 square feet for the sign face visible to the same direction of traffic.” This formula would permit over 3,400 square feet of monument sign area for the project site. Total monument signage proposed is only 200 square feet. The variance would allow the development of a single monument sign with two sign faces of 100 square feet each (each face measures 5 feet by 20 feet), exceeding the maximum allowed sign area of 75 square feet for each sign face.

LAMC Section 14.4.12.A provides that “[l]ots having a street frontage of at least 50 feet may have a pole sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing pole sign or projecting sign.” With a total of 2,278 square feet of street frontage, 11 pole signs would be allowed. Nevertheless, and in an abundance of caution, the Autry is requesting relief from the LAMC signage requirements so that if only Western Heritage Way is treated as street frontage under the Municipal Code, 6 additional pole signs may be allowed.

The signage variance would not result in any new or greater impacts than those of the proposed project. The proposed signage is appropriate in relation to existing signage and the expanded Campus Building. The signs which are the subject of the variance serve valuable informational and wayfinding purposes for visitors approaching the Campus from the north and south along Western Heritage Way. The setbacks and location of the signs are appropriate for the natural Park setting, and are complemented by landscaping and mature trees. None of signs would introduce off-site advertising, and the total aggregate area of signage proposed is

substantially less than the amount that would be permitted by the sign regulations. Lighting of the proposed signs would be minimal, with no significant introduction of new light sources. Thus, impacts would be less than significant.

(2) Consistency with Regional Plans and Applicable Policies

The project would support the concepts and policies contained within SCAG's Regional Comprehensive Plan and Guide, as the project is located in an area easily accessible by regionally connected freeways and public transportation, supporting the goal of providing a cultural and educational facility that is accessible to all members of society of varying economic and cultural backgrounds. Additionally, since the SCAQMD's AQMP incorporates projections from local planning documents and the proposed project would be consistent with the existing land use designations of the relevant Community Plan, the project would not conflict with the AQMP for the South Coast Air Basin. Furthermore, implementation of the project would not conflict with the Metropolitan Transport Authority Congestion Management Plan (CMP), as it would not exceed CMP thresholds at any CMP intersection or freeway monitoring location.

(3) Land Use Compatibility

Hollywood, the community in which the proposed project is located, contains a mix of office, retail, hotel, restaurant, entertainment, and residential uses more than two to three miles from the project site. The project site is isolated from other surrounding urban development and development in the City of Glendale by the SR-134 Freeway to the north, the I-5 Freeway and Los Angeles River to the east, and the Griffith Park Facilities on the west and south. The project's land use relationships are shaped by its location within a section of Griffith Park developed with the Zoo, the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, the Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, and golf courses. The project is a visitor destination which is located at the edge of the park, away from the less intensive recreation facilities, and at an easily accessible gateway adjacent to two major freeways and public transportation.

The project as proposed is an expansion of an existing visitor-serving facility. The expansion of the Campus would allow the Autry National Center to expand its range of services with educational and research functions, etc., all of which are consistent with, and which would be integrated with, the site's existing uses. The project would be contained within the existing site without encroaching into adjacent sites such as the Griffith Park Observatory shuttle reservations center building and temporary shuttle station, golf courses, Zoo Magnet Center, the DWP Fuel Cell Demonstration Project, or Zoo. In addition, the Campus would continue to be consistent with the visitor-serving nature of the Zoo to the west. As such, there would be no short or long-term substantial or adverse changes to the existing land use relationships in the project vicinity.

Construction activities would be limited to the site, without interfering with the activities at surrounding off-site locations. Construction would be staged on-site to minimize disruption to nearby streets and activities. In addition, sufficient parking and access would be provided on-site to meet actual demand. Based on the above, the proposed project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Impacts on land use compatibility would be less than significant.

b. Cumulative Impacts

The 30 related projects in the project vicinity generally consist of infill development and redevelopment of existing uses and parking and utility improvement projects. As with the proposed project, related projects would be required to comply with relevant land use policies and regulations. Therefore, as the project would generally be consistent with applicable land use plans, the project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts on the regulatory framework would be less than significant.

The closest related projects within the site vicinity include the Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability project, DWP's Lower Reach River Supply Conduit project and the IRP Facilities Plan. The Los Angeles Zoo Sustainability project will include BMPs, planting of drought tolerant landscaping, and free standing photovoltaic panels. These improvements would not be expected to alter existing land use relationships. In addition, the Lower Reach River Supply Conduit project and the IRP Facilities Plan are utility improvement projects that include utility lines below Western Heritage Way and beyond. Upon completion of construction, these utility improvement projects would also not alter existing land use relationships. All of the remaining related projects are located at some distance beyond the freeways to the north and east of the project site. Therefore, the proposed project in combination with related projects would not alter the existing land use relationships in the community. As such, the proposed project would not contribute to a cumulative impact with respect to land use compatibility.

c. Mitigation Measures

With implementation of the proposed approvals, the project would generally be consistent with existing regulatory requirements and relevant land use policies. In addition, the project would not disrupt or divide an established community. Thus, no mitigation measures would be required.

d. Level of Significance After Mitigation

Impacts related to land use would be less than significant, and no mitigation measures are required.

6. NOISE

a. Environmental Impacts

(1) Construction Noise

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. The City's CEQA Thresholds Guide considers residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks as noise sensitive uses. Currently, there are no existing residential uses in the project vicinity; however, Griffith Park (including the golf courses) and the LAUSD Zoo Magnet Center located south and southwest of the site, respectively, as well as the Los Angeles Zoo located west of the project site, are considered sensitive noise receptors.

Construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds during Phase 1 and at the golf courses during Phase 2. Construction related noise levels at the animal exhibits within the Zoo would be reduced from the estimated noise levels at the Zoo entrance due to further distance and intervening structures. As such, construction noise at the animal exhibits would be consistent with the noise level from typical Zoo operation (i.e., visitors, keepers, and maintenance). Therefore, potential noise impacts in the Zoo's animal areas would not be expected.

During Phase 1, it is estimated that the demolition of the south parking lot would generate noise levels up to 85 dBA at the most southern portion of the project site near the golf courses and 63 dBA at the Zoo Magnet Center for approximately two weeks. This would be the most construction noise generated by the project. However, noise levels would diminish at a rate of approximately 6 dBA per doubling of distance. The teeing area at the northern portion of the golf courses, where most golfers would congregate, is approximately 200 feet south of the project site. The construction noise at the northern teeing area would be attenuated to 73 dBA, which is approximately 12 dBA above the lowest measured daytime ambient noise levels. In addition, at approximately 700 feet south of the boundary of the golf courses, the construction-related noise level is expected to be below the significance threshold level and consistent with the existing ambient noise levels. Golfers normally move around to the different areas of the golf courses throughout the game, and it is expected that they would not be exposed to high noise

levels for an extended duration. Therefore, the mitigation measures provided below would ensure that a significant noise impact is not anticipated at the golf courses.

Components of the Campus may be open during construction and expose visitors to construction noise. However, impacts would be limited, as visitors would only be expected to be outside for a short period during arrival and departure; and it is expected that noise barriers would separate construction equipment/activities from the Campus experience.

Overall, construction-related noise at the sensitive receptors is estimated to exceed the project significance thresholds. Thus, project construction activities would result in significant noise impacts prior to mitigation. Mitigation measures are included below to reduce significant impacts to less than significant levels. In any case, noise impacts would be short-term and temporary.

(2) Long-Term Operations Noise

Potential noise impacts due to the increased project-related off-site traffic volumes were analyzed by estimating the net increase in noise levels compared to the existing conditions. Current (year 2006) and future year (Phase 1 – 2010 and Phase 2 - 2014) traffic volumes at the roadway segments in the vicinity of the project site were provided by the project traffic consultant, Fehr & Peers/Kaku Associates, Inc. With respect to project-related traffic increase, the change in noise levels are based on the change in traffic volume, on a logarithmic basis. That is, a doubling in traffic volumes would result in an increase of 3 dBA. Based on the projected traffic volumes, there would be a slight increase in noise levels along Western Heritage Way, +0.3 dBA, during weekdays as a result of the project-related traffic. In addition, the largest cumulative traffic-related noise impact is anticipated to occur along the segments of Los Feliz Boulevard and Riverside Drive, where the roadway noise level increase would be 0.5 dBA CNEL. However, as these levels fall below the 3 dBA CNEL significance threshold, both project-level and cumulative roadway noise level increases would be less than significant.

The proposed project would retain the existing mechanical and electrical equipment, which is located both inside and outside the Campus Building on the east side. Some limited additional equipment would likely be required to condition and ventilate the indoor air environment. This includes most of the existing and future mechanical and electrical equipment, including chillers, boilers, air handlers, transformers and electrical switchgear, would be located inside the buildings. Outdoor equipment currently includes cooling towers, kitchen exhaust fans, and general exhaust fans. The proposed project would relocate the kitchen exhaust fans and scrubbers, and would result in ice storage tanks installed on the east side of the site together with the relocation of and other limited exhaust fans. However, the estimated maximum noise from mechanical equipment at the nearest sensitive noise receptor R1 would be 44 dBA, which is well

below the existing ambient noise levels. Therefore, significant noise impacts would not be expected due to the project's stationary noise sources.

b. Cumulative Impacts

There are 30 related projects identified in Section III, Environmental Setting, of the Draft EIR which have been considered for the purposes of assessing cumulative noise impacts. Of the 30 identified related projects, the majority are located east of the I-5 Freeway. There are three related projects, Related Project 3a, Los Angeles Zoo Parking Lot's Demonstration on Environmental Sustainability Project, Related Project 3b, IRP Facilities Plan, and Related Project 3c, LADWP's Lower Reach River Supply Conduit (RSC) Project, that are located within 500 feet of the project site, which could have the potential to contribute to cumulative noise impacts.

(1) Construction Noise

Noise from construction activities would only have the potential of impacting areas immediately adjacent to the proposed project. As described above, the three nearest related projects are located within 500 feet from the project site. All of the other projects are located at a sufficient distance (over 2,200 feet from the project site), which would preclude a cumulative impact associated with the project and related projects. The Los Angeles Zoo Parking Lot Project is scheduled to be constructed in 2009, and thus may be constructed within the project Phase 1 construction period. The Unit 2 portion of the LADWP's Lower Reach RSC Project is tentatively scheduled to be constructed between 2012 and 2014, and thus may overlap with the project's Phase 2 construction activities (scheduled between 2013 and 2014). Construction of the IRP Facilities Plan project would be by phased and would extend to 2020. Construction-related noise for the IRP Facilities Plan would primarily be localized in the areas of the shaft sites (the Los Angeles Zoo Shaft Site and the Griffith Park Observatory shuttle reservations center building Shaft Site), as the pipeline would be constructed using an underground tunneling method.

The potential for cumulative construction noise impacts occurs when there are concurrent construction activities associated with the use of heavy construction equipment from the project and one or more of the related projects. Due to the potential for the project to overlap with the construction of the related projects in the vicinity, and the relative distance between these projects, cumulative noise impacts on sensitive receptors such as the Los Angeles Zoo and the Zoo Magnet Center could occur. However, the noise impacts would be temporary and implementation of mitigation measures would minimize the overall noise impacts.

(2) Long-Term Operations

Each of the identified related projects would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Most of the related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact. Related Projects 3a, 3b and 3c, as identified in Table 1 of the Draft EIR, would have negligible contribution to the off-site traffic volumes (a few vehicle trips per month for maintenance purposes). As discussed previously, traffic volumes from the proposed project and related projects, combined with ambient growth traffic, were evaluated and presented in Tables 20 and 21 on pages 201 of the Draft EIR. Cumulative traffic volumes would result in a maximum increase of 0.5 dBA CNEL along the segments of Los Feliz Boulevard (west of Riverside Drive) and Riverside Drive (south of Los Feliz Boulevard), which include residential uses. Along Western Heritage Way, where the Magnet Center is located, a maximum increase of 0.6 dBA CNEL is estimated (during weekday). As this noise level increase would be below the more conservative 3 dBA CNEL significance threshold, roadway noise impacts due to cumulative traffic volumes would be less than significant.

The Lower Reach RSC Project is not anticipated to have stationary noise sources in the vicinity of the project site, as the new pipelines are underground. The proposed Phase 2 of the Los Angeles Zoo Parking Lot Project includes a storm water collection (cistern) system for the Zoo's irrigation, which would include pump to convey the water for irrigation. Operational noise associated with the related IRP Facilities Plan includes air treatment facilities and would be limited to the close vicinity of the facilities. However, due to LAMC provisions that limit stationary-source noise from items such as mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, the other 27 related projects are over 2,200 feet from the proposed project. Thus, when accounting for distance losses and intervening building structures between the related projects and noise sensitive receptors, on-site noise produced by these 27 related projects would not be additive to project-related noise levels. As the project's composite stationary-source impacts would be less than significant, composite stationary-source noise impacts attributable to cumulative development would also be less than significant.

c. Mitigation Measures

Since project construction is expected to result in short-term temporary significant noise impacts at the nearby Zoo and Zoo Magnet Center during project Phase 1, the following mitigation measures are recommended to minimize the impacts:

Mitigation Measure E-1: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors as follows:

- During project Phase 1 site demolition and site grading activities, provide a temporary sound barrier along the western boundary of the construction site to reduce the construction noise to the Zoo and the Zoo Magnet Center.
- During project Phase 1 site demolition and site grading activities and Phase 2 construction periods, provide a temporary sound barrier along the southern boundary of the project site, to reduce the construction noise to the Golf Courses.

Mitigation Measure E-2: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

d. Level of Significance After Mitigation

The project's construction-related noise levels would temporarily increase the ambient noise in the vicinity of the project above the significance threshold levels. Implementation of Mitigation Measures E-1 and E-2 would reduce the construction noise impacts by a minimum of 10 dBA, which would reduce the construction noise impacts at the Zoo, the Zoo Magnet Center, and at the golf courses to a less than significant level. As discussed above, even with the mitigation measures proposed by the project, cumulative construction-related noise levels resulting from the project and other nearby projects could be significant if such projects were to be constructed at the same time as the proposed project and if they were to use heavy construction equipment at the same time as the proposed project. Such impacts would be temporary.

Noise impacts associated with the project's long-term operation, including on-site (mechanical equipment) and off-site (auto traffic) noise sources, would be less than significant. Cumulative noise impacts associated with operation of the project and related projects would also be less than significant.

7. PUBLIC SERVICES - FIRE

a. Environmental Impacts

(1) Construction

Construction activities are unlikely to increase the existing demand on fire protection and emergency medical services. However, construction activities may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, chemical reactions in combustible materials and coatings, and lighted cigarettes. As such, fire suppression equipment specific to construction would be maintained on-site. The project would comply with applicable existing codes and ordinances. Construction impacts on emergency vehicles traveling in the vicinity of the project site would be limited. The project site lends itself to performing most staging activities on site, with minimum effects on Western Heritage Way. If Western Heritage is affected for short durations, a construction management program would be implemented. Since emergency access to the site would remain clear and unobstructed during construction of the project, impacts related to emergency access would be less than significant.

(2) Operational Impacts

To the extent that the project attracts additional visitors to the project site, as well as a small increase in site employees, the demand for emergency medical services (EMS) at the local fire stations serving the project site may increase negligibly, particularly for Fire Station No. 56. While the new facilities would increase the size of the Campus building area, the new buildings would have similar functions to the Campus Building and would meet current design standards, thus limiting any increase in the demand for fire services.

Pursuant to Division 9 of the Fire Code, the project would comply with specific fire safety, access, and fire flow requirements. In addition, prior to the recordation of the final map or the approval of a building permit, the project would submit a plot plan subject to approval by the Los Angeles Fire Department (LAFD). This includes compliance with Fire Code Section 57.09.08 by including the provision of sprinkler systems as well as Fire Code Section 57.09.06 regarding the installation of fire hydrants, including the number of sizes, and locations. Based on communication with the LAFD, the fire flow required for the project is

estimated at 6,000 gallons per minute (gpm) from four hydrants flowing simultaneously.⁵ This standard for fire flow would be met.

Fire Station No. 56 can locally access the project site from Rowena Avenue where the station is located, and regionally through SR-134 and the I-5 freeway. Potential impacts with regard to site accessibility would be further addressed through a mutual aid agreement between the LAFD and the Glendale Fire Department.

The project's increase in demand for fire protection services would be negligible, and would not exceed the staff and equipment capabilities of the LAFD to serve the project site. Nor would the project require the addition of a new fire station or the expansion, consolidation, or relocation of an existing station. As a result, the project would result in less than significant impact relative to the additional demand for fire services. In addition, the project would comply with applicable LAFD code and ordinance requirements for construction, fire safety facilities, fire flow, fire hydrants, and access. Accordingly, the project would have a less than significant impact relative to fire safety, access, flow, and services.

b. Cumulative Impacts

The "first in" fire district for Fire Station No. 56 is generally bounded by the SR-134 Freeway on the north, the I-5 Freeway to the east and, as seen in Table 22 of the Draft EIR, the south and west boundaries are irregular in shape. Related projects within this "first in" district include Related Projects 2, 3a, 3b, and 3c. Related Project 2 is a church, which like the project would not introduce new population to the area, but would serve existing population. In addition, Related Projects 3a, 3b, and 3c are all infrastructure improvements that would not generate additional permanent population within the vicinity. The remaining related projects that are located within the City of Los Angeles, Related Projects 3, 16, 17, 18, 19, and 29, are located in close proximity to Fire Stations No. 35 and 50. These projects would add new population and employees to the area, which would incrementally increase the cumulative demand for fire services in the area in a manner that is consistent with general growth occurring in the region. In addition, all related projects would comply with LAMC Fire Code and Building Code regulations pertinent to fire safety, access, and fire flow. Such regulations would include requirements to ensure adequate emergency access is provided during construction of each project. Therefore, the project combined with related projects would result in a less than significant impact relative to fire and EMS services.

⁵ *Email communication with Inspector Michael Theule, March 26, 2007.*

c. Mitigation Measures

As indicated above, impacts to fire services would be less than significant. Therefore, no mitigation measures would be required.

8. TRANSPORTATION AND CIRCULATION

a. Environmental Impacts

(1) Construction

Construction of Phase 1 of the project is expected to commence in 2008, with the opening of the Campus in 2011. Site grading would last approximately one month and an estimated 38 haul truck round trips per day would result during this phase. This would result in approximately four to six entering and exiting trucks over the course of an excavation period hour. The demolition phase is expected to take approximately six months and approximately nine haul truck trips per day are expected during this phase. The main construction phase is expected to last approximately 14 months. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout Phase 1 construction, with up to approximately 60 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 120 work-related trips on a daily basis, including 60 arrivals and 60 departures. Implementation of the mitigation measure requiring a construction traffic and parking management plan would ensure that potential project-related construction traffic impacts associated with the combination of haul truck traffic and employee would be less than significant.

Phase 2 construction is expected to begin in 2013 and last approximately 22 months, with the re-opening of the Campus in approximately 2014. The demolition phase is expected to take approximately two weeks, and less than one haul truck round trip per day is expected during this phase. Site grading would last approximately six weeks and an estimated 81 haul truck round trips per day would take place during this phase. This would result in approximately eight to nine entering and exiting trucks over the course of an excavation period hour. Most, if not all, of these trips would take place during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.). Thus, the generation of trips during the P.M. peak period would be avoided.

The number of construction workers would vary throughout the construction periods up to approximately 50 construction workers during the main construction phase. Construction activity at the proposed project site would generate a maximum of 100 work-related trips on a

daily basis, including 50 arrivals and 50 departures. Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections. However, the implementation of the mitigation measure below requiring a construction traffic and parking management plan would ensure that such impacts would be less than significant.

The Campus contains 368 on-site visitor-serving spaces comprised of the North Lot (178 spaces, including the 30-space overflow lot) and the South Lot (190 spaces). In addition, the Autry has a key-card controlled employee lot with 41 spaces behind the museum (East Lot). During Phase 1, the East Lot (41 spaces) and a portion of the North and South Lots (59 spaces) would be used for construction activities. This would leave approximately 309 spaces open during construction. Assigning one space per member of the estimated 50-person staff, there would be at least 259 spaces available for construction employees and visitors. A new 128-space parking lot would be constructed on the southeastern portion of the site during Phase 1, and the east and overflow lots would expand to 129 and 54 spaces, respectively. Upon the completion of Phase 1, at least 311 spaces would be available. Thus, temporary parking impacts associated with construction activities during Phase 1 would be less than significant..

In order to construct the Phase 2 semi-subterranean parking facility, approximately 128 spaces in the southeastern lot would be lost. To compensate for this loss, as part of the construction traffic and parking management plan, a temporary off-site parking location would be secured. Including the off-site supply, approximately 380 total spaces would be available during construction. Once the parking structure is complete, there would be 380 permanent parking spaces upon completion of Phase 2. Thus, parking impacts associated with construction activities during Phase 2 would be less than significant.

Two Class II dedicated bike lanes run adjacent to the property, northbound and southbound, along Western Heritage Way. During construction, the northbound bike lane along Western Heritage Way may be closed during various construction phases, causing a temporary significant impact. Specific information regarding closures would be noted in the construction traffic and parking management. While the lane may be closed during construction, bicyclists would be required to ride with traffic for less than approximately 1,000 feet. Because the project is in a park setting with road speeds of 25 mph adjacent to the project site, the conditions would still be safe for bicyclists.

(2) Operation

Intersections

The future 2010 “Without Project” conditions add the traffic to be generated as a result of ambient growth and related projects up to the year 2010 into the existing traffic volume. With

the added traffic, it is expected that in 2010, six of the seven study intersections would operate at acceptable levels of service (LOS) (LOS D or better) during both Saturday and weekday peak periods. The intersection of Crystal Springs Drive/Riverside Drive & Los Feliz Boulevard is projected to operate at unacceptable LOS (LOS F) during the Saturday peak period.

Phase 1 would result in a net increase of 426 net new weekend trips and 282 net new weekday trips. These Phase 1 trips were added to the future 2010 “Without Project” conditions to determine the impacts of Phase 1 on traffic. With the additional Phase 1 traffic, five of the seven study intersections are projected to operate at acceptable LOS during both peak periods. The two intersections of Riverside Drive and Zoo Drive and Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at unacceptable LOS during the Saturday peak period. However, based on the significance criteria, the project would not significantly impact any of the study intersections for the future year 2010 during either of the peak periods.

The future 2014 “Without Project” traffic conditions would incorporate the traffic to be generated as a result of ambient growth and related projects up to the year 2014. The future 2014 “Without Project” conditions indicate that four of the seven intersections would operate at an acceptable LOS. However, the intersections of Riverside Drive and Zoo Drive and Western Heritage Way and North Zoo Drive would operate at LOS E during the Saturday peak period, while the intersection of Crystal Springs Drive/Riverside Drive and Los Feliz Boulevard would operate at LOS F during the Saturday peak period and at LOS E during the weekday peak period.

Phase 2 of the project would add a total of 270 daily vehicle trips during a typical weekend and 179 net new weekday trips. Under the future 2014 “With Project” conditions, based on the significance criteria, the project would not significantly impact any of the study intersections at full buildout in 2014 during either of the peak periods.

CMP

Based on the traffic study, the project would add no more than 39 trips to the study intersections and freeways.⁶ The project would not exceed the County’s Congestion Management Program (CMP) threshold criteria pertaining to impacts on the regional transportation system. Therefore, the project would have no impact on the CMP system and no further CMP analysis is required.

⁶ *The study intersections include freeway on-ramp intersections for the SR-134 and I-5. Since the Project would not add more than 39 trips to these freeway on-ramp intersections, it is concluded that the Project would not add more than 39 trips to the freeways.*

Transit

Public transit trips would be increased. During Phase 1, the increase would be four new transit trips in the weekend midday peak hour and two new trips in the weekday P.M. peak hour. During Phase 2, the increase would be for three new trips in the weekend midday peak period and one new trip during the weekday P.M. peak hour. The project would not result in any physical or scheduling changes to existing transit services nor interfere with existing infrastructure supporting alternative transportation (e.g., bus stops, bus lanes, etc). As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Project impacts to transit would be less than significant.

Access

The two driveways for the proposed project would be unsignalized and stop-controlled, as shown in Figures 33 and 34 on pages 256 and 257 of the Draft EIR, respectively. The north driveway would continue to operate as it currently does. This includes one inbound lane and two outbound lanes, one for left turns and one for right turns, both stop-controlled. To access the driveway from the north, a dedicated left-turn lane would be available so as not to impede the flow of traffic.

The north driveway would be used mostly by employees directly accessing the employee parking lots to the north and east of the Campus Building. Like current conditions, at completion of Phase 2, the employee lots would be used heavily on weekdays between 8:00 A.M. and 5:00 P.M. when most Campus employees would be working on-site. These lots would seldom be used on weekends, so weekend access is expected to be minimal. On “peak event” days, the 129-space lot to the east of the Campus Building will be open, with access through the Phase 1 surface lot or the Phase 2 parking structure.

A majority of the vehicular traffic would access the site at the south driveway approximately 1,000 feet from the intersection. The south driveway would feed traffic into the Griffith Park Observatory shuttle reservations center building and temporary shuttle station site, which has an existing driveway. The configuration of this driveway at buildout would be one inbound lane and two outbound lanes, one for left turns and one for right turns. A dedicated left-turn lane would be provided to access the driveway from the north.

The configurations for both driveways are optimized so as not to increase queuing times on Western Heritage Way from existing conditions. The low speeds and traffic volumes in the park setting assist drivers into and out of the driveways. Therefore, using the established criteria, the project would not create a significant impact on access.

Parking

One of the primary goals of the project design has been to remove parking from the front of the existing Campus Building and replace it with landscaping in order to enhance the park setting of the site and to minimize the visual impact of any additional parking. A number of comments on the Draft EIR suggested that the on-site parking at the Autry should be reduced. In addition, numerous public comments also expressed concern about the setting of the Campus. In response to these comments, following the EIR comment period, the proposed project was refined to remove surface parking and thus increase the amount of landscaped open space provided by the project. To provide for this reduction in parking, the parking demand analysis was updated and demonstrates that the expected demand for parking can be accommodated by the proposed parking supply of 311 parking spaces following Phase 1 and 380 parking spaces following Phase 2. That analysis is provided in Appendix 13 of this Final EIR and is summarized below.

Section 12.03 of LAMC defines “floor area” rather than gross area to reflect the fact that certain necessary components of any building, such as mechanical equipment and basement storage, do not generate parking demand.⁷ Thus, in assessing floor area of both the existing Campus Building and the expansion phases, the parking analysis within the Draft EIR assumed that storage on the lowest level of the Campus Building would not be considered floor area for purposes of the Code-required parking analysis. As compared to other facilities, museums often include storage space as a large component of the building. However, as with buildings in general, the storage area does not generate trips or the need for parking. Nonetheless, as part of the refinement to the project design, it was determined that due to the site slope and building orientation, the lowest level of the building does not technically fit within the definition of a basement.⁸ Thus, the analysis in Section IV.H, Transportation, of the Draft EIR is corrected to provide the Code-required parking without treating the storage areas as basement storage. As a result, that area has also been included in the revised calculations of floor area. With these clarifications, the resulting floor area of the proposed project is 209,272 square feet after Phase 1, and 254,272 square feet after Phase 2. The amount of Code-required parking, based upon these revised amounts, would be 456 spaces at the end of Phase 1, and 546 spaces at the end of Phase 2. In addition, as indicated above, the Autry intends to seek a variance to treat all storage on the lowest level of the existing and proposed Campus Building as excluded from floor area calculations, given the fact that such storage does not generate visitors or the need for parking,

⁷ The definition of “Floor Area” as found in LAMC Section 12.03: “Is that area in square feet confined within the exterior walls of a building, but not include the area of the following uses: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”

⁸ See LAMC Section 12.03.

which would reduce the amount of Code-required parking to 422 spaces at the end of Phase 1 and 512 spaces at the end of Phase 2, respectively.

As described in the Draft EIR, based on a study conducted in 2006, the existing uses on the project site generate a demand for 192 parking spaces on a Saturday peak and 182 parking spaces on a weekday peak. To further validate this demand information, additional study was conducted during the same period during 2008. The additional study showed a similar demand for parking with a demand of 199 parking spaces on a Saturday peak and 199 parking spaces on a weekday peak based on the updated net floor area of 141,340. This demand number is conservative since the methodology used in the 2008 study conservatively assumed that the employee lot will be full at midday on a weekday and will have 37 cars parked in the early afternoon on a weekend, similar to the methodology used for calculating existing demand in the 2006 study. The 2006 study calculated future demand for parking by applying the parking space per square foot ratio of the existing net floor area to the new floor area upon completion of Phase 1 and Phase 2 of the proposed project and then applying a contingency factor. Using this same methodology, but with a more realistic contingency factor, the more recent demand analysis results in a demand for 311 parking spaces upon completion of Phase 1 of the project and 377 parking spaces upon completion of Phase 2 of the project. Thus, the proposed supply of 311 parking spaces upon completion of Phase 1 and 380 parking spaces upon completion of Phase 2 is sufficient to accommodate the demand associated with the project. Thus, as set forth in the Draft EIR, parking impacts associated with the project would be less than significant. Furthermore, to ensure that the parking areas are effectively utilized on peak day events, the Autry will provide parking attendants, monitoring of available parking spaces and a validation program.

Pedestrian/Bicycle Safety

Upon implementation of the project, pedestrian access to the Campus would be provided by the new on-site parking areas, while truck access would be provided within the eastern portion of the site. An improved bus drop-off area would also be provided that would include direct access to the arrival plaza without the need to walk across a surface parking area. In addition, the existing crosswalk across Western Heritage Way to the Los Angeles Zoo would remain. As discussed above, Western Heritage Way has a 25 mph speed limit with various speed bumps. Thus, the potential for conflicts with vehicles and pedestrians would be low. Additionally, the project would not introduce hazardous design features (e.g., sharp curves, blind turns). Thus, impacts related to pedestrian/bicycle safety would be less than significant.

b. Cumulative Impacts

Construction

Three neighboring related projects require further qualitative discussion because of their proximity to the project site and their construction schedules. The Los Angeles Zoo Parking Lot Project, or Related Project 3a as identified in Table 1 on page 62 of the Draft EIR, is scheduled for construction in 2009 and may occur during construction of Phase 1 of the proposed project. This related project is not expected to impact the street network because the construction area would be kept on-site. Additional trips associated with the construction of the parking lot project would be temporary. A second related project (Related Project 3c), Unit 2 of the Los Angeles Department of Water and Power's Lower Reach River Supply Conduit (RSC) Project, is tentatively scheduled between 2012 and 2014, during construction of Phase 2 of the proposed project. The third project (Related Project 3b), the Integrated Resources Program Facilities Plan, would extend construction until 2020. Construction for this project would be primarily at the shaft sites at the Los Angeles Zoo and Griffith Park observatory shuttle reservations center connected by an underground pipeline. These three projects could impact traffic and both vehicular and bicycle access during project construction activities. The RSC project is expected to include lane closures and reduced intersection capacity during construction, as the pipeline will be laid beneath the street. Thus, should nearby related projects occur at the same time as the proposed project, cumulative construction-related traffic and access impacts, although temporary, could be significant.

The 27 remaining related projects are not located within close proximity to the project site. As such, construction traffic from these remaining related projects would not be expected to significantly impact the same streets and access points as the proposed project.

Operation

Intersections and Freeways

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and related projects have been incorporated into the above analysis of the future cumulative base condition. Year 2014 with cumulative base conditions demonstrates that cumulative development would result in three intersections operating at LOS E or F. Cumulative growth in the project area would result in increases in traffic on street and freeway segments in the project vicinity. It is anticipated that related projects contributing to cumulative growth would be required on an individual basis to mitigate potentially significant traffic impacts to the extent possible. However, since no guarantee exists that mitigation measures would be

implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

Transit

The project site is served by Metro Bus Route 96. The only related projects that are located within the route are Related Projects 3a, 3b, and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. In addition, none of the remaining 27 identified related projects are located along or nearby this bus route. Furthermore, as discussed above, the project would produce four new transit trips in the weekend midday peak hour and two new transit trips in the weekday P.M. peak hour for Phase 1. For Phase 2, the project would generate approximately three new transit trips in the weekend midday peak hour and one new transit trip in the weekday P.M. peak hour. Thus, cumulative impacts on transit would be less than significant.

Access

Cumulative access impacts could occur if related projects impact the same access routes or access points (i.e., street segments and intersections) as the proposed project. The only related projects that are located within close proximity to the project site are Related Projects 3a, 3b and 3c. All of these related projects are infrastructure related and do not include uses that would generate new daytime or resident population. Thus, any trips associated with operation of these related projects would be related to maintenance activities and would be nominal. None of the remaining 27 identified related projects are located within close proximity to the project site. As such, related projects would not impact the same access routes or access points as the proposed project. Thus, cumulative impacts relative to access would be less than significant.

c. Mitigation Measures

The following mitigation measure is intended to reduce the proposed project's traffic impacts during construction.

Mitigation Measure H-1: A construction traffic and parking management plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan will include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, any driveway turning movement restrictions, temporary traffic control devices or flagmen, travel time restrictions for construction-related traffic to avoid peak travel periods on selected roadways, and designated staging and parking areas for workers and equipment.

d. Level of Significance After Mitigation

With the implementation of the mitigation measure above, project-related transportation and circulation impacts during temporary construction activities would be less than significant. However, even with the proposed mitigation measure, cumulative construction traffic and access impacts could occur should the nearby infrastructure-related projects be constructed at the same time as the proposed project. Such impacts would be temporary.

No significant and unavoidable transportation and parking impacts would occur as a result of the operation of the project and no mitigation measures would be required. As discussed above, since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.