

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

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To: Edmond Yew, Division Manager
Land Development & GIS Division

From: Maria Martin, Manager *ME Martin*
Environmental Management Group

Subject: California Environmental Quality Act (CEQA) Review: Summary of Relevant Findings and Mitigation Measures for Wilshire Blvd (Portion of BTWN Spaulding Ave and Stanley Ave (Airspace VAC) (Project) W.O. E1401310

The CEQA lead agency, County of Los Angeles, certified the *Environmental Impact Report for the LACMA Building for the Permanent Collection*¹ (the EIR) on April 9, 2019. The vacation of the airspace for the portion of the building that spans above Wilshire Boulevard was analyzed in the EIR. The Environmental Management Group has reviewed CEQA documentation as it relates to the requested airspace vacation. The relevant findings of the Final EIR (which has incorporated public review comments) and associated mitigation measures are summarized below:

Air Quality

Section 3.3.1 Air Quality (Localized Construction Impacts)

As shown in revised Table IV.B-5 of Section II, Corrections and Additions to the Draft EIR, of the Final EIR, localized impacts from maximum localized construction emissions at off-site sensitive receptors south of LACMA East / Spaulding Lot would not exceed South Coast Air Quality Management District (SCAQMD)-recommended localized screening thresholds for Carbon Monoxide (CO), and respirable Particulate Matter (PM₁₀). However, maximum localized construction emissions would exceed the SCAQMD daily significance threshold for Nitrogen Oxides (NO_x) in Year 2019-2020 and fine Particulate Matter (PM_{2.5}) in Year 2020 at off-site sensitive receptors south of LACMA East / Spaulding Lot. In addition, with regard to construction activities associated with the Ogden Parking Structure, emissions at sensitive receptors adjacent to the Ogden Lot would not exceed any of the SCAQMD – recommended localized screening thresholds. Therefore, localized construction emissions resulting from the Project at the LACMA East / Spaulding Lot would result in a significant short-term impact without incorporation of mitigation measures. With implementation of the mitigation measures, this impact would be reduced to a less than significant level.

Section 4.1 Air Quality (Regional Construction Emissions)

As discussed in detail in Section IV.B, Air Quality, of the Draft EIR, construction of the Project would result in air quality emissions through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from

¹ <https://ceo.lacounty.gov/final-environmental-impact-report/>

demolition and construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment, such as dozers, loaders, and cranes. During the finishing phase of a building, paving operations and the application of architectural coatings (e.g., paints) and other building materials would potentially release volatile organic compounds (VOCs). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. As shown in Table IV.B-4 of Section II, Corrections and Additions to the Draft EIR, of the Final EIR, construction-related daily maximum regional construction emissions would not exceed the SCAQMD daily significance thresholds for VOC, CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}. However, maximum construction emissions would exceed the SCAQMD daily significance threshold for NO_x during demolition and grading activities of the Museum Building in Year 2019, 2020, 2021, and 2022. Maximum regional air quality emission for construction of the Ogden Parking Structure would not exceed the SCAQMD daily significance threshold for VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5}. The mitigation measures listed above in Section 3.3.1 would reduce impacts. However, regional construction emissions resulting from the Project would result in a significant short-term impact. Consequently, the Project would also have a cumulative impact due to construction-related regional NO_x emissions.

Impacts

Localized construction air quality impacts will be less than significant after mitigation. Regional construction emissions would exceed SCAQMD regional significance threshold for NO_x during some periods of construction. Consequently, the Project would also have a cumulative impact due to construction-related regional NO_x emissions.

Reference: LACMA Building for the Permanent Collection, CEQA Findings of Fact and Statement of Overriding Considerations, Sections 3.3.1, 4.1, and 6.1.1: pages 69 – 71, 85 – 86, 113. Section IV.B, Air Quality, of the Draft EIR, and Section II, Corrections and Additions to the Draft EIR, of the Final EIR.; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-5 through IV-7.

Mitigation Measures

Mitigation Measure B-1: During plan check, the Project representative shall make available to the lead agency a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during any portion of construction for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment

within the construction inventory list described above shall meet or exceed Tier 4 CARB / U.S. EPA standards.

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.

Mitigation Measure B-3: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

Mitigation Measure B-4: Construction activities shall be discontinued during second-stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.

Mitigation Measure B-5: To the extent possible, construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.

Mitigation Measure B-6: During construction, the Project shall give preference to contractors for soil import/export that have haul trucks meeting EPA Model Year 2007/2010 NO_x emissions levels when such trucks are reasonably available.

Aesthetics, Views, Light/Glare, and Shading

Construction: Construction activities would alter the visual character of the Project area; such activities would be temporary in nature and the visual impacts associated with construction activities would cease upon the completion of the construction phase. Thus, construction activities would not substantially alter or degrade the existing visual character of the Project Site, or generate substantial long-term contrast with the visual character of the surrounding area.

Long-term operation: The proposed design elements of the Museum Building and associated landscaping would enhance the visual environment by providing a more cohesive and attractive aesthetic environment within, and along the perimeter of, the Project Site. Furthermore, the scenic nature of Wilshire Boulevard, which is a City-designated Scenic Highway, would be maintained and enhanced.

Views: While the Project would alter focal view in the area, including views that involve visual and historical resources, potential historical resources, or presumptive historical resources, it would not significantly affect a scenic vista or obstruct views of visual resources. In addition, although views of distant valued visual resources (e.g., the

Hollywood Hills) are not generally available under existing conditions, the views that do exist are limited. As the portion of the Museum Building that would be located within Los Angeles County Museum of Art (LACMA) East would be lower in height than the existing on-site structures and features an open design at the ground level, it would not substantially block existing views of the Hollywood Hills compared to the existing conditions. Furthermore, with the design changes to the Modified Project that reduce the maximum height of the Museum Building from 85 feet in height to 60 feet in height, Views to the Hollywood Hills are greater.

Light and Glare: Although construction activities for the Project would primarily occur during the daylight hours, there is a potential that construction could occur during evening hours, particularly during the winter months when the duration of daylight may not be sufficient. Artificial lighting sources could include floodlights, spot lights, and/or headlights associated with construction equipment and hauling trucks. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Further, the Project would ensure that any necessary construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary.

Any glare generated within the Project Site during construction would be highly transitory and short-term given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, construction would occur in accordance with the County Building Code and the LAMC (as applicable), and would primarily occur during daytime hours.

The Project would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light. With adherence to all applicable regulations and applicable lighting standards, the Project would not substantially alter the character of off-site areas surrounding the Project site, or result in a substantial adverse change in ambient day or nighttime levels at light-sensitive uses in the vicinity of the Project site.

Shading: The Museum Building was designed to not generate new shadows that would shade any sensitive areas of Hancock Park such as the La Brea Tar Pits for substantial periods of time.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-120 through II-125; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-3 through IV-5.

Mitigation Measures

Project Design Feature A-1: Prior to the start of any construction activities, the Applicant shall place temporary construction fencing, approximately 10 to 12 feet high, along the periphery of construction areas on the Project Site, as necessary, to screen construction activity from view at the street level from off-site.

Project Design Feature A-2: The Applicant shall ensure that temporary construction barriers and temporary pedestrian walkways are maintained in a visually attractive manner throughout the construction period. Such barriers and walkways shall be visually inspected daily to detect and remove any graffiti or unauthorized materials that may be posted on the barriers and walkways.

Project Design Feature A-3: During construction and operation of the Project, on-site lighting shall be shielded and/or directed toward the areas to be lit so that no direct beam illumination would fall outside of the Project Site boundary.

Project Design Feature A-4: All exterior glazing used on building facades shall be of low reflectivity not exceeding approximately 19 percent exterior visible light reflectance to minimize glare.

Project Design Feature A-5: The plant palette for the landscaped median along Wilshire Boulevard shall be determined in collaboration with the Miracle Mile Civic Coalition and the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Project Design Feature A-6: To the extent feasible, outstanding specimen trees and plants in the existing landscaped median which must be removed for the Project may be relocated provided they are retained within the right-of-way either as street trees (along the parkway or within the sidewalks) or within the median. If retention within the right-of-way is infeasible, such trees and plants shall be replaced as directed by the City of Los Angeles Department of Public Works, Bureau of Street Services, Urban Forestry Division.

Cultural Resources

The Project would not negatively affect the integrity of historical resources such as the Wilshire Boulevard Street Lights, the Pavilion for Japanese Art, and the Miracle Mile Historic Preservation Overlay Zone, 5850 & 5950 Wilshire Boulevard sites, and the Observation Pit or their immediate surroundings. All of these historical resources would continue to convey their significance that justified their listing or evaluation as eligible for listing under national, state, and local landmark or historic district programs. Therefore, impacts to historical resources would be less than significant with mitigation.

Archaeological & Paleontological Resources

The Project area is considered highly sensitive for buried resources; construction of the Project may encounter subsurface archaeological and paleontological resources that are potentially eligible for a local, state, or federal register. Ground disturbance and grading activities may potentially encounter said resources; however, mitigation measures to address impacts to unknown subsurface archaeological & paleontological resources as well as potential discoveries, including laying out steps for a qualified archaeological and paleontological monitor to evaluate discoveries and mitigate impacts to significant resources and consultation with the California Native American Heritage Commission on the treatment of discovered human remains will be implemented. Furthermore, a qualified paleontologist will prepare and execute a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) and a Worker Environmental Awareness Program and will review construction plans at least one week prior to the construction kickoff meeting to ensure the PRMMP is properly executed, and evaluating and documenting any paleontological finds. Therefore, potential impacts related to archaeological and paleontological resources would be reduced to less than significant levels.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-129 through II-132; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-7 through IV-14.

Mitigation Measures

Mitigation Measure C-3: Prior to the issuance of any grading permits, the Applicant shall retain a qualified archaeologist that meets the Secretary of the Interior's Guidelines for an Archeologist (see 36 CFR Part 61) to prepare a Monitoring and Discovery Plan (MDP) to the satisfaction of the CEO for Los Angeles County and the Natural History Museum. In preparing the MDP, the archaeologist shall consult with the Natural History Museum as a primary source of archaeological information about the portion of CA-LAN-159 within Hancock Park. The MDP shall identify locations to be monitored, procedures for identifying cultural resources during construction, methods for evaluating the significance of finds (such as testing), measures that may be undertaken for mitigation, and performance standards to which all parties will be held.

Prior to Start of Construction

Prior to construction, the qualified archaeologist shall prepare a Worker Environmental Awareness Program (WEAP), which shall be combined with the paleontological WEAP, as required under Mitigation Measure C-6. The archaeologist shall present the cultural portion of the WEAP to all construction staff to provide them with a basic understanding of the types of resources that may be encountered during construction and their

importance, the laws protecting those resources, the importance of mitigation, and the procedures to follow when finds are encountered. The Applicant shall require all construction employees to attend the WEAP training session before they begin work at the Project Site.

During Construction

Monitoring: The qualified archaeologist shall monitor all ground-disturbing activities in areas identified by the MDP. If isolated artifacts (which comprise three or less artifacts) are discovered during monitoring, they shall be mapped and photographed. Isolated artifacts are not considered significant resources so no further work is necessary for such artifacts. However, If an archaeological resource (which comprises more than three artifacts in association with each other) is found during monitoring and cannot be avoided, construction activities shall be diverted until the resource can be assessed and appropriate recommendations made. The archaeological monitor shall have the authority to halt earthmoving activities within 50 feet of the discovery and redirect heavy equipment away from the discovery site. The resource shall be protected by physical barriers and the monitor shall be present when construction work occurs in this area to ensure that disturbance to the resource is avoided.

Testing/Evaluation: If an archaeological resource is discovered, and avoidance is not feasible, the archaeologist shall evaluate the significance of the find in accordance with the CEQA Guidelines. A series of test pits will be excavated to better determine the contents and boundaries of the resource, if deemed necessary by an archaeologist. The archaeologist shall prepare an evaluation report that includes a description of the find, the evaluation of its significance, and any recommended measures, including but not limited to data recovery, to mitigate impacts specific to that discovery. This report shall be submitted to the Applicant, the CEO for County of Los Angeles and the Natural History Museum for review and concurrence.

Mitigation: If the resource is found to be significant during testing/evaluation, appropriate mitigation shall be implemented in accordance with the approved evaluation report. If data recovery is recommended as mitigation, a site specific data recovery plan shall be prepared and submitted to the Applicant, the CEO for County of Los Angeles and the Natural History Museum for review and approval. Excavation associated with the data recovery plan shall only be performed after the data recovery plan is approved. Data recovery shall include collecting a representative sample of the deposits that would be destroyed. Data recovery and documentation of recovered resources shall, at minimum, include mapping the discovery location and shall also include one or more of the following: photographs; illustrations of artifacts, features, and soil profiles; artifact collection; and excavation units. Any archaeological resources encountered shall be documented on California Department of Parks and Recreation Forms 523 Series which shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (CSUF). The archaeologist shall prepare a final report to be filed with the Applicant, the CEO for County of Los Angeles and the Natural

History Museum. The report shall include documentation of all discoveries, evaluation of significance, and treatment of the recovered resources.

Mitigation Measure C-4: In the event that human remains are encountered during construction activities, all ground-disturbing activities within the area of the human remains shall cease and the County Coroner shall be notified (State Health and Safety Code Section 7050.5). If the remains are determined to be of Native American descent, the County Coroner shall notify the California Native American Heritage Commission within 24 hours (Public Resources Code Section 5097.98). The Native American Heritage Commission shall identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall have 48 hours from notification by the Native American Heritage Commission to inspect the site of the discovery of Native American remains and to recommend to the Applicant means for the treatment and disposition of the human remains and associated grave goods. The Applicant shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance, as feasible.

Mitigation Measure C-5: Prior to the issuance of any grading permits, the Applicant shall retain a qualified paleontologist, who meets the qualifications established by the Society of Vertebrate Paleontology (SVP), to develop and execute a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for ground-disturbing activities. The PRMMP shall be in conformance with SVP guidelines (2016) and prepared to the satisfaction of the curatorial staff of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and the curatorial staff of the Natural History Museum La Brea Tar Pits & Museum. The PRMMP shall incorporate Mitigation Measures C-6 through C-9 and elaborate on the associated requirements.

Mitigation Measure C-6: Prior to construction, the paleontologist shall prepare a Worker Environmental Awareness Program (WEAP), which will be combined with the cultural WEAP, as required under Mitigation Measure C-3. The paleontology portion of the WEAP shall be in compliance with the SVP 2016 guidelines. The paleontologist shall present the paleontological portion of the WEAP to all construction staff to provide them with a basic understanding of the types of fossils that may be encountered and their importance, the laws protecting them, the importance of mitigation, and the procedures to follow when finds are encountered. The Applicant shall require all construction employees to attend the WEAP training session before they begin work at the Project Site.

Mitigation Measure C-7: The paleontologist shall review the construction plans at least one week prior to the construction kickoff meeting to become familiar with the depth and patterns of grading activities planned for the Project and ensure the PRMMP is properly executed. The paleontologist, or a monitor under the supervision of the paleontologist, shall monitor all ground-disturbing activities for the presence of paleontological resources. If paleontological resources are encountered during monitoring, all construction activities in the area of the find (the area dimensions shall

be determined by the paleontologist based on the type of find) shall be temporarily halted so that the paleontologist can evaluate the find and determine the appropriate treatment in accordance with SVP guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. The conclusion of the paleontological monitoring effort would be reached when project excavation work is no longer occurring in soils that would be likely to yield paleontological resources.

Mitigation Measure C-8: The paleontological monitor and/or the paleontologist shall collect all significant fossils encountered during the monitoring process. All significant fossils shall be prepared to the level of identification (including genus and/or species) and permanent preservation. In cases where significant fossils are Brea deposits, which are tar seeps that are different from other types of fossil deposits, a unique type of systematic excavation is required. For any Brea deposits encountered, all fossils detected during excavation of the asphalt masses shall be prepared and conserved; the remaining matrix degreased; and the resultant concentrate inspected for vertebrate, invertebrate, and plant fossils by a qualified paleontologist.

Mitigation Measure C-9: At the conclusion of paleontological monitoring effort (when the work is no longer in soils that would be likely to yield paleontological resources), the paleontologist shall prepare a final report detailing the paleontological resources recovered, their significance, treatment, and arrangements made for their curation in a manner that meets the standards published by the Society of Vertebrate Paleontology and the federal Paleontological Resources Preservation Act. The final report shall be filed with the Applicant, the CEO for County of Los Angeles, the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and the curatorial staff of the Natural History Museum La Brea Tar Pits & Museum.

Geology and Soils

Construction of the proposed Project may encounter site-specific geologic hazards, including fault rupture, strong seismic shaking, soil erosion, lateral spreading, subsidence, expansive soils, compressible soils and settlement, corrosive soils, oil wells, tar sands, and methane. The Project will be designed and constructed to conform to the current seismic design provisions of the County Building Code and the LABC (as applicable). Mitigation measures include the following: preparation of a final, site-specific geotechnical report to identify and minimize geologic hazards that would be reviewed and approved by the County's Building and Safety Division and LADBS; the abandonment of oil production wells should any be discovered during construction; the chemical analysis and proper disposal of excavated soils, if characterized as hazardous; and the implementation of an instrumentation program to monitor all known surface manifestation and potential locations such as cracks on the paved surface or floor slabs identified with the Project site vicinity. Therefore, impacts related to geology and soils would be less than significant.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-132 through II-133; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-16 through IV-18.

Mitigation Measures

Mitigation Measure D-2: Should any known or previously undiscovered oil production wells be encountered on the Project Site during construction activities, the Applicant shall halt work in the immediate area and notify the California Division of Oil, Gas, and Geothermal Resources and the Los Angeles Fire Department (LAFD). Any wells encountered shall be abandoned or re-abandoned in accordance with the requirements set forth by the California Division of Oil, Gas, and Geothermal Resources and the Los Angeles Fire Department.

Mitigation Measure D-3: Excavation spoils shall require chemical analysis for disposal characterization. If excavation spoils are characterized as non-hazardous, the spoils can be disposed of at a treatment, disposal, and storage facility. However, if the spoils are characterized as hazardous, the spoils shall be disposed at a hazardous waste facility.

Mitigation Measure D-4: The Project shall implement an instrumentation program to monitor all known surface manifestation and potential locations such as cracks on the paved surface or floor slabs identified within the Project vicinity. In addition, periodic monument survey on selected ground features and critical locations on the installed shoring system shall be performed to ensure the performance of excavation support meets design criteria. If any sign of excessive deformation is observed, excavation shall be temporarily halted and the issue shall be corrected immediately. Furthermore, the Project shall request a review of any relevant instruction information generated by Metro as part of pre-construction baseline conditions.

Mitigation Measure D-5: The Applicant shall hire a geotechnical engineer to observe site conditions and conduct soil testing, such as the Standard Test Method for Expansion Index for Soils (ASTM D4829), during construction, in accordance with the site-specific, design-level geotechnical recommendations identified in the report required by Mitigation Measure D-1 to ensure the impact risk due to expansive soils remains less than significant. The geotechnical observation and testing shall be documented in a final geotechnical construction report for geotechnical related as-built information and submitted to both the Los Angeles County Building and Safety Division and the City of Los Angeles Department of Building and Safety for review.

Mitigation Measure D-6: The Project shall implement the following instrumentation program during construction to monitor any potential impact due to dewatering. The instrumentation program shall include periodic monument survey on selected ground features and critical locations adjacent to neighboring properties shall be performed. In

addition, groundwater monitoring wells with water level loggers shall be installed at locations adjacent to the property lines to monitor the groundwater level continuously. If such monitoring should detect any unanticipated issues, construction dewatering shall be temporarily halted and the issues shall be addressed and corrected immediately to the satisfaction of the applicable City or County Department.

Hazards and Hazardous Materials

The construction and operation of the Museum Building would require the use, handling, and storage of hazardous materials. In addition, the Project would involve demolition and excavation, resulting in the creation of potentially significant hazards to the environment associated with existing underground and aboveground storage tanks, asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs) concentrations, oil wells and methane gas. All potentially hazardous materials would be used and stored in accordance with manufacturer's specifications and instructions, thereby reducing the risk of hazardous materials use during construction and operation. In addition, the Project would comply with relevant regulations and requirements for the proper removal contaminants to ensure that impacts would be less than significant. Implementation of a Health and Safety Plan and a Soil Management Plan to address risks to workers and the public related to methane, hydrogen sulfide gas, and soil contamination and to remove, transport, and dispose of contaminated soil in accordance with regulatory requirements. Groundwater vapors would be monitored and extracted groundwater would require treatment prior to discharge into the storm drain system during construction. The new Museum Building will utilize the highest-level methane mitigation system and an Operations and Maintenance Plan and Emergency Plan will be developed to address impacts from subsurface tar and oil, and methane gas detections in emergency situations.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-135; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-19 through IV-22.

Mitigation Measures

Project Design Feature F-1: Construction activities would be conducted in accordance with relevant health and safety requirements, including OSHA Safety and Health Standards and Cal/OSHA requirements to address risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and construction. In addition, during construction, the Project would implement a Health and Safety Plan that includes continuous control systems to prevent potential methane and hydrogen sulfide hazards. The following specific measures would be implemented:

- Safety training for all workers would be implemented in order to respond to any methane gas or hydrogen sulfide hazards and would include training to identify exposure systems and implement alarm response, as well as identification of mandatory personal protective equipment requirements;
- Monitoring devices would be in place to alert workers of any potential gas hazard;
- Enclosed or confined spaces would be ventilated in a manner so as to not allow methane to exceed 20 percent of the lower explosion limit for methane, and no ignition sources may be present indoors or outdoors when the concentrations may reasonably be expected to exceed 25 percent as set forth by Cal/OSHA;
- The contractor is advised to take extra precautions during construction activities such as welding, or other activities that could generate a spark. The contractor is advised to monitor methane concentrations in the work area and adhere to the Health and Safety requirements;
- The 10 parts per million exposure limit for hydrogen sulfide set forth by Cal/OSHA would be adhered to;
- Contingency plans and procedures would be in place in the event of a methane gas alarm;
- Exposure to contaminated soil and groundwater would be limited and phased in order to minimize any potential hazard. Areas of soil and groundwater that are exposed during excavation would be minimized by staggering exposed demolition areas to reduce the potential for off-gassing or vapor encroachment; and
- Construction fencing would be installed to limit access to the Project Site and provide additional distance between the public and excavation activities to allow for gas and vapor dilution.

Project Design Feature F-2: Due to the potential for excavated soil to contain methane, tar, hydrocarbons and other contaminants, prior to the issuance of a building permit, a Soil Management Plan shall be prepared and be reviewed and approved by the Los Angeles County Building and Safety Division for the Museum Building and by the City of Los Angeles Department of Building and Safety for the Ogden Parking Structure. As part of the Soil Management Plan, excavated soils shall be sampled and tested for disposal based on specified testing parameters and frequency. Contaminated soil shall be removed, transported and disposed of at a permitted facility in accordance with SCAQMD, DTSC and LARWQCB requirements.

Project Design Feature F-3: Methane mitigation systems for the Museum Building and the Ogden Parking Structure shall be implemented that meet Level V Methane Zone Requirements as identified by the City of Los Angeles Ordinance No. 175,790 or equivalent. The specific methane mitigation system components set forth in the Methane Hazard Mitigation Standard Plan may be implemented with alternative designs permitted to address the unique characteristics of the Project Site including high groundwater and flowing tar. Alternative designs shall specifically address the sub-slab venting system, dewatering system, and mechanical extraction system and are

anticipated to be similar to the successful methane system installed within the LACMA West campus. Such systems shall be shown on building plans and approved by the County or City, as appropriate, prior to installation.

Project Design Feature F-4: Prior to the issuance of a certificate of occupancy, the Applicant shall prepare an Operations and Maintenance Plan, in conjunction with the methane mitigation system components, to be reviewed and approved by the Los Angeles County Building and Safety Division for the Museum Building and by the City of Los Angeles Department of Building and Safety for the Ogden Parking Structure. The Operations and Maintenance Plan shall: (1) outline the respective manufacturers' required service procedures for the gas detection and mechanical ventilation systems; (2) include the required frequency of calibration of alarm system components; (3) identify a contingency plan that includes specific guidelines for future work and repairs that may impact the integrity of the methane mitigation systems; and (4) identify the LAFD's Regulations, alarm testing requirements, system certification checklist, and annual inspection requirements.

Hydrology and Water Quality

Construction of the project would include excavation for subterranean parking, basement levels, and foundation. Dewatering operations are expected during construction only, and appropriate compliance and containment measures would be implemented to avoid impacts associated with potential groundwater discharges. Due to the operation of temporary dewatering systems, local groundwater hydrology in the immediate vicinity of the Project site would be minimally affected. Additionally, no water supply wells are located at or within 1 mile of the Project site that could be impacted by construction.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-136 through II-139; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pg. IV-25.

Mitigation Measures

Project Design Feature G-2: Groundwater may be encountered during construction activities, including during excavation and installation of the methane mitigation system, which would require dewatering. The extracted groundwater may include dissolved methane and hydrogen sulfide gases, hydrocarbons, metals, and volatile organic compounds that exceed water quality standards. In addition, vapor encroachment caused by the release of vapors from impacted groundwater may occur. Therefore, groundwater vapors would be monitored and extracted groundwater would require treatment prior to discharge into the storm drain system. Dewatering, treatment and disposal of groundwater would occur in accordance with LARWQCB's requirements.

Noise

The erection of the temporary falsework structure over the Wilshire Boulevard would occur during the week and possibly on a Saturday within the permitted hours of construction outside of the peak traffic hours for one week in order to minimize the impact of the lane closure on Wilshire Boulevard. Construction activities for the temporary falsework would be limited to the area adjacent to Wilshire Boulevard. Three of the six off-site sensitive receptors will experience a significant and unavoidable impact even after mitigation.

Impacts

Construction: significant and unavoidable after mitigation. Operation: less than significant.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-141 through II-150; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-25 through IV-26, IV-28 through IV-30.

Mitigation Measures

Project Design Feature I-1:

- Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The construction contractor will periodically document on-site conditions with photographs to demonstrate that the equipment has been maintained in accordance with manufacturer's specifications.
- Staging and delivery areas will be located as far as feasible from existing residences.
- To the extent feasible, hydraulic equipment will be used instead of pneumatic impact tools and electrical powered equipment will be used instead of diesel powered equipment.
- Idling of construction equipment, when not in use or during loading/unloading will be minimized.
- Stationary equipment will be placed as far as feasible from existing residences.
- A conspicuous sign will be posted at entrances to construction with contact information for residents to report any noise or other complaints.

Project Design Feature I-2: Project construction will not include the use of driven (impact) pile systems.

Mitigation Measure I-1: A temporary and impermeable sound barrier, or equivalent noise reduction feature, shall be erected at the following locations. The temporary sound barrier shall have a minimum STC 25 rating.

- Along the southern property line of the Spaulding Lot between the construction areas and existing multi-family residential use on Spaulding Avenue. The temporary sound barrier shall be 18 feet tall and designed to provide a minimum 15-dBA noise reduction at ground level of the adjacent noise-sensitive receptors R1 and R6.
- Along the eastern property line of the Spaulding Lot between the construction areas and existing multi-family residential use on Stanley Avenue. The temporary sound barrier shall be 18 feet tall and designed to provide a 16-dBA noise reduction at ground level of the residential use along the east side of Stanley Avenue (receptor R2).
- The Applicant is proposing to maintain the existing Metro's noise barrier along the southern property line of the Ogden Lot between the construction areas and existing multi-family residential use on Ogden Drive, during the Ogden Parking Structure construction. In the event Metro removes the existing noise barrier, a temporary sound barrier 18 feet in height shall be provided and designed to provide a minimum 16-dBA noise reduction at the ground level of the adjacent noise-sensitive receptor R5.

Mitigation Measure I-2: Prior to start of construction for the Ogden Parking Structure, the Applicant shall retain the services of a structural engineer or a qualified professional to visit the existing multi-family building structure on Ogden Drive adjacent to the Ogden Lot to inspect and document the apparent physical condition of the buildings' readily-visible features.

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring system capable of documenting the construction-related ground vibration levels at the off-site multi-family residential building during the site demolition and excavation for the Ogden Parking Structure, where heavy construction (e.g., large bulldozer and drill rig) would be operating within 12 feet of the multi-family residential building adjacent to the south. In the event that site access to the adjacent off-site multi-family residential building is not available for the vibration monitoring, vibration monitoring shall be conducted at a distance of 10 feet from the construction equipment (representative of the distance between the off-site building and the construction equipment). Vibration monitoring will include the following:

- a) The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.2 inch/second (PPV) and a regulatory level of 0.3 inch/second (PPV) at the off-site building. The system shall also provide real-time alert when the vibration levels exceed the preset level.

- b) In the event the warning level of 0.2 inch/second (PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques.
- c) In the event the regulatory level 0.3 inch/second (PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and have the structural engineer or a qualified professional visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

Traffic, Access, and Parking

Construction of the Project would be completed over a 51-month period, in comparison to the original estimate of 68 months, which maintains the Project buildout year at 2023. Given the reduced construction schedule, it is anticipated that a greater number of construction workers would be required on-site on a daily basis throughout construction activities. The four-month duration when the demolition, grading/shoring/excavation, and pile/foundation/superstructure phases overlap represents the worst-case scenario, due to the number of haul trucks and construction workers anticipated on-site on a given day. During this time, a maximum of 105 haul trucks and 95 delivery trucks per day are projected to travel to and from the Project Site, for a total of 200 daily trucks. Thus, a total of 400 daily truck trips (200 inbound, 200 outbound) are forecasted to occur during this time, with approximately 50 trips per hour (25 inbound, 25 outbound) uniformly over a typical eight-hour work day.

Temporary traffic impacts during construction would be significant and unavoidable.

Impacts

Significant and unavoidable even after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR, pgs. II-153 through II-156; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-31 through IV-34.

Mitigation Measures

Project Design Feature K-1: A Parking and Traffic Management Plan shall be implemented by the Applicant to reduce Project-related traffic on the surrounding street system. Components of the plan shall include measures to effectively manage and direct parking demand and traffic on weekdays and weekends during peak attendance for the Project. The Parking and Traffic Management Plan shall be subject to review and approval by the County and City. Parking and Traffic Management Plan strategies are anticipated to facilitate more direct routing to off-street parking lots, as well as encourage visitors and employees/staff to reduce parking demand and vehicular traffic

on the adjacent streets during the peak hours by promoting carpooling and non-auto travel (e.g., transit incentives, employee carpooling programs, transit subsidies, etc.).

Mitigation Measure K-1: Construction Management Plan— Prior to the start of construction, the Applicant shall prepare a detailed Construction Management Plan, including street closure information, a detour plan, haul routes, locations of off-site parking facilities for construction workers, and a staging plan, which shall be submitted to LADOT for review and approval. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- Prohibition of construction worker parking on adjacent residential streets.
- Temporary pedestrian and vehicular traffic controls during all construction activities adjacent to Wilshire Boulevard and 6th Street to ensure traffic safety on public rights-of-way. These controls shall include, but are not limited to, flag people trained in pedestrian and student safety.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Parking restrictions on construction-related vehicles parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified LAUSD pedestrian routes to nearby schools.
- Scheduling of construction-related deliveries, haul trips, worker trips, etc., so as to: (1) occur outside the commuter peak hours to the extent feasible; and (2) not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
- Coordination with the Academy Museum and off-site parking facilities to fully accommodate the parking demand of employees, visitors, and construction workers during construction activities.
- Coordination with public transit agencies to provide advance notifications of stop relocations and durations.
- Coordination with the Los Angeles Bureau of Engineering Major Transit and Transportation Construction Traffic Management Committee to verify scheduled transit-related construction activity
- Coordination of construction activities with the Metro Purple Line Extension Project.
- Advance notification of temporary parking removals and duration of removals.

- Detour plans to address temporary road closures during construction.
- An information sign shall be posted at the entrance to the construction sites that provides a community telephone number to call and receive information about the construction project or to report concerns regarding construction.

Tribal Cultural Resources

Tribal cultural resources may be present in the Project vicinity. Excavation activities have the potential to result in the uncovering of tribal resources. Implementation of Mitigation Measure L-1 will be used to address such potential impacts.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pg. II-157; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-34 through IV-35.

Mitigation Measures

Mitigation Measure L-1: Prior to issuance of a grading permit, the Applicant shall retain a qualified Native American Monitor from the Gabrieleño Band of Mission Indians-Kizh Nation to monitor all grading activities within the Project Site. The Native American Monitor shall photo-document the grading activities; maintain a daily monitoring log that describes the daily construction activities, locations, soils, and mappings of the graded areas; and document any identified tribal cultural resources. If tribal cultural resources are encountered during Project grading, all ground-disturbing activities within the vicinity of the find shall cease and the Native American Monitor shall evaluate the significance of the find, and if significant, recommend appropriate measure(s) to mitigate impacts. Such measure(s) may include avoidance, preservation in place, Phase III data recovery and associated documentation, or other appropriate measures. The County shall determine the appropriate and feasible measure(s) that will be necessary to mitigate impacts, in consideration of the measure(s) recommended by the Native American Monitor. The Applicant shall implement all measure(s) that the County determined to be necessary, appropriate and feasible. Within 60 days after grading activities are completed, the Native American Monitor shall prepare and submit a final report about any recovered tribal cultural resources, the significance of the resources, and the treatment of the recovered resources to the County and the California Native American Heritage Commission. In addition, the Native American Monitor shall submit the monitoring log and photo documentation, accompanied by a photo key, to the County.

Utilities and Service Systems – Water Supply and Infrastructure

Construction activities would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities.

Impacts

Less than significant after mitigation.

Reference: Final Environmental Impact Report, Chapter II: Corrections and Additions to the Draft EIR , pgs. II-157 through II-162; Final Environmental Impact Report, Chapter IV: Mitigation Monitoring and Reporting Program, pgs. IV-36 through IV-37.

Mitigation Measures

Project Design Feature M-4: The Project would use proper hydro-zoning, turf minimization, zoned irrigation and native/drought-tolerant plant materials.

Project Design Feature M-5: The Project would use landscape contouring to minimize precipitation runoff.

Project Design Feature M-6: The Project would use a minimum irrigation system distribution uniformity of 75 percent.

If you have any questions or require additional information, please contact Billy Ho of my staff at (213) 485-5745.

MEM/bh

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