DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 11, 2017
Time: after 8:30 a.m.
Place: City Hall, Third Floor
200 North Spring Street
Los Angeles, CA 90012

Public Hearing Completed: April 5, 2017
Appeal Status: General Plan Amendment is not appealable. Project Permit Compliance is appealable to the City Council by any party
Expiration Date: May 17, 2017
Multiple Approval: Yes

Case No.: CPC-2016-4121-GPA-SP-SPP
Related Case: VTT-74715
CEQA No.: Los Angeles Memorial Coliseum Renovation Project EIR, First Addendum, Second Addendum, Third and Fourth Addendum (SCH No. 1990011065)
Council No.: 9 – Curren D. Price, Jr.
Plan Area: South Los Angeles
Specific Plan: Coliseum District and South Los Angeles Alcohol Sales
Certified NC: Empowerment Congress North Area
GPLU: Open Space, Community Commercial, and High Medium Residential
Zones: OS-1XL, RD1.5-1, and R4-1

Applicant: Angelo Avila Garcia, Lucas Museum of Narrative Art

Representative: University of Southern California, Laurie Stone

PROJECT LOCATION: 3800 South Vermont Avenue

PROPOSED PROJECT: Demolition of surface parking lots and the construction of an approximately 300,000 square-foot, 115-foot tall museum with ancillary restaurant, cinematic theaters, museum store, café, lecture halls, digital classrooms, video conferencing, library, event space, editing classrooms, and a two-level parking structure. A separate three-level subterranean parking structure would be located to the south of the museum. The project will result in up to 2,425 parking spaces within the subterranean garages and 11 acres of open space, and the vacation of a portion of 39th Street between Bill Robertson Lane and portions of the abutting alley.

REQUESTED ACTIONS: In accordance with Section 12.36 of the Los Angeles Municipal Code (Multiple Approval Ordinance), the following are requested:

1. Pursuant to CEQA Guidelines Sections 15162, 15163, and 15164, in consideration of the whole of the administrative record, that the project was adequately assessed in the previously certified Environmental Impact Report, First Addendum, Second Addendum, Third Addendum, Fourth Addendum, and Errata, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for the Los Angeles Memorial Coliseum Renovation Project EIR (SCH No. 1990011065);and no subsequent EIR, negative declaration, or further addendum or other CEQA analysis is required for approval of the project;

2. Pursuant to City Charter Section 555 and Section 11.5.6, of the Los Angeles Municipal Code (LAMC) an amendment to Mobility Plan 2035, an element of the General Plan, to change the street designation of the portion of 39th Street located between Vermont Avenue and Bill Robertson Lane within the Coliseum District Specific Plan as shown on the Citywide General Plan Circulation System Maps and the South Los Angeles Community Plan Circulation Map from a Collector Street to a Local Street;

3. Pursuant to the procedures set forth in LAMC Section 11.5.7-G, a Specific Plan Amendment to modify the language of the Coliseum District Specific Plan to permit the development of the Lucas Museum of Narrative Art; and

4. Pursuant to LAMC Section 11.5.7-C, Project Permit Compliance Review for a project within the Coliseum District Specific Plan.

RECOMMENDED ACTIONS:

1. **Find,** pursuant to CEQA Guidelines Sections 15162, 15163, and 15164, in consideration of the whole of the administrative record, that the project was adequately assessed in the previously certified Environmental Impact Report, First Addendum, Second Addendum, Third Addendum, Fourth Addendum, and Errata, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for the Los Angeles Memorial Coliseum Renovation Project EIR (SCH No. 1990011065);and no subsequent EIR, negative declaration, or further addendum or other CEQA analysis is required for approval of the project;
2. **Recommend** that the City Council and the Mayor **approve** of a General Plan amendment to Mobility Plan 2035 to change the street designation of the portion of 39th Street located between Vermont Avenue and Bill Robertson Lane within the Coliseum District Specific Plan as shown on the Citywide General Plan Circulation System Maps and the South Los Angeles Community Plan Circulation Map from a Collector Street to a Local Street;
3. **Recommend** that the City Council **approve** the Specific Plan Amendment to the Coliseum District Specific Plan;
4. **Recommend** that the City Planning Commission **approve** the Project Permit Compliance Review for a project within the Coliseum District Specific Plan;
5. **Adopt** the Project Permit Compliance findings and **recommend** that the City Council Adopt the Amendment Findings;
6. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
7. **Advise** the applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

VINCENT P. BERTONI, AICP
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Interim Chief Zoning Administrator

Nicholas Hendricks
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Hearing Officer (213) 978-0092

ADVICE TO PUBLIC: *The exact time this report **will** be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 525, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT DESCRIPTION

The applicant proposes to demolish existing surface parking lots and develop a new approximately 300,000 square-foot museum building that would include five-levels above grade rising to a maximum height of 115 feet. The project would include the construction of a two-level parking structure, located beneath the museum, and a separate three-level subterranean parking structure, to the south of the museum that will include replacement of the parking currently on the site. Up to 2,425 vehicle parking spaces would be provided to serve the museum and to replace the existing surface parking, consistent with the requirements of the Coliseum District Specific Plan. In addition, the project would provide the required bicycle parking and associated facilities. The existing soccer field, located on the site of the future replacement parking structure, would be relocated, in kind and upgraded immediately south of the museum site at the corner of Vermont Boulevard and Martin Luther King, Jr. Boulevard. In addition, the applicant will invest private money to make improvements to the Jesse Brewer Jr. Park and to the abutting portion of Expo Park by providing new pedestrian pathways, upgraded playground equipment, and drought tolerant landscaping elements. In addition to the museum's rooftop open space, the 11 acres surrounding the museum will be developed into park areas for active and passive uses.

The project will result in the vacation of 39th Street between Vermont and Bill Robertson Lane to allow for an archway over vacated 39th Street that will connect the two wings of the museum, and provide an interesting architectural detail to the unified building. Vacated 39th Street would primarily function as a pedestrian plaza flanking the museum entrances and new public open spaces but would continue to function as a limited vehicular throughway for major events in Exposition Park with over 25,000 attendees, such as football games at the Coliseum. . In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations for the museum.

At the ground level, the museum will be divided into two wings with two theatres and an entrance lobby located to the north of the vacated 39th Street along with a café and museum shop. The ground floor of the south wing would include archive space, and offices with educational space and classrooms located on the second floor. The third level features a library. The two wings connect at the fourth level that would contain the museum's main exhibition spaces. The fifth level would feature additional exhibition space and a sit-down restaurant surrounded by a continuous public roof garden along the museum's perimeter with trees, seating areas, and terraces. From the proposed public roof garden, visitors would experience panoramic views of the surrounding Exposition Park and USC campus, Downtown Los Angeles, and surrounding mountains.

Collection and Education Programming would include collection presentations, temporary exhibitions, daily film screenings, film premieres, public lectures, hands-on workshops, school tours and programs, classes for all ages, internships, and campus-wide festivals. The museum would also include numerous amenities such as a sit-down restaurant, state-of-the-art cinematic theaters, museum store, casual café, lecture halls of various sizes, digital classrooms, video conferencing for guest lectures and workshops, a drop-in library, several spaces available for event rental, and production quality editing classrooms.

Construction of the Museum is expected to begin in January 2018 with completion by 2021.

Project Site

The project site is currently developed with surface parking lots having 1,297 parking spaces and a City-operated soccer field. The project site contains approximately 688,396 square feet of lot area and is bisected by West 39th Street. The museum project site is bounded by Vermont Avenue to the west, Jesse Brewer Jr. Park to the north, Bill Robertson Lane to the east, and Lots 124-128 of the Southern District Agricultural Park and Adjoining Lots Tract and Lots 7-10 of Tract 2441 to the south. As described below, the applicant will also be making improvements to Jesse Brewer Jr. Park and an adjacent portion of Exposition Park.

The project site is located within the western portion of Exposition Park. Exposition Park, comprised of 160 acres of land bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King Jr. Boulevard to the south, and Vermont Avenue to the west, houses the Los Angeles Memorial Coliseum, the California Science Center, the Dr. Theodore T. Alexander Jr. Science Center School, the California African American Museum, the Los Angeles County Natural History Museum, the Exposition Park Rose Garden, the Wallis Annenberg Building, Jesse Brewer Jr. Park, the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school, and the future Los Angeles Football Club stadium. USC's University Park Campus lies adjacent to the north of Exposition Park. The development of a new museum is entirely consistent with the existing cultural uses within Exposition Park. The project site is within the Coliseum District Specific Plan.

Zoning and Overlay of Land Use Regulations

The subject site is zoned OS-1XL, RD1.5-1XL, and R4, having Open Space, Community Commercial, and High Medium Residential land use designations in the South Los Angeles Community Plan. Corresponding zones for the Open Space land use designation include OS and A1.

The property is located within the Coliseum District Specific Plan and the South Los Angeles Alcohol Sales Specific Plan Area. The site is located in the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay, Central City Revitalization Zone, Los Angeles State Enterprise Zone, and in the Exposition Park West Targeted Neighborhood Initiative.

Coliseum District Specific Plan

The project site is regulated by the Coliseum District Specific Plan adopted by the City Council in 2006, and amended in 2009 (original Ordinance No. 177,558 effective July 2, 2006 was amended and replaced with Ordinance No. 180,768, effective August 16, 2009). The Specific Plan also governs the adjacent Los Angeles Football Club property that is currently under construction, as well as surrounding parking lots and the Soboroff Sports Field at EXPO Center. The Specific Plan was further amended by adoption of Ordinance No. 184,289 by the City Council on May 6, 2016 (effective June 21, 2016). A further amendment related to the Coliseum Renovation Project is currently pending.

The Specific Plan area is bounded by Jesse Brewer Park, the Natural History Museum's South Lawn, the California Science Center and its parking facilities to the north, Figueroa Street to the east, Martin Luther King Junior Boulevard and the EXPO Center on the south and Vermont Avenue on the west, plus the existing sign located easterly of the 110 Harbor Freeway.

The Specific Plan was established in order to: 1) provide regulatory controls and incentives for the systematic execution of the General Plan; 2) assure orderly development by establishing general procedures for development within the Specific Plan area; 3) provide for the preservation

and upgrade of this historic Los Angeles Memorial Coliseum stadium and associated development and enhancements to the site, in conformance with the goals and objectives of local and regional plans and policies; and 4) provide for the redevelopment of the Los Angeles Memorial Sports Arena site with a state-of-the-art professional soccer stadium and ancillary uses in conformance with the goals and objectives of local and regional plans and policies. The Specific Plan consists of regulations for allowable uses, Coliseum and Soccer Stadium design regulations, on-site alcohol consumption regulations, and parking requirements.

While a museum is an allowed use in the Specific Plan in connection with Coliseum and Soccer Stadium uses, a Specific Plan Amendment has been initiated to amend the Plan to include certain regulations for the development of the new museum that would ensure the museum's compatibility with the prevailing scale, neighborhood character, and land uses within Exposition Park and its surrounding neighborhoods and districts.

Vehicular Access

Access to the museum's parking structure will be provided from two driveways along Bill Robertson Lane—one north and one south of 39th Street. Service access would also be provided from Bill Robertson Lane. A separate three-level subterranean parking structure, containing up to approximately 1,400 parking spaces, would be located the south of the museum and will replace the existing surface parking spaces on the project site. Access to this structure will also be provided between two full-access driveways to Bill Robertson lane along with a full-access driveway to Vermont Avenue at Leighton Avenue. A new traffic signal would be installed at Leighton Avenue.

Freeway Access and Surrounding Public Transit

Regional access to the project site is provided by the Harbor Freeway (Interstate 110), located approximately 0.5 mile to the east. The Metro Expo Line is located just north of the site with service between downtown Santa Monica and downtown Los Angeles, connecting with the Metro Blue Line, Metro Purple Line and Metro Red Line in Downtown Los Angeles. In addition, the site is well-served by 13 bus lines operated by Metro and the LADOT Downtown Area Shuttle.

Alcohol Service

The museum is proposing to have on-site service of a full line of alcoholic beverages within the two restaurants and within the gallery spaces.

Surrounding Uses

Adjacent to the project site to the north, across Exposition Boulevard, is the Metro Rail Expo Line, with the University of Southern California to the north of the Rail. Properties to the east, across Bill Robertson Lane, are developed with Exposition Park consisting of Los Angeles Memorial Coliseum, the California Science Center, and the California African American Museum and corresponding garden areas. Properties to the south, across Martin Luther King Jr. Boulevard, are zoned C2-1 and R3-1 and are improved with commercial and multi-family residential uses. Properties to the west, across Vermont Avenue, are zoned C2-1 and are improved with community service buildings and commercial and multi-family residential uses.

Streets and Circulation

Martin Luther King Boulevard, adjoining the property to the south, has an Avenue I classification and is dedicated to a width of 100 feet and roadway width of 70 feet and is fully improved.

39th Street has a Collector Street designation and is dedicated to a width of 40 feet.

Leighton Avenue is a paper street that was never improved. The area where this street is depicted currently functions as surface parking for Exposition Park.

Bill Robertson Lane, adjoining the property to the east, has a Local street classification and is dedicated to a width of 60 feet and roadway width of 36 feet.

Vermont Avenue, adjoining the property to the west, has an Avenue I classification and is dedicated to a width of 100 feet and roadway width of 70 feet and is fully improved.

The alley is dedicated to a width of 20 feet. As part of the Vesting Tentative Tract Map approval, portions of the alley abutting the site have been merged and resubdivided into the project site.

2010 Bicycle Plan and Surrounding Bike Lanes

The 2010 Bicycle Plan, adopted on March 1, 2011, identifies streets near the project site as part of the plan. The plan designates Exposition Boulevard, Martin Luther King Boulevard, and Vermont Avenue as designated Bike Routes. According to LADOT Bike Program, there is currently a Bike Route that runs along the northern portion of Exposition Park on Vermont Avenue. At this time, no other bike facilities have been implemented.

Sustainability

The museum has been designed and will be constructed to incorporate environmentally sustainable features as required by California Green Building Code (CALGreen) and the Los Angeles Green Building Code (LAGBC). In addition, the museum has been designed to implement features that are equivalent to the Leadership in Energy Efficiency and Design (LEED) Gold standards set forth by the U.S. Green Building Council's (USGBC). Sustainable design features that are anticipated to be implemented by the museum include the following:

Location and Transportation
- Close proximity to an abundance of public transit options
- Bicycle parking
- Electric vehicle charging station infrastructure provided in the parking garage in accordance with LAMC requirements

Sustainable Sites
- Construction activity pollution prevention
- Stormwater pollution prevention
- Light pollution reduction in outdoor lighting
- New parkland replaces existing asphalt parking lots, reducing the heat island effect

Water Efficiency
- Water-efficient landscaping for reduction in outdoor water usage
- Weather or soil moisture-based automatic irrigation system controllers for landscaping
- Water conserving plumbing fixtures and fittings that reduce indoor water use by at least 20 percent

- Gray/Rainwater/Condensate recycled water that would be treated and harnessed
- Permanent water metering

Building Design

- Minimum of 15 percent of roof area to have photovoltaic panels installed
- Implementation of a landscape water feature to provide passive cooling
- Incorporation of a high-performance façade that will minimize heat gain/loss

REQUESTED ENTITLEMENTS

On April 11, 2017, under Case No. VTT-74715, the Advisory Agency approved a subdivision to merge and re-subdivide merger and resubdivision of the subject site into two (2) ground lots and five (5) airspace lots, and the merging and vacation of 39th Street between Bill Robertson Lane and portions of the abutting alley. As part of this approval, the Advisory Agency approved a haul route to and from the Project Site via Bill Robertson Lane and Exposition Boulevard and the I-110 Freeway.

A General Plan Amendment was initiated by the city on October 13, 2016 to redesignate a portion of 39th Street from a Collector to a Local Street in conjunction with the closure and vacation of the 39th Street. However, the operation of the museum would include the continued use of the vacated 39th Street to function primarily as pedestrian plaza however, 39th Street would provide periodic vehicular access the vacated area that require the provide access between Vermont Avenue and Bill Robertson Lane during major events at Exposition Park.

A Specific Plan Amendment was also initiated on October 13, 2016 to amend Section 8 of the Coliseum District Specific Plan to include museum-specific regulations into the Plan.

Lastly, the applicant is requesting a Project Permit Compliance review for a project that complies with the Coliseum District Specific Plan, as amended.

CEQA REVIEW – ADDENDUM TO THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT EIR

In December 2003, the Los Angeles Memorial Coliseum Commission (LAMCC), as lead agency, certified Environmental Impact Report SCH # 1990011065 (Certified EIR) for the Los Angeles Memorial Coliseum Renovation Project (Approved Project). The Certified EIR analyzed the renovation of the Los Angeles Memorial Coliseum (Coliseum), which included primarily reducing the maximum seating capacity from 92,500 seats to 78,000 seats, the addition of 200 luxury suites, and the construction of two approximate 20,000 square-foot ancillary structures for retail or office use, a 19,000 square-foot press box, and approximately 35,000 square feet of new concession-related facilities.

The LAMCC approved a First Addendum to the Certified EIR (First Addendum) on May 2, 2006 that was subsequently relied upon and approved by the City Planning Commission in conjunction with the approval of the modified Los Angeles Memorial Coliseum Renovation Project, Coliseum District Specific Plan Overlay, and Development Agreement between the City of Los Angeles and the LAMCC on May 16, 2006. Among other things, the First Addendum evaluated changes to the architectural design, the establishment of a Coliseum District Specific Plan to govern the development and operation of the Coliseum under a proposed lease agreement between the LAMCC and the National Football League, the adoption of a signage plan, and approval of the sale and service of alcoholic beverages for on-site consumption.

In 2008, the University of Southern California (USC) signed a long-term lease with the LAMCC for use of the Coliseum. The lease agreement, as amended in 2013, provides for renovations to the Coliseum and management of the Coliseum by USC. USC proposed the renovation of the Coliseum as previously contemplated in the Certified EIR, with some modifications. Such modifications primarily included reducing the number of luxury suites, and reducing the size of the press box, concession-related facilities, and ancillary structures. These modifications were addressed in a Second Addendum to the Certified EIR (Second Addendum) that was approved by the LAMCC on July 28, 2016.

In addition, a Third Addendum to the Certified EIR (Third Addendum) was prepared and approved by the LAMCC in December, 2016. The Third Addendum addressed the replacement of two video boards with two new video boards that would be better integrated into the seating bowl of the Coliseum as well as the replacement of the center Peristyle game clock with a modern smaller integrated game clock. All references hereafter to the "Approved Project" reflect the Los Angeles Memorial Coliseum Renovation Project as evaluated in the Certified EIR and as modified by the three addenda and other approvals.

A Fourth Addendum to the Certified EIR dated March 2017 (Fourth Addendum) was prepared to analyze further modifications to the Approved Project, specifically the development of the Lucas Museum for Narrative Arts (LMNA) and associated open space and below grade parking, a separate below grade replacement parking structure, a relocated soccer field, and landscape and circulation improvements to Jesse Brewer Jr. Park and Exposition Park (Modified Project). The Fourth Addendum demonstrates that the Modified Project would not result in any new or substantially increased significant environmental impacts as compared to the Approved Project. In addition, the Fourth Addendum demonstrates that there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified, that would require preparation a Subsequent or Supplemental EIR pursuant to Section 15162 and 15163 of the CEQA Guidelines.

The Fourth Addendum addresses the changes to the Approved Project proposed under the Modified Project. The Certified EIR included all statutory sections required by CEQA, comments received on the Draft EIR, responses to comments on the Draft EIR, and supporting technical appendices. CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *"The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

Sections 15162 and 15163 of the CEQA Guidelines respectively require preparation of a Subsequent or Supplemental EIR when an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated in the Fourth Addendum, the Modified Project's impacts would be less than significant except for Construction Air Quality, which would exceed the significance threshold for regional NOx emissions if construction of the Modified Project overlaps with the Coliseum renovation. However, the combined impacts of the Modified Project and the Coliseum improvements would be substantially less than the impacts disclosed in the Certified EIR.

All the Modified Project's environmental impacts would be similar to or less than those of the Approved Project. Therefore, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of any previously anticipated significant impacts set forth in the Certified EIR. Based on this determination, the changes proposed under the Modified Project do not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 and 15163 of the CEQA Guidelines.

On April 11, 2017, the Deputy Advisory Agency approved the Fourth Addendum and made related CEQA findings in connection with the approval of VTT-74715.

Related Cases - On-Site

Case No. VTT-74715: On April 11, 2017, the Deputy Advisory Agency approved a subdivision for the merger and re-subdivision of the site to create two ground lots for condominium purposes under this concurrent case. A request to vacate 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way were also approved as part of the tract map. No appeals were filed.

Case No. CPC-2016-3632-DA: USC, is seeking to enter into a Development Agreement with the City of Los Angeles for the provision of community benefits. This development agreement is related to the recent Coliseum Renovation Plan, approved on February 7, 2017 by the City Planning Commission.

Ordinance No. 184289: On March 8, 2017, the City Council adopted an ordinance updating the Coliseum District Specific Plan to allow for the LAFC Soccer Stadium.

CPC-2016-4382-SP: On February 7, 2017, the City Planning Commission recommended that the City Council approve a Specific Plan Amendment to the Coliseum District Specific Plan to allow for renovations to the Coliseum.

Case No. CPC-2015-3477-SP-SN: On December 18, 2015, the City Planning Commission recommended that the City Council adopt an amendment to the Coliseum District Specific Plan and the establishment of a Supplemental Use Sign District to facilitate the demolition of the Sports Arena and the construction of the LAFC. The City Council adopted the Specific Plan Amendment and Sign District on May 6, 2016. Ordinance No. 184,289 became effective on June 21, 2016.

Case No. DIR-2016-4737-SPP: On December 22, 2016, the Director of Planning approved a Director's Administrative Clearance to allow the construction of a new two-story, 18,228 square-foot warehouse/office building within the yard area; the removal of two existing video boards (scoreboards) from the Peristyle and installation of two new video boards in the East End Zone; the removal of one existing game clock from the Center Peristyle and installation of one new game clock in the same location; and the installation of two new signs, one below the existing clock and one below the existing thermometer.

Case No. DIR-2016-2501-MSC: On August 2, 2016, the Director of Planning approved a Director's Administrative Clearance and Alcohol Use to allow for an upgrade to a full line of alcoholic beverages for on-site consumption for a single license holder and to allow the on-site consumption of a full line of alcoholic beverages within the stadium and ancillary buildings at the Coliseum.

Case No. DIR-2015-3517-SPP: This is a concurrent case, to be acted on at a later date, requesting approval of Project Permit Compliance pursuant to Section 6.C of the Coliseum District Specific Plan. The consistency of the project with the Specific Plan itself will be evaluated based on the Specific Plan Amendment initiated by the City Council to provide for the proposed renovation project of the Coliseum.

Case No. DIR-2015-2496-SPP-DD: On June 21, 2016, the Director of Planning approved a Director's Administrative Clearance & Alcohol Use to allow the demolition of the existing Los Angeles Memorial Sports Arena for the construction of a new 22,000 seat professional soccer stadium with associated amenities consisting of 519,068 gross square feet of development and an ancillary building connected to the stadium totaling approximately 40,975 square feet (approximately 46,580 gross square feet), and a surface parking lot with 243 parking spaces; and the on-site consumption of a full line of alcoholic beverages within the stadium and ancillary building for the Los Angeles Football Club Banc of California Stadium that is currently under construction located at 3939 South Figueroa Street.

Case No. CPC-2006-3082-SP-DA: On May 12, 2009, the City Planning Commission approved an amendment to the Coliseum District Specific Plan, including regulations related to land use, design requirements, on-site alcohol consumption, parking and signage, and termination of an existing Development Agreement between the City of Los Angeles and the Los Angeles Memorial Coliseum Commission. The City Council adopted the Specific Plan Amendment on June 24, 2009 and Ordinance No. 180,768 became effective on August 16, 2009.

Council File Nos. 06-0873-S1 and 06-0873-S3: On August 1, 2006, the City Council effectuated the establishment of an ordinance authorizing execution of a Development Agreement by and between the City of Los Angeles and the Los Angeles Memorial Coliseum Commission, with Mayor's signature contingent upon execution of an NFL lease of the Coliseum.

Ordinance No. 177,554: Effective June 15, 2006, the subject ordinance established the Coliseum District Specific Plan.

Related Cases - Off-Site

Case Nos. VTT-72558-CN/CPC-2013-3340-GPA-ZC-DB-SPR: On July 16, 2014, the Advisory Agency approved a Vesting Tentative Tract Map for the merger and resubdivision of four lots into one master lot and three airspace lots in conjunction with concurrent case for a General Plan Amendment, Zone Change, Density Bonus request, and Site Plan Review in conjunction with a mixed use development consisting of 140 dwelling units and 8,000 square feet of commercial space, on a lot located at 1060-1094 West Exposition Boulevard.

Council File No. CF 13-0175-S1: On September 5, 2013, the City Council approved the dedications, sidewalk easements, street and sidewalk widening, sidewalk improvements, and other modifications to the proposed mixed-use project. On May 20, 2014, the City Council amended the motion to waive the 38th Street and Exposition Boulevard sidewalk widening, and to waive the street widening on Wisconsin Street.

Ordinance No. 180,219: Effective November 16, 2008, this ordinance enabled the establishment of Neighborhood Stabilization Overlay (NSO) districts, requiring a Conditional Use Permit for projects that create one dwelling units with five or more habitable rooms. The NSO sets guidelines for areas that are proximate to colleges and universities.

Ordinance No. 180,218: Effective November 16, 2008, this ordinance established the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay District.

Ordinance No. 173,809: Effective April 16, 2001, the 'Q' condition changed the zone from RD1.5-1 to [Q]R3-1 and limited the maximum density of 1,200 square feet per dwelling unit in the R3 Zone, and that the multi-family residential developments must obtain plan approval to ensure conformity with the multi-family residential development design guidelines.

CONCLUSION

On April 11, 2017, the Advisory Agency found that pursuant to CEQA Guidelines Sections 1516, 15163, and 15164, in consideration of the whole of the administrative record, that the project was adequately assessed in the previously certified Environmental Impact Report, First Addendum, Second Addendum, Third Addendum, Fourth Addendum, and Errata, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for the Los Angeles Memorial Coliseum Renovation Project EIR (SCH No. 1990011065);and no subsequent EIR, negative declaration, or further addendum or other CEQA analysis is required for approval of the project.

Based on testimony taken at the public hearing and information submitted to the record, Staff is recommending that the City Planning Commission recommend that the City Council adopt the General Plan Amendment, adopt the Specific Plan Amendment, and that the City Planning Commission rely on the Advisory Agency's approval of the Fourth Addendum and related CEQA findings and approve a Project Permit Compliance Review for a project within the Coliseum District Specific Plan.

CONDITIONS OF APPROVAL

Pursuant to Section 11.5.7 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Use.** All other use, height and area regulations of the Municipal Code, the Coliseum District Specific Plan, and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject authorization.

3. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

4. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

Project Permit Compliance

5. **Site Development**. Except as modified herein, the project shall be in substantial conformance with the conceptual architectural and landscape plans, renderings, and materials submitted by the Applicant, stamped Exhibit “A”. No change to the plans shall be made without prior review by the Department of City Planning and written approval of the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, or the project conditions.

6. **Modifications.** Modifications which increases the square footage of building(s) or structure(s) shall be required to comply with the requirements and obtain the necessary approvals pursuant to the Coliseum District Specific Plan.

7. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

8. **Trash and Recycling.**

   a. All trash collection and storage areas shall be located on-site and shall be screened from visibility from the public right-of-way.

   b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.

   c. Trash/recycling containers shall be locked when not in use.

9. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

10. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

11. **Solar Panels.** The project shall dedicate a minimum of 15 percent of the museum's roof for the installation of a photovoltaic system.

12. **Open Space**. The project shall include landscaped open space in substantial conformance approved plans in City Planning Department case file No. CPC-2016-4382-SP stamped Exhibit "A". The landscaped open space shall be generally accessible to the public and Museum and park guests, visitors, invitees and employees, subject to reasonable rules, regulations and security measures, including hours of use, as determined by the Museum in consultation with the Council office for the district in which the museum is located, as well as the General Manager for Exposition Park. The Museum may exclude individuals who do not comply with such rules and regulations from the landscaped open space. The Museum may use portions of the landscaped open space for displays and programs associated with the Museum, Museum collection, Museum activities and Museum sponsors. The Museum shall be responsible for all costs associated with maintaining and operating the landscaped open space, including security. The landscaped open space shall be maintained in good order and repair. The landscaped open space (and portions thereof) may be closed periodically by the Museum for special Museum events, including programs, openings, exhibitions, fundraisers, civic gatherings, exhibit installations, and periodic maintenance. The landscaped open space areas may include gardens, landscaping, hardscaping, pedestrian paths, walkways, walls, fences, fountains, gazebos, pergolas, lighting, and benches and other seating, and tables, whether or not shown on Exhibit A. The landscaped open space may include outdoor dining areas associated with restaurants that are part of the Museum. The Museum shall have the right to locate portions of the Museum building and associated structures over portions of the landscaped open space shown in Exhibit A, and the Museum shall have the right to modify the design of the landscaped open space, subject to the review of the Director of Planning as set forth in Section 6.A.1.a of the Coliseum Specific Plan.

13. **Soccer Field**. In connection with the development of the Museum, the Museum shall relocate and rebuild the existing soccer field on the Project site to the corner of Martin Luther King Boulevard and Vermont Street in substantial conformance with be the preliminary dimensioned plans for the soccer field set forth in approved plans in City Planning Department case file No. CPC-2016-4382-SP stamped Exhibit "B" and the specification for lights standards, turf, etc. set forth in stamped Exhibit "C" to the case file. The Museum shall secure from the State of California such rights as are necessary to

complete the relocating and rebuilding of the soccer field. The Museum shall be responsible for all costs associated with relocating and rebuilding the soccer field. Upon completion of the rebuilding of the soccer field and the determination of the State of California that the soccer field has been relocated and rebuilt in substantial conformance with the requirements of Exhibit B and Exhibit C, the Museum's obligations with respect to the soccer field shall be completed, and the Museum shall have no further obligations with respect to the soccer field.

14. **Museum of Narrative Art Local Access and Education Program.** The Museum shall establish a Local Access and Education Program (LEAP) to inspire and educate neighborhood students and residents generally located within a 3-mile radius of the Museum. The LEAP will engage with area residents and students through innovative programs to explore the many narrative art forms represented in the Museum's collection and exhibitions. Participants may engage with artists, educators, and staff, and be afforded opportunities for creative expression through the many forms of narrative art. LEAP elements will include collaborations with area schools, cultural institutions, and organizations, faith institutions and civic organizations designed to offer diverse opportunities for arts participation and to enhance the creative capacity of the community. The LEAP will be flexible, evolving and developing in order to meet the changing needs and desires of local students and residents. The LEAP will coordinate with area school districts, community colleges, universities and the Department of Cultural Affairs to supplement and augment existing programs in the primary outreach area for the Museum and to expand the reach of the Museum to other areas of the City.

15. **Engaging Local Artists**. The Museum will establish a Local Artists Program to engage local and community artists who live and/or work within a 3-mile radius of the Museum in a broad spectrum of programs within the Museum. In connection with the Local Artist Program, artists in a range of media and technologies may provide instruction in Museum education programs, demonstrations in public events, or mentoring roles in apprenticeship programs onsite or at other locations. Local artists' works will be considered for curated temporary exhibition projects, and for the permanent collection, as appropriate through the Museum's professionally curated review process and acquisitions procedure. The Local Artists Program will coordinate with area school districts, community colleges, universities, and the Department of Cultural Affairs to supplement and augment existing programs in the primary outreach area for the Museum and to expand the reach of the Museum to other areas of the City.

16. **Recreation and Parks - Lease Agreement.** The Department of Recreation and Parks shall modify the Ground Lease – Athletic Field Agreement with the State of California to release Lots 101 and 102, owned by the Department of Recreation and Parks, from the lease agreement. The Department of Recreation and Parks shall transfer Lots 101 and 102 to the State. The lease agreement is necessary to facilitate control of the property to the State as part of the project.

Environmental Conditions

17. **Air Quality and Greenhouse Gas Emissions**

a. Construction Phase

i. Haul trucks shall be staged on-site in the vacant parking areas within Exposition Park. Haul truck staging plan shall be subject to review by the City of Los Angeles Department of Building and Safety and the Department of Transportation. Trucks shall be called to the site by radio dispatch.

ii. Diesel-powered equipment shall be located as far away as possible from sensitive land uses and areas.
iii. Grading activities shall be restricted on exceedingly windy days (winds in excess of 25 mph) when fugitive dust emissions are likely to be carried off-site. All truck loads of export debris shall be covered or shall provide at least 2 feet of freeboard.
iv. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.
v. Contractors shall cover any stockpiles of soil, sand and similar materials.
vi. Equipment engines shall be maintained in proper tune.
vii. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.
viii. Contractors shall discontinue construction activities during second-stage smog alerts.
ix. Off-road diesel-powered equipment used on-site for an aggregate of 40 or more hours during any portion of the construction activities shall meet Tier 4 standards.

b. Operational Phase Mitigation

i. To reduce the traffic-related air quality impact on the affected intersections, the Proposed Project shall implement the required traffic management measures described in Section IV.C.6 of the EIR (Traffic, Parking, and Access) the Traffic Study.
ii. The Proposed Project applicant shall comply with all requirements of the South Coast Air Quality Management District's Regulation 15, which attempts to reduce employee vehicle trips through the implementation of various transportation management strategies.

18. **Archaeological and Paleontological Resources**

a. Recordation. Demolition of any historic fabric shall be documented in a report consistent with Historic American Buildings Survey (HABS) standards. The report shall document the significance and physical condition of the historic resources proposed for demolition, both historic and current, photographs, written data, and text. The documentation shall include:

iii. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form.
iv. A site plan on 8" x 11" paper showing the location of the buildings should be included. This site plan shall include a photo-key.
v. A sketch floor plan on 8" x 11" paper shall accompany each architectural data form.
vi. Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces.
vii. Field photographs (35 mm) based on HABS guidelines. Views as detailed in large format photographs.
viii. The report shall include copies or prints of any available original plans and historic photographs.
ix. Archivally stable reproductions of any available significant historic construction drawings and photographs.

b. A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into any older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting 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. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

   If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

19. **Geology/Seismic Hazards**

a. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.

b. A comprehensive geotechnical investigation shall be prepared to the satisfaction of the responsible State and/or City reviewing agencies. The investigation shall verify the soil conditions under the proposed structures and derive the pile capacities.

c. All grading activities shall be in compliance with specific recommendations and requirements provided in the geotechnical report prepared for the Proposed Project, subject to review and approval by the appropriate State and/or City responsible agencies.

d. A copy of the foundation report and/or supplements and approval letter shall be attached to the State and/or City office and field sets of plans, with one copy of the foundation report and/or supplements submitted to the State and/or City plan checker prior to the issuance of the permit.

e. During construction, all grading shall be carefully observed, mapped, and tested by the project engineer. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or

City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.

f. The geologist or the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill.

g. Haul route approval for the transport of graded and excavated earth materials and removed building materials to receptor sites and/or local landfills shall be obtained from the City of Los Angeles Department of Building and Safety and/or other responsible City agencies. Haul routes for the transport of such materials shall be established, where possible, through nonresidential areas so as to minimize the effects of noise, and shall maximize, where possible, the distance traveled on major arterials.

h. Discarded building and/or earth materials containing any hazardous materials, primarily asbestos, shall be disposed of in accordance with all applicable local, state, and federal regulations.

i. To the maximum extent feasible, uncontaminated graded materials shall be transported off-site to a receptor site needing imported fill material. Landfills shall only be considered as a last resort disposal option for materials from the site.

j. Prior to the issuance of building permits, if the soils and/or perched groundwater beneath the site are found to be contaminated, the City of Los Angeles Fire Department shall be notified and provided with a summary of all local, state, county, and federally required remediation activities and submit evidence of compliance.

k. Where encountered on the site, perched groundwater or saturated soils should be removed to the extent feasible or necessary.

l. During the construction plan and haul route approval process, the project contractor shall consult with the LAUSD Transportation Branch to address potential impacts upon existing pedestrian and school bus routes. Contractors must guarantee that safe and convenient pedestrian routes to school are maintained. The project contractor shall install appropriate traffic controls (signs and signals) as needed to ensure pedestrian and vehicular safety. The project contractor shall fund crossing guards for safety of students, as needed, during construction activities at impacted crossings.

20. **Noise**

a. The Applicant shall comply with the construction hours as specified by the City LAMC Noise Ordinance, Chapter IV, Section 41.40, which prohibits construction before 7:00 a.m. or after 9:00 p.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or any national holiday, and at anytime on Sunday.

b. The Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. Haul trucks shall not be permitted to travel along local residential streets.

c. Adjacent museums and residents shall be given regular notification of major construction activities and their durations. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

d. During construction, the Project contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

e. The perimeter of the Project Site (including the ancillary outbuildings proposed to be demolished) shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction. The noise barrier shall provide a minimum 5 dBA reduction at Receptor Locations R5 and R7, a minimum 8-dBA reduction at Receptor Location R1, a minimum 9-dBA reduction at Receptor Location R6, a minimum 11-dBA reduction at Receptor R2, and a minimum 13-dBA reduction at Receptor Location R3, as shown in the Fourth Addendum.

f. The outdoor amplified sound systems shall be designed so as not to exceed a maximum noise level of 80 dBA Leq-1hr at a distance of 25 feet from the amplified sound systems within the fifth level outdoor space and 88 dBA Leq-1hr at a distance of 25 feet for the amplified sound system associated with special events at the ground level.

21. **Public Services**

a. Plot plans for the proposed renovation shall be submitted to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented to the extent feasible.

b. Building plans shall be filed with the LAPD Southwest Area Commanding Officer. Plans shall include access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.

c. Security features shall be provided on the construction site(s), such as guards, fencing, and locked entrances.

d. Landscaping shall not be planted in a way that could provide cover for persons tampering with doors or windows of commercial facilities, or for persons lying in wait for pedestrians or parking lot users.

e. Additional lighting shall be installed where appropriate as determined in consultation with the LAPD.

f. Safety features shall be incorporated into Proposed Project to assure pedestrian safety, assist in controlling pedestrian traffic flows, and avoid pedestrian/vehicular conflicts on-site. Safety measures may include provision of security and traffic control personnel; clearly designated, well-lighted pedestrian walkways on-site; special street and pedestrian-level lighting; physical barriers (e.g., low walls, landscaping), particularly around the perimeter of the Coliseum, to direct pedestrians to specific exit locations that correspond to designated crosswalk locations on adjacent streets.

g. A Security Plan shall be developed and implemented by the Applicant, in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Proposed Project. Security features may include but are not limited to the provision of a private on-site security force, implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, "spotters" to survey parking lots, and maximum accessibility for emergency service personnel. The plan shall be reviewed by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

h. An Emergency Procedures Plan shall be established and implemented by the Applicant outlining guidelines and procedures in the event of civil disturbance, evacuation, and other types of emergencies. The plan shall be subject to review by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

i. Traffic control personnel may be provided on adjacent roadways and in parking areas during Coliseum events and immediately preceding and following events to help prevent vehicles and pedestrians from obstructing emergency access.

22. **Public Utilities**

a. During the design process, the Applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations.

b. The Project Applicant shall be required to comply with any improvements necessary to meet Los Angeles Fire Department fire-flow requirements for the Proposed Project.

c. The Proposed Project shall incorporate water saving techniques as required by the City of Los Angeles' mandatory water conservation program (Ordinance Nos. 166,080 and 163,532). Water conservation measures described in the ordinance include, but are not limited to, the following:

   i. As necessary, the Project Site shall be landscaped with drought-tolerant/ indigenous species (xeriscape).
   ii. Low flow flush valves and shower head water-conservation devices shall be installed in all restroom and/or locker room facilities.
   iii. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.
   iv. Reclaimed water should be investigated as a source to irrigate large landscaped areas, including the grass playing field.
   v. On-site recycling of drainage from water used for playing field irrigation should be investigated.
   vi. Recirculating hot water systems which can reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet should be investigated.

Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

23. **Transportation/Traffic.**

a. To facilitate movement of vehicles, the LAPD and LADOT staff shall have the authority to implement turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage. There shall be a temporary command post available on the site to control and monitor traffic conditions. The area shall be split up into zones, with an engineer assigned to each zone. These engineers would have the authority to react to situations and change restrictions if necessary.

b. Real time radio alerts and broadcasts via Highway Advisory Radio (HAR) shall be located where LADOT deems appropriate.

c. Project implementation shall include the development of a carpool incentive system to reduce the number of overall vehicle trips.

d. Turn prohibitions shall remain in place on game days. Such prohibitions are changed both within and between game days based on the most current traffic conditions and to reflect current best practices based on the City's extensive experience implementing traffic control for Coliseum events.

e. Prior to the start of construction, a Construction Management Plan shall be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. 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:

- Provision of on-site parking for all construction workers.
- Staging of all construction vehicles, equipment, and materials on the Project Site.
- Scheduling of construction activities (worker schedules, haul truck traffic, and deliveries) to reduce the effect on traffic flow on surrounding arterial streets.
- Scheduling of construction-related deliveries, haul trips, etc. so as to occur outside the commuter peak hours to the extent feasible.
- Coordinate construction activities with LAFC construction to minimize traffic and other cumulative impacts.

Administrative Conditions of Approval

24. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

25. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a

copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

26. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

27. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

28. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

29. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

30. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

31. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).

e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.**

   The South Los Angeles Community Plan, adopted by the City Council on March 22, 2000, designates the site and nearly all of Exposition Park for Open Space (OS), except for the southernmost portion of the project site that is designated Community Commercial and High Medium Residential, with corresponding zones of OS and A1. The Plan identifies Exposition Park as a "Major Opportunity Site." The OS designation permits parks, community centers and public serving facilities under the ownership or operation of a public agency. In addition, the corresponding zones for Community Commercial and High Medium Residential allow the Project's proposed uses in those land use designations. The project site is located within the Coliseum District Specific Plan and the South Los Angeles Alcohol Sales Specific Plan.

2. **General Plan Text**

   a. **Land Use Element - South Los Angeles Community Plan**.

   In identifying Exposition Park as a "Major Opportunity Site" the Exposition Master Plan provides the following guiding principles in the development of Exposition Park and the facilities it holds:

   - The need for community empowerment regarding future development.
   - The opportunity for a variety of jobs and job training for community residents.
   - Development reflective of community needs.
   - The need for appropriate development plans to prevent incongruent, incremental development.

   The initiated General Plan Amendment to redesignate a portion of 39th Street, in conjunction with the vacation of the street, would allow for the museum's design concept to be fully implemented which includes a linkage between the two portions of the museum building that arch over 39th Street. In addition, the vacation of 39th Street would allow for additional gathering space and would be an integral part of the museum's loading and other supportive functions. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations.

   The initiated Specific Plan Amendment to the Coliseum District Specific Plan would allow for the development of a project that would redevelop an underutilized site with a use that is consistent with the existing development and programming in Exposition Park. The project's ancillary uses would provide additional amenities to support both museum operations and the surrounding community, including a café, restaurant, theatres, educational programs, and special events that would result in new permanent jobs and amenities for local residents and visitors. In addition, the project would result in 11 acres of publicly accessible open space in an area of the city that is park deficient. The project would reinforce Exposition Park as an important cultural, sports, entertainment, and activity hub for area residents and for the community at-large. The Specific Plan Amendment would contain regulations that would maintain the prevailing scale, neighborhood character, and land uses within Exposition Park and its surrounding neighborhoods and districts.

Through the General Plan and Specific Plan Amendments, the development of the new museum would be possible and would provide this area of South Los Angeles with an identity necessary to attract new customers, businesses, and visitors, along with generating an active environment that will reinvigorate the surrounding community, thereby contributing in the continued revitalization of Exposition Park.

Recreational and Park Facilities

Goal 4: Adequate recreation and park facilities which meet the needs of the residents in the plan area

With the General Plan Amendment to redesignate a portion of 39th Street from a Collector Street to a Local Street to facilitate pedestrian and support functions relating to the operation of the museum and the Specific Plan Amendment to the Coliseum District Specific Plan, the museum project would be consistent with the South Los Angeles Community Plan Recreational and Park Facilities goal.

The Specific Plan Amendment would allow for the development of the museum that will provide 11 acres of privately-funded, publicly accessible open space. The museum and open space would replace two large un-landscaped surface parking lots that are normally not fully occupied except for weekends and when football games are played at the Coliseum. In addition, the applicant will invest private money to make improvements to the Jesse Brewer Jr. Park and to the abutting portion of Exposition Park by providing new pedestrian pathways, upgraded playground equipment, and drought tolerant landscaping elements

The proposed design of the museum would improve the appearance of the Project Site, provide additional publicly accessible park space and landscaping, and preserve the character, scale, and architectural diversity of Exposition Park and the surrounding area consistent with the Recreational and Park Facilities goals of the Community Plan.

Open Space

The South Los Angeles Community Plan broadly defines Open Space as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways:

1. ***Recreational and educational opportunities***.
2. ***Scenic, cultural, and historic values***.
3. ***Public health and safety***.
4. ***Preservation and creation of community identity***.
5. ***Rights-of-way for utilities and transportation facilities***.
6. ***Preservation of natural resources or ecologically important areas***.
7. ***Preservation of physical resources***.

The General Plan Amendment will allow for the vacation of a portion of 39th Street that will facilitate additional pedestrian activity on the site. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations.

The Specific Plan Amendment is necessary in order to develop the Museum and the 11 acres of open space that are planned as a result of the museum's improvements. In addition to the indoor programming of the Museum, the open space has been designed to include active and passive areas, such as a network of proximal open spaces with public

open space at the ground level comprised of contoured landscaped areas connected by a series of meandering pedestrian walkways that would share visual and functional connections with the Natural History Museum to the northeast, Exposition Park to the east, the Los Angeles Memorial Coliseum to the east, and Jesse Brewer Jr. park to the north, promoting physical activity and exploration. The project would result in private investment creating publicly accessible cultural, educational, and open space resources.

While the project site is not located on a site known for natural resources or ecologically importance, the 11 acres of open space would be landscaped with drought-tolerant plantings that would serve to educate visitors on the importance of preserving natural resources. In addition, the project harvest and use gray/rainwater/condensate recycled water for irrigation and use in the water features within the new park areas.

The project supports the goal for "maximum feasible environmental quality" by among things, achieving LEED Gold equivalency, installing water conserving plumbing fixtures and fittings that reduce indoor water use, installing photovoltaic panels on the building roof area, and providing electric vehicle charging stations. These design standards will help to reduce the project's operational environmental impacts thereby preserving natural resources overall. The museum would be a focal point and civic gathering space for Exposition Park, providing public programs for the community and interactive landscape elements.

Based on the above, the project meets Goal 5 and Objective 5-1 of the Community Plan's Open Space section in providing the community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs.

Public Transportation and Land Use Transportation

The project area is well-integrated with existing infrastructure and provides convenient pedestrian access to public transportation including the Expo Park/USC Station, Jefferson/USC Station, and Expo/Vermont Station stops of the Expo Light Rail Line. The site is also serviced by seven Metro and LADOT bus lines within a quarter mile of the Specific Plan area, making the project site and Specific Plan area accessible from many locales in the greater Los Angeles area.

The Museum will result in the removal of surface parking lots and the development of new subterranean parking lots; approximately 11 acres of landscaped open space; retail and restaurant opportunities within the museum; and upgrades to existing park and recreational facilities in Exposition Park.

The project would be consistent with the public transportation and land use transportation policies as follows:

Objective 12-2: *To increase the work trips and non-work trips made on public transit.*

Policy 12-2.2: *Support the expansion of Community based transit service improvement.*

Objective 13-1: *To reflect the objectives and guiding principles of the City Council adopted Land Use- Transportation policy.*

Policy 13-1.1: *Encourage growth, as appropriate, around transit stations when these become operational.*

Objective 13-2: *To increase the work and non-work trips made on public transit.*

Policy 13-2.1: *Encourage the provision safe, attractive and clearly identifiable transit stops with user friendly design amenities.*

The City has initiated a General Plan Amendment to Mobility Plan 2035 to change the street designation of a portion of 39th Street from a Collector Street to a Local Street for the purposes of vacating that portion of the street. On April 11, 2017, the Advisory Agency approved the request to vacate 39th Street under concurrent Case No. VTT-74715. Following vacation, 39th Street would continue to provide public access between Vermont Avenue and Bill Robertson Lane during major events at Exposition Park, but would generally be closed to public traffic. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations. The vacation of 39th Street would be consistent with the Objectives and Policies of the Community Plan, Public Transportation and Land Use Transportation sections in that pedestrians will be the primary users of the vacated street thereby increasing pedestrian activity to the site and within Exposition Park.

The City also initiated a Specific Plan Amendment to amend the plan to include specific regulations for the Museum thereby allowing for the development of a new museum and approximately 11 acres of landscaped open space that will enhance the character of Exposition Park.

The General Plan and Specific Plan Amendments are necessary to facilitate the redevelopment of the underutilized site into a new approximately 300,000 square-foot museum building having 11 acres of open space to support the economic viability of Exposition Park. The Museum will attract visitors to Exposition Park and will create new job opportunities. Construction is estimated to create approximately 3,660 direct construction jobs and generate up to approximately $43.1 million in state and local taxes over three years, and project operation is estimated to create 300 full-time and 100 full-time equivalent long term jobs and generate up to approximately $8.7 million in state and local taxes annually for operation.

The redevelopment of the project site with a new museum would encourage growth around existing transit stations, reduce vehicle miles travelled, and support the expansion of Community-based transit services consistent with the objectives and policies of the South Los Angeles Community Plan.

Cultural Amenities

The South Los Angeles Community Plan text includes the following relevant land use Objective and Policies related to Cultural Amenities:

Objective 20-1: *To enhance and capitalize on the contribution of existing cultural and historic resources in the community.*

Policy 20-1.1: *Support the places and features identified within the Community as cultural resources for the City of Los Angeles.*

Policy 20-1.2: *Support the development and growth of the Cultural Centers in the Community for the provision of performing arts auditoriums, classrooms, workshops, library, children's art center and a museum of culture and art, as appropriate.*

The General Plan and Specific Plan Amendments would allow for the development of a project that would create a new, one of kind museum that will enhance and reinforce Exposition Park as a cultural center of Los Angeles. Exposition Park currently includes the California Science Center, the California African American Museum, the Los Angeles County Natural History Museum, the Exposition Park Rose Garden, the Wallis Annenberg Building, the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school, and the future Banc of California stadium.

The project would support the development and growth of the arts by providing special tours, talks, workshops and screenings tailored to serve the curriculum of students from grammar school to college age. Collection and Education Programming would include collection presentations, temporary exhibitions, daily film screenings, film premieres, public lectures, hands-on workshops, school tours and programs, classes for all ages, internships, and campus-wide festivals, consistent with the objectives and policies within the Cultural Amenities section of the Community Plan.

b. **South Los Angeles Alcohol Sales Specific Plan.** The project site is located within the boundaries of the South Los Angeles Alcohol Sales Specific Plan, which seeks to regulate off-site consumption alcohol sales within the plan area. Since the proposed project will include the sale of a full line of alcoholic beverage for on-site consumption only, in conjunction with the operation of the proposed museum, the provisions of the South Los Angeles Alcohol Sales Specific Plan are not applicable to the project.

c. **Coliseum District Specific Plan**.

The Specific Plan Amendment would ensure that the Museum will be compatible with the prevailing scale, neighborhood character, and land uses within Exposition Park and its surrounding neighborhoods and districts, as reflected in the draft amendments to the Specific Plan, Exhibit “C”.

The proposed museum is compatible in scale to the existing development in Exposition Park and project operations will be accommodated within the existing network of streets, pedestrian areas, parking areas and other existing Exposition Park amenities. Further, owing to its co-location with an established network of pedestrian and public transit options, the project would facilitate the use of modes of transportation other than private vehicles to and from the project site. The ancillary museum facilities would include a museum store, cafe, restaurant, office uses, two theatres that would complement the existing facilities in Exposition Park by providing additional amenities, eating establishments and activities within close walking distance of other Exposition Park museums and facilities, which would be complimentary and consistent with the Coliseum District Specific Plan.

d. **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives, and policies relevant to the museum project:

LAND USE CHAPTER. Within the Land Use Chapter of the Framework Element, the following goals, objectives and policies relevant to the South Los Angeles Area are applicable to the amended Specific Plan and with the General Plan:

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

The project would replace underutilized surface parking lots with a word class museum that will include a museum store, cafe, restaurant, office uses, two theatres, education spaces, and would provide a new public gathering open space to support the needs of the City's existing and future residents, businesses, and visitors.

Objective 3.2: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The project site is located in a developed area of the City, which is supported by existing urban infrastructure. Figueroa Street along the eastern boundary of the Specific Plan is generally developed along its east side with surface parking, a USC school-related use, multi-family residential uses, fast food restaurants, and a retail center. Along the southern boundary is Martin Luther King, Jr. Boulevard is generally developed with commercial and multifamily residential uses, surface parking, and retail shops along its south side. The University of Southern California (USC), a private university, is located directly north of Exposition Park, across Exposition Boulevard, another Mobility Element-designated Avenue I. To the west of Exposition Park and adjacent to the project site is Vermont Avenue which is generally developed with commercial office and retail uses along its west side. The museum is located in an area served by transit, pedestrians, and cyclists, and will be located in an area developed and planned for similar cultural and recreational uses. As such, the project will promote an improved quality of life in terms of reducing vehicular trips, miles traveled, and in turn, reducing air pollution.

Objective 3.16: *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

Both the General Plan and Specific Plan Amendments will facilitate the development of a project that is compatible with the prevailing scale, neighborhood character, and land uses within Exposition Park and its surrounding neighborhoods and districts and would result in streetscape amenities that enhance pedestrian activity around the Museum and within Exposition Park. The project would include pedestrian improvements to the Jesse Brewer Jr. Park and to the abutting portion of Exposition Park by providing new pedestrian pathways. The museum project operations would be accommodated within the existing network of streets, pedestrian areas, parking areas and other existing Exposition Park facilities. The landscaped open space and improvements to Jessie Brewer Jr. Park will include enhanced pedestrian pathways that will promote pedestrian access to and from the Museum, relocated soccer field, and transit lines. As such, the museum will enhance pedestrian activity around the site and in Exposition Park.

URBAN FORM AND NEIGHBORHOOD DESIGN

Within the Urban Form and Neighborhood Design Chapter of the Framework Element, the following policies will be applicable to the General Plan and Specific Plan:

Objective 5.2: *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.*

Policy 5.2.2: *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics.*

Through the General Plan and Specific Plan Amendments, the Lucas Museum of Narrative Art can be developed in an area serviced by a robust public transit system. Transit lines and stops in the vicinity of the Specific Plan area and project site include the Expo Park/USC Station, Jefferson/USC Station, and Expo/Vermont Station stops of the Expo Light Rail Line, as well as seven nearby Metro and LADOT bus lines within a quarter mile of the project site. These transit lines allow access to the Specific Plan area and project site from a wide range of areas. The museum project and improvements to Jessie Brewer Jr. Park would provide convenient pedestrian access to this substantial existing infrastructure.

The Specific Plan Amendment that would permit the new museum serves the objective of the City's Urban Form and Neighborhood Design plan to co-locate new development in community centers that encourage the use of transit. The museum project would add another landmark feature to the already expansive list of cultural facilities that make Exposition Park a regional cultural center for the City. Lastly, the museum will include evening programming in the form of gallery openings, screenings, a sit-down restaurant, and other special events that will promote nighttime activity in the area, consistent with the aforementioned Objectives and Policies of the Land Use Chapter of the Framework Element.

OPEN SPACE AND CONSERVATION

Within the Open Space and Conservation Chapter of the Framework Element, the following Objectives and Policies are applicable to the project:

Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Policy 6.4.2: *Encourage increases in parks and other open space lands where deficiencies exist, such as South East and South Central Los Angeles and neighborhoods developed prior to the adoption of the State Quimby Act in 1965 (As amended in 1972).*

Policy 6.4.4: *Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.*

Policy 6.4.8: *Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

Policy 6.4.10: *Provide for the joint use of open space with existing and future public facilities, where feasible.*

The initiated General Plan and Specific Plan Amendments would allow for the redevelopment of an underutilized site, for the construction of a privately-funded new museum and publicly accessible open space that will preserve the character, scale, and architectural diversity of Exposition Park and the surrounding area. Implementation of the project would also preserve and enhance existing recreational facilities and park space within Exposition Park, consistent with the Objectives and Policies of the Open Space and Conservation Section of the Framework Element.

ECONOMIC DEVELOPMENT

The following policies in the Economic Development Chapter of the Framework Element would be applicable to the amended Specific Plan:

Objective 7.2: *Establish a balance of land uses that provides for commercial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

The General Plan and Specific Plan Amendments will allow for the development of the Lucas Museum of Narrative Art which would provide new employment opportunities and strengthen the economic base of the area consistent with Objective 2-3. The museum project represents a privately funded, approximately $1.5 billion investment in Exposition Park projected to attract an estimate one million to 1.2 million visitors annually. Project construction is estimated to create approximately 3,660 direct construction jobs and generate up to approximately $43.1 million in state and local taxes over three years, and project operation is estimated to create 300 full-time and 100 full-time equivalent long term jobs and generate up to approximately $8.7 million in state and local taxes annually for operation, thereby meeting the needs of local residents while creating a LEED standard building within proximity to an abundance of public transit options.

Policy 7.3.2: *Retain existing neighborhood commercial activities within walking distance of residential areas.*

The General Plan and Specific Plan Amendments would allow for the development of a new museum that will enhance commercial activity within the project area without displacing nearby existing neighborhood commercial activities. The museum, which would not displace any existing neighborhood commercial activities, is within walking distance of residential areas and the USC campus. It is expected to attract new visitors to Exposition Park and has included design features that enhance pedestrian connectivity within and surrounding Expo Park, thereby making walking to and from the museum more desirable.

Policy 7.10.2: *Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.*

The General Plan and Specific Plan Amendments would allow for the development of a new museum that would replace an underutilized site with a privately-funded, publicly accessible museum that is expected to enhance the economic vitality of the region by providing temporary job opportunities associated with the construction of the museum and permanent jobs opportunities during project operations. Many employment openings are anticipated to be filled by area residents. In addition, the museum will provide increased educational opportunities in filmmaking and arts, as required by Conditions No. 14 and 15 in the Project Permit Conditions, which is not currently covered by existing museums in Los Angeles. The Specific Plan area, including the project site, are in close proximity to existing transit infrastructure including the Expo Light Rail Line and many local and regional bus lines. Therefore, the General Plan and Specific Plan Amendments result in a project that supports policy 7.10.2 to provide residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

e. **Health and Wellness Element.** Adopted in March 2015, the Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The proposed project complies with the following policies of Section 3 – Bountiful Parks and Open Space:

Policy 3.2.: *Improve Angelenos' mental and physical health by striving to equitably increasing their access to parks, increasing both their number and type throughout the City; prioritize implementation in most park-poor areas of the City.*

Policy 3.6: *Engage communities and public, private, and nonprofit partners in park stewardship by working collectively to develop, program, and maintain parks and open spaces: target communities with the lowest combination of park access and park standard criteria.*

Policies 3.8 *Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across all ages and level of abilities.*

According to the Parks and Public Heath in Los Angeles County, A Cities and Communities Report, prepared by the County of Los Angeles Public Health Department in May 2016, Council District 9 had 0.4 acres of parkland per 1,000 people with high numbers of people dying from cardiovascular disease, diabetes, and obesity. This means that the area surrounding the proposed museum site ranks in the 4th quartile for access to parks.

The project would locate cultural, recreational, educational, and commercial services along with jobs, within walking distance to several Metro Local, Rapid, and Express bus stops and several Metro Expo Line stops near Exposition Park. In addition, the project will connect with and improve the existing pedestrian pathways to Jesse Brewer Jr. Park and Exposition Park. Lastly, the 11 acres of new open space will be funded with private dollars but will offer a new public amenity in the form of passive and active open space areas. The additional recreational space will help bring new park space to an area that is greatly underserved, consistent with the policies of the Health and Wellness Element.

Mobility Element. The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Martin Luther King Boulevard, adjoining the property to the south, has an Avenue I classification and is dedicated to a width of 100 feet and roadway width of 70 feet. Bill Robertson Lane, adjoining the property to the east, has a Local street classification and is dedicated to a width of 60 feet and roadway width of 36 feet. Vermont Avenue, adjoining the property to the west, has an Avenue I classification and is dedicated to a width of 100 feet and roadway width of 70 feet. The project will result in the vacation of a portion of 39th Street abutting the project site. The Department of Transportation and Bureau of Engineering have reviewed the requested vacation and have made recommendations that have been included in concurrent Case No. VTT-74715.

The project site is well-served by public transit; including several Metro Local, Rapid, and Express bus stops and several Metro Expo Line stops near Exposition Park are within walking distance of the subject property. In addition, the project provides pedestrian walkways, bicycle parking, and loading areas consistent with the policies of Mobility Plan 2035, consistent with the Mobility Element policies listed below:

Policy 2.3: *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Policy 2.10: *Facilitate the provision of adequate on and off-street loading areas.*

Policy 3.3: *Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

The General Plan Amendment will allow for the vacation of 39th Street thereby creating a space for the museum's drop-off and loading activities to take place which will remove the burden on surrounding public streets.

The Specific Plan Amendment will allow for the development of a new museum and open space within proximity to public transportation, bike lanes, educational uses, cultural uses, residential and commercial uses, and jobs thereby increase bicycling, walking, and transit to the site which will result in fewer vehicle trips to the site.

In light of the aforementioned review, the General Plan and Specific Plan Amendments are in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element, Community Plan, and Specific Plan.

3. **Charter Compliance - City Charter Sections 555, 556, and 558.** The initiated General Plan and Specific Plan Amendments comply with the procedures as specified in Sections 555, 556, and 558 of the Charter, as follows:

a. **City Charter Section 555 – Procedures for Adoption**

Amendment in Whole or in Part. Both the General Plan and Specific Plan Amendments before the City Planning Commission represent a change to the social, physical and economic identity of project site, which is currently designated for Open Space, Community Commercial, and High Medium Residential land uses and is zoned OS-1XL, RD1.5-1, and R4-1. However, the project site is developed with mainly

surface parking lots and a soccer field that will be moved to a site that is currently developed with another surface parking lot.

The General Plan Amendment to amend Mobility Plan 2035 to change the street designation of a portion of 39th Street from a Collector Street to a Local Street is consistent with the Open Space, Community Commercial, and High Medium Residential land use designations of the site in that it will result in the construction of a new publicly accessible museum and open space within Exposition Park, an area planned for and developed with similar cultural and recreational uses. In addition, the Specific Plan Amendment to modify the language of the Coliseum District Specific Plan, in conjunction with the development of a new museum, is consistent with the aforementioned land use designations, with the approval of the initiated Specific Plan Amendment.

The Specific Plan Amendment will result in the development of an approximately 300,000 square-foot museum and 11 contiguous acres of publicly accessibly open space in an area currently developed with State-owned surface parking lots. The project permitted by the Amendment will activate the western edge of Exposition Park, currently a field of asphalt, with the Museum of Narrative Art which will complement the nearby Los Angeles Natural History Museum and other uses in Exposition Park. The museum and the open space that the museum will provide will create a contiguous landscaped park space for the entire Vermont Avenue frontage of the park. By placing the existing State-owned parking lots underground, the area will maintain needed parking for both the nearby Coliseum and the other uses of the park.

Initiations of Amendments. In compliance with this sub-section, the amendments to the General Plan, South Los Angles Community Plan (General Plan Land Use Element), and Coliseum District Specific Plan were initiated by the Department of City Planning, via signature by the Director of Planning's designee, on October 13, 2016.

Commission and Mayoral Recommendations. The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32-C,3. The hearing was scheduled, duly noticed, and held in Los Angeles City Hall on April 5, 2017. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

This action is further subject to the following sections of Charter Section 555:

Council Action. The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.

Votes Necessary for Adoption. If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of the proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification.

b. **City Charter Sections 556 and 558 – General Plan Consistency.** Section 556 of the City Charter requires that the City Planning Commission make findings that determine whether the requested General Plan and Specific Plan Amendments are either in substantial conformance or are not in substantial conformance with the purposes, intent, and provisions of the General Plan.

   Section 558 of the City Charter establishes the procedures for the adoption, amendment, or repeal of ordinances, orders or resolutions proposed by the City Council, City Planning Commission, or Director of Planning or by application of the owner of the affected property if authorized by ordinance. Based on the findings delineated, the City Planning Commission finds that the initiated General Plan and Specific Plan Amendments are in substantial conformance with the purposes, intent, and provisions of the General Plan.

   The Project proposes an amendment to Mobility Plan 2035, an element of the General Plan, to change the street designation of a the portion of 39th Street from a Collector Street to a Local Street. 39th Street from Vermont Avenue provides connection to Bill Robertson Lane, designated a Local Street and Exposition Park Drive, a private street traveling through Exposition Park. The Mobility Plan states that Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. The portion of 39th Street does not currently function as a Collector Street as it is not located in a residential neighborhood and provided access primarily to Exposition Park Drive and the various museums and facilities in Exposition Park.

   Upon designation to a Local Street, a portion of 39th between Vermont and Bill Robertson would be vacated which would facilitate the museum design and subterranean parking beneath the street. The museum building elevates at the fourth and fifth levels arching over 39th Street that creates a floating canopy with public park space below. The vacated portion of 39th Street would transform primarily into pedestrian plaza that would provide access to the museum entrances and connect to the publicly accessible open spaces and landscape integrated into the museum design. 39th Street would be open for public vehicular access during Exposition Park events with attendance of 25,000 or more persons, such as football games at the Coliseum. Vacating the portion of the 39th Street would also reduce cut-through traffic to the residential neighborhoods west of the museum and direct traffic to the major arterial streets such as Exposition and Martin Luther King Jr. Boulevards. As such, the proposed General Plan Amendment to redesignate 39th Street, in conjunction with the museum project, is in compliance with the purposes, intent and provisions of the General Plan.

The Specific Plan Amendment will modify the language of Section 8 of the Specific Plan, adding subheading "G" as shown below, in addition to updating existing sections to be consistent with the addition of the museum to the Specific Plan Area, as shown in Exhibit "C". The instant request provides the City an opportunity to benefit from the private development of a new museum and public open space in a manner consistent with the goals, objectives and policies of the General Plan and the Coliseum District Specific Plan. The amended language to the Coliseum District Specific Plan is as follows:

Section 8.G: **Museum, Replacement Parking Structure, and Replacement Soccer Field Plans.** The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed in substantial conformance with Map 2-C of this Specific Plan and the approved plans in City Planning Department case file No. CPC-2016-4382-SP stamped Exhibit "A". The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed within the Museum Zone shown on Map 1 of this Specific Plan. The Museum and shall not exceed a maximum of 300,000 square feet of Floor Area**.**

The Specific Plan Amendment will allow the applicant to construct a new museum and open space that satisfies the needs of local, city, and regional residents and visitors to have access to publicly accessible open space and cultural resources. Furthermore, the Amendment will allow for an increase in the public safety, health and wellness, sense of community, and private and public partnerships, which would highly benefit the existing and future residents in the surrounding neighborhoods. The Amendment would enable the development of a project that encourages the complete streets concept by providing design and programming within proximity to transit, bicycle ways, and pedestrian pathways within Exposition Park.

Framework Element

The Land Use Chapter of the Framework Element provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories which are broadly described by ranges of intensity/density, heights, and lists of typical uses. The Land Use Chapter indicates portions of Martin Luther King Jr. Boulevard and Vermont Avenue, near the project site, are designated as a Mixed Use Boulevard. Mixed Use Boulevards are described as connections between the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. The museum would implement the intent of the Framework Element by maintaining and enhancing pedestrian connections, reinvigorating the community experience within Exposition Park by providing a new cultural facility and improvements to Jesse Brewer Jr. Park, and by providing uses that would be compatible in scale with the Coliseum and other nearby uses. In addition, the scale, mass, and height of the proposed museum would be compatible with surrounding uses within and adjacent to Exposition Park.

Community Plan

In identifying Exposition Park as a "Major Opportunity Site" the Exposition Master Plan, the South Los Angeles Community Plan text provides the following guiding principles in the development of Exposition Park and the facilities it holds:

- The need for community empowerment regarding future development.
- The opportunity for a variety of jobs and job training for community residents.
- Development reflective of community needs.
- The need for appropriate development plans to prevent incongruent, incremental development.

The initiated General Plan Amendment to redesignate a portion of 39th Street, in conjunction with the vacation of the street, would allow for the museum's design concept to be fully implemented which includes a linkage between the two museum buildings that arches over 39th Street. The vacation of 39th Street would allow for additional gathering space and would be an integral part of the museum's loading and other supportive functions. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations.

The initiated Specific Plan Amendment to the Coliseum District Specific Plan would allow for the development of a project that would redevelop an underutilized site with a use that is consistent with the existing development and programming in Exposition Park. The project's ancillary uses would provide additional amenities to support both museum operations and the surrounding community, including a café, restaurant, theatres, educational programs, and special events that would result in new permanent jobs and amenities for local residents and visitors. In addition, the project would result in 11 acres of publicly accessible open space in an area of the city that is park deficient. The project would reinforce Exposition Park as an important cultural, sports, entertainment, and activity hub for area residents and for the community at-large. The Specific Plan Amendment would contain regulations that would maintain the prevailing scale, neighborhood character, and land uses within Exposition Park and its surrounding neighborhoods and districts.

Through the General Plan and Specific Plan Amendments, the development of the new museum would be possible and would provide this area of South Los Angeles with an identity necessary to attract new customers, businesses, and visitors, along with generating an active environment that will reinvigorate the surrounding community, thereby contributing in the continued revitalization of Exposition Park, consistent with the South Los Angeles Community Plan.

Redevelopment Plan (CRA – Exposition/University Park Redevelopment Area)

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b). To that end, the CRA/LA, a Designated Local

Authority, the successor agency to the CRA, approved a Resolution, dated September 20, 2012, affecting the Adelante Eastside, Beach Street, Broadway Manchester, Bunker Hill, Central Business District, Council District 9 Corridors, Central Industrial, Chinatown, City Center, Crenshaw, Crenshaw/Slauson, Normandie, Exposition University Park (Hoover), Hollywood, LA Harbor/Wilmington, Little Tokyo, Pacific Corridors, Pico Union 1, Pico Union 2, Vermont/Manchester, Watts, Watts Corridors, Western/Slauson, Westlake, and Wilshire/Koreatown Redevelopment Project Areas, and which granted authority to the Chief Executive Officer or Designee to review and approve discretionary land use actions and variations to the Redevelopment Plans.

The project site is located within the boundaries of the Exposition/University Park Redevelopment Project Area. As the project site is owned or controlled by the State of California, the project is not subject to the requirements and policies of the Redevelopment Plan. Nonetheless, the applicant has consulted with the CRA/LA, and has preliminarily reported that the project does not conflict with the Exposition/University Park Redevelopment Plan.

The General Plan Amendment to redesignate a portion of 39th Street in conjunction with the vacation of that street would allow for a bridge to connect the two buildings, while providing museum drop zones, museum entrance plazas, and would permit periodic special events in the vacated area that require closure of the throughway. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations. In approving the initiation Specific Plan Amendment, the proposed museum would provide a public resource and would be compatible with the existing and future development within the CRA- Exposition/University Park Redevelopment Area.

The initiated General Plan and Specific Plan Amendments are necessary given that based on the above facts, the subject property is part of the significant social, physical, and economic identity expressed by the development, uses, and land designations within Exposition Park and in the immediate area.

4. **Pursuant to Section 12.32 of the Los Angeles Municipal Code, and based on these findings, the recommended action to amend both the General Plan and Coliseum District Specific Plan is deemed consistent with public necessity, convenience, general welfare, and good zoning practices.**

As found above, the initiated General Plan and Specific Plan Amendments are consistent with the General Plan Framework, Land Use Element (South Los Angeles Community Plan), Health and Wellness Element, Coliseum District Specific Plan, and Mobility Element. With approval of the General Plan and Specific Plan Amendments, the project will be consistent with public necessity, convenience, general welfare, and good zoning practices, as described below.

The General Plan Amendment to allow for the resignation of a portion of 39th Street is necessary and would allow for the two buildings to be connected at the fourth floor level, thereby creating a unique and desirable architectural element between the buildings. In addition, the vacation would allow the applicant to construct subterranean parking under the Street, thereby satisfying required parking regulations.

The Specific Plan Amendment to Section 8 of the Coliseum District Specific Plan is necessary for the project to move forward and will allow for the private development of a publicly accessible cultural resource in the shape of a new approximately 300,000 square-

foot museum and 11 acres of open space. The initiated Specific Plan is a necessary procedure in order to add regulations to the Coliseum District Specific Plan that are specific to the new museum use.

The project will result in a cultural and educational resource and much-need open space in an area that lacks open space. The museum will serve to address an educational and open space necessity that currently exists in the neighborhood surrounding Exposition Park. The project will provide educational rooms, an internship program, workshops, and supporting arts programs for all ages. In addition, the project will provide 11 acres of open space that will be integrated with Jesse Brewer Jr. Park to the north and Exposition Park to the east.

There is no detriment to the general welfare of the City, the surrounding community or the future guests of the museum because the museum's functions and open space have been designed to be compatible with the existing development in Exposition Park and with surrounding properties. The general welfare is served by the development of a high-quality, aesthetically appealing museum that will provide recreational, educational, and physical activity resources to the community and City at-large without displacing any existing businesses or housing units. In turn, the City will enjoy the benefits of additional educational and job opportunities, new open space, and an increase in tourism to the Exposition Park area which will in turn support the existing museums and local businesses in the area.

In summary, the General Plan and Specific Plan Amendments will serve the public necessity, convenience, and general welfare of the City of Los Angeles by permitting use of the amended Specific Plan as a tool to more comprehensively control development of the project site and Specific Plan area. The amended Specific Plan would promote the fundamental concepts of the Community Plan for this area of South Los Angeles, such as economic development, job creation, enhanced use of existing public infrastructure, shared facilities, mix of uses, and pedestrian orientation. As demonstrated above, the General Plan and Specific Plan Amendments will provide for development that would address the needs of both the adjacent and regional community as well as visitors who come to Exposition Park for recreational, cultural and commercial purposes; revitalize open spaces; maximize benefits to South Los Angeles businesses by supporting the development and linkage of public infrastructure investments; and encourage new commercial, restaurant, retail and entertainment development in proximity to rail and bus transit corridors and stations reducing vehicle trips and vehicle miles traveled in the City. Therefore, the General Plan and Specific Plan Amendments would serve the public necessity, convenience, and general welfare of the City of Los Angeles.

Project Permit Compliance Findings

5. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

The following is a delineation of the findings and application of relevant facts as related to the request to allow for the construction, use, and maintenance of a new approximately 300,000 square-foot museum and associated open spaces, with on-site parking. These findings are based on the assumption that the initiated Specific Plan Amendment will be adopted.

a. SECTION 2-E PURPOSES [MODIFIED]

Provide for the development of a new museum and ancillary uses, replacement parking, and a replacement soccer field located in the westerly portion of the Specific Plan Area, in conformance with the goals and objectives of local and regional plans and policies.

The proposed project would result in the replacement of underutilized parking lots with a world class museum that would enhance the economic vitality of the region by providing temporary job opportunities associated with the construction of the museum and permanent jobs opportunities during project operations. Many employment openings are anticipated to be filled by area residents. In addition, the museum will provide increased educational opportunities in filmmaking and arts, which is not currently covered by existing museums in Los Angeles. Furthermore, as described at length above, the Specific Plan area including the project site is in close proximity to existing transit infrastructure including the Expo Light Rail Line and many local and regional bus lines. The proposed project is consistent with a number of goals and objectives of the general and specific plan as previously discussed.

b. SECTION 7-A LAND USE [MODIFIED]

The Los Angeles Memorial Coliseum stadium and additions, alterations and modifications to the Coliseum shall be located in the Primary Stadium Zone, the Soccer Stadium, including future additions, alterations and modifications, shall be located in the Soccer Stadium Zone, and the Museum, the Replacement Parking Structure, and the Replacement Soccer Field, including future additions, alterations and modifications to each of them, shall be located in the Museum Zone as provided for by this Specific Plan. All facilities, ancillary facilities, uses and activities, which are associated with either the Coliseum, Soccer Stadium, Museum, Replacement Parking Structure, or Replacement Soccer Field uses, shall also be permitted. The Coliseum, Soccer Stadium, Museum, and any permanent or temporary ancillary facilities and areas located in any Zone in the Specific Plan area may be used for:

- *other uses as customary and usual in connection with the operation of a museum, including exhibition and archival spaces, offices, library, educational spaces, lecture halls, theatres, museum store, and café and restaurants.*

The proposed museum will be divided into two wings with two theatres and an entrance lobby located to the north of the vacated 39th Street along with a café and museum shop at the ground level. The ground floor of the south wing would include archive space, and offices with educational space and classrooms will be located on the second floor. The third level features a library. The two wings connect at the fourth level that would contain the museum's main exhibition spaces. The fifth level would feature additional exhibition space and a sit-down restaurant surrounded by a continuous public roof garden along the museum's perimeter with trees, seating areas, and terraces.

c. SECTION 7-D ENVIRONMENTAL MITIGATION MEASURES

All Projects associated with the Coliseum Renovation Project shall comply with all applicable environmental mitigation measures listed in Appendix A of this Specific Plan. All Projects associated with the Soccer Stadium shall comply with all applicable environmental mitigation measures in the adopted Mitigation Monitoring Program for the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (SCH #2010041059). All Projects associated with the Museum, the Replacement Parking Structure, or the Replacement Soccer Field shall

comply with all applicable environmental mitigation measures in the adopted Mitigation Monitoring Program for the Fourth Addendum to the Coliseum Renovation Project Environmental Impact Report (SCH #1990011065).

The project has been designed and conditioned to comply with the requirements of Section 7-D of the Specific Plan.

d. SECTION 7-E ADDITIONAL PROJECT CONDITIONS

All Projects associated with the Coliseum Renovation Project shall comply with all applicable Project Conditions listed in Appendix B-1 of this Specific Plan. All Projects associated with the Soccer Stadium shall comply with all applicable Project Conditions listed in Appendix B-2 of this Specific Plan. All Projects associated with the Museum, the Replacement Parking Structure, or the Replacement Soccer Field shall comply with all applicable Project Conditions listed in Appendix B-3 of this Specific Plan.

The project has been designed and conditioned to comply with the above.

e. SECTION 8-G MUSEUM, REPLACEMENT PARKING STRUCTURE, AND REPLACEMENT SOCCER FIELD [ADDED]

The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed in substantial conformance with Map 2-C of this Specific Plan and the approved plans in City Planning Department case file No. CPC-2016-4382-SP stamped Exhibit "A". The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed within the Museum Zone shown on Map 1 of this Specific Plan. The Museum shall not exceed a maximum of 300,000 square feet of Floor Area.

In addition the project will provide short- and long-term bicycle parking consistent with Case No. CPC-2016-4382-SP.

The project has been designed to comply with the Section 8-G of the Specific Plan as shown in the project plans labeled Exhibit "A" of Case No. CPC-2016-4121-GPA-SP-SPP.

f. SECTION 8-H MUSEUM HEIGHT [ADDED]

The maximum height of the Museum shall not exceed 115 feet above street level at the exterior of the Museum.

The museum will include two buildings that are a maximum of five-levels above grade rising to a maximum height of 115 feet. As such, the museum complies with the height requirements of Section 8-H the Specific Plan.

g. SECTION 9-A ALCOHOL CONSUMPTION REGULATIONS [MODIFIED]

The sale and service of a full line of alcoholic beverages for on-site consumption, via one or more operators and caterers, shall be allowed in the Primary Stadium Zone, the Soccer Stadium Zone, and the Museum Zone, as indicated on Map 1, including without limitation: restaurants; bars; cafes; outdoor eating and event areas; private Coliseum and Soccer Stadium club facilities; private suites; general assembly seating areas; premium seating areas; general assembly concession establishments; premium seating concession establishments; portable concession stands; sponsorship areas; Coliseum field area; Soccer Stadium field area; Soccer Stadium museum and conference facilities; and in

designated sponsorship and/or hospitality areas located within the Secondary Stadium Zone and South Parking Lot Zone. The sale of alcohol for off-site consumption shall be subject to the Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan (Ordinance No. 171,681) (also known as the South Central Alcohol Sales Specific Plan) and the LAMC.

Section 9 – Alcohol Consumption Regulations sets forth conditions for projects serving alcoholic beverages within the specific plan. The proposed museum will have a café, sit-down restaurant and other spaces that may serve a full line of alcoholic beverages for on-site consumption. As such, the project will be required to comply with the conditions, including: age requirements for serving alcohol, hours that alcohol may be served, graffiti abatement, and application requirements as list in full in Exhibit "C".

h. SECTION 10-A PARKING REQUIREMENTS (VEHICLE AND BICYCLE) – SPECIFIC PLAN PARKING [MODIFIED]

A minimum of 850 parking spaces shall be provided within the Specific Plan area for the Coliseum, associated uses, and Soccer Stadium permitted by this Specific Plan.

A minimum of 1 parking space per 500 square feet of floor including shall be provided for the Museum, including ancillary uses, within the Museum Zone. A minimum of 1,323 replacement parking spaces shall be provided in the Replacement Parking Structure. There shall be no required parking for the Replacement Soccer Field.

The project would include the construction of a two-level parking structure, located beneath the museum, and a separate three-level subterranean parking structure, to the south of the museum that will include replacement of the parking currently on the site. Up to 2,425 vehicle parking spaces would be provided to serve the museum and to replace the existing surface parking, consistent with the requirements of the Coliseum District Specific Plan. In addition, the project would provide the required bicycle parking and associated facilities. As such, the project is in compliance with Section 10-A of the Specific Plan.

i. Section 10-E MUSEUM BICYCLE PARKING [ADDED]

The number of Bicycle Parking Spaces required for the Museum, including ancillary uses, in compliance with Table 12.21.A.16(a)(2), Institutional Uses. Notwithstanding LAMC Section 12.21.A.16(e), the location of short and long term bicycle spaces shall be provided in substantial conformance with the project plans approved in CPC-2016-4382-SP and marked Exhibit "A".

The project has been designed to comply with the bicycle requirements of Section 10-E, as reflected in Exhibit "A" of Case No. CPC-2016-4121-GPA-SP-SPP.

6. **FINDINGS OF FACT (CEQA)**

Pursuant to CEQA, the City Council serves as the lead agency with respect to the Modified Project in connection with the subject City actions. Accordingly, the City Council (a) has considered the Certified EIR, First Addendum, Second Addendum, Third Addendum, and Fourth Addendum, and other pertinent evidence in the record, including studies, reports, and other information from qualified experts (collectively the "Environmental Documents") and the environmental effects of the Modified Project as set forth in the Environmental Documents, as well as the Advisory Agency's approval of the Fourth Addendum and related CEQA findings pursuant to CEQA Guidelines Section 15091, and (b) makes the following findings

A) Based on substantial evidence in the Environmental Documents and elsewhere in the record, including but not to limited to oral and written testimony provided at the public hearings on the matter, there have been no changes to the Modified Project, changes in circumstances under which the Modified Project is being undertaken or significant new information since the Advisory actions action and (a) no Subsequent or Supplemental EIR is required pursuant to CEQA Guidelines Sections 15162 or 15163 for the Modified Project, and (b) the Fourth Addendum remains adequate under CEQA for approval of the subject approvals for the Modified Project. The Fourth Addendum were prepared under the authority of CEQA Guidelines Section 15164(a), which requires a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 and 15163 calling for preparation of a Subsequent or Supplemental EIR have occurred;

B) Changes and alterations have been required and incorporated into the Modified Project that avoid or substantially lessen the significant environmental effects as identified in the Environmental Documents, pursuant to CEQA Guidelines Section 15091(a)(1);

C) As more fully set forth below, certain economic, legal, social, technological or other benefits of the Modified Project outweigh the unavoidable adverse environmental effects, all of which are identified in the Environmental Documents, pursuant to CEQA Guidelines Section 15093; and

D) There are no feasible alternatives or feasible mitigation measures (other than those measures already imposed on the Modified Project and identified in the Environmental Documents) that would substantially lessen or avoid any significant environmental effect of the Modified Project as indicated by the Environmental Documents, pursuant to CEQA Guidelines Section 15091.

STATEMENT OF OVERRIDING CONSIDERATIONS

As described in the Certified EIR and Fourth Addendum, development of the Modified Project would have significant adverse impacts on the environment that cannot be reduced to less than significant levels through implementation of feasible mitigation measures. Section 15093(b) of the State CEQA Guidelines provides that when a project is approved which will result in the occurrence of significant effects that cannot be avoided or substantially lessened, the lead or decision-making agency shall state in writing the reasons to support its action based on the Final EIR and/or other information in the record.

The following impacts are not mitigated to a less than significant level for the Modified Project: Construction Air Quality (NO_x). Accordingly, the City Council adopts the following Statement of Overriding Considerations:

The City Council recognizes that significant and unavoidable impacts will result from the implementation of the Modified Project. Having: (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the proposed project, (iii) recognized all significant unavoidable impacts, and (iv) balanced the benefits of the Modified Project against the Modified Project's significant and unavoidable impacts, the City Council hereby finds that the benefits of the Modified Project outweigh and override the significant unavoidable impacts for the reasons stated below.

The following stated reasons summarize the benefits, goals, and objectives of the Modified Project and provide the rationale for the benefits of the Modified Project. These overriding considerations of economic, social, aesthetic, and environmental benefits of the Modified Project justify approval of the Modified Project. Each of these overriding considerations individually would outweigh the adverse environmental impacts of the Modified Project.

- Consistent with the objective of the Exposition Park Master Plan, the Modified Project will develop the LMNA, a one-of-a-kind museum where the community will experience fine art and popular works, including paintings, illustrations, photography, film, animation, and digital art. Through the many exhibitions and programs in its permanent collection galleries, temporary exhibitions, and two state-of-the art theaters, visitors will be able to learn about and experience the evolution of narrative art. This new addition to Exposition Park will be a unique cultural experience and will create synergy with the existing museums in Exposition Park.

- The LMNA building, with its unique, iconic design by a world class architect, will improve the visual character of the Modified Project site on what is now an unsightly asphalt parking lot.

- The Modified Project will initiate, support, and carry out a wide range of robust education programs for all ages. These programs will include, but are not limited to, exhibition and museum tours, gallery talks, workshops and classes tailored to serve the curriculum of K-12 students, public lectures, hands-on workshops, and daily film screenings.

- Consistent with the recreation policies of the South Los Angeles Community Plan, the Modified Project will create approximately 471,755 square feet of new public green park space, upgrade the existing soccer field with a technologically advanced turf and new amenities, and add landscaping and circulation improvements to Jesse Brewer Jr. Park and Exposition Park.

- The Modified Project will represent a privately funded, approximately $1.5 billion investment in Exposition Park. Project construction is estimated to generate up to approximately $43.1 million in state and local taxes over three years, and project operation is estimated to generate up to approximately $8.7 million in state and local taxes annually.

- The Modified Project will create approximately 3,660 direct construction jobs, including a significant number of good paying union jobs pursuant to a Project Labor Agreement, as well as 300 full-time and 100 full-time equivalent long term jobs during project operation.

- The Modified Project will further the City's sustainability goals by achieving LEED Gold equivalency, installing water conserving plumbing fixtures and fittings that reduce indoor water use by at least 20 percent, and installing photovoltaic panels on a minimum of 15 percent of the roof area of the LNMA building.

- The Modified Project will also reduce vehicle miles travelled and associated pollutants and greenhouse gas emissions as an infill development at a location well served by public transit, with two nearby stops on the Expo Line.

MITIGATION MONITORING AND REPORTING PROGRAM

Consistent with Public Resources Code Section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program attached as Exhibit "A", which is incorporated

herein by this reference, to mitigate or avoid significant effects of the Modified Project on the environment and to ensure compliance during project implementation.

CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the Advisory Agency's decision is based are located with the City of Los Angeles, Planning Department, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing with the Hearing Officer was conducted on April 5, 2017, at City Hall in Downtown Los Angeles.

1. Attendees

   The hearing was attended by approximately 80 people, including the applicant and the applicant's representatives.

2. Testimony – Oral: 27 attendees spoke in favor of the project stating the following:

   - Permanent and construction jobs
   - Lucas team has listened to the community in programming for youth
   - The museum will be good for the surrounding businesses
   - Additional green space in the community
   - Upgraded soccer field
   - Local students and families will have another place for culture and recreation
   - The museum will complement the existing uses in Exposition Park
   - Internship program and arts education will be a benefit for Los Angeles youth
   - The improvements will not be at the expense of tax dollars, fully funded by Lucas Museum Narrative Arts Foundation
   - Increase in tourism to the area
   - Applicant has meet with the community numerous times and has met all of the request

   Paloma Perez-McEvoy, Planning Deputy for Council District 9, spoke in favor of the project in that it will provide economic, cultural, recreational, and educational benefits to the district and to the City on a site that is underutilized. The project will result in upgraded parking structures, an upgraded soccer field, and improvements to the Jesse Brewer Jr. Park and to the abutting portion of Expo Park by providing new pedestrian pathways and upgraded playground equipment without displacing any businesses or housing.

3. Testimony – Written: 19 letters in support of the project and two letters in opposition were submitted, as summarized below (Exhibit "G"):

   <u>Support</u>

   - The Board of Directors California Science Center and Exposition Park submitted a letter in support of the project, dated March 27, 2017.
   - The President and CEO of the California Science Center submitted a letter in support of the project, dated March 28, 2017.
   - The Executive Director of the California African American Museum submitted a letter in support of the project, dated March 28, 2017.
   - The Board of Supervisors, Chair Mark Ridley-Thomas, submitted a letter in support of the project, dated March 31, 2017.
   - Assembly Member Reginald Byron Jones-Sawyer, Sr. of the 59th District submitted a letter in support of the project, dated March 24, 2017.
   - Senator Holly J. Mitchell, 30th District, submitted a letter dated April 3, 2017, in support of the project.
   - The President & CEO of the Los Angeles Area Chamber of Commerce submitted a letter in support of the project, dated April 3, 2017.
   - The President of WARD Economic Development Corporation submitted a letter in support of the project, dated March 30, 2017.

- Los Angeles Job Corps Center Director submitted a letter in support of the project, dated March 29, 2017.
- President and CEO of Los Angeles Urban League submitted a letter in support of the project, dated March 28, 2017.
- Reverend Edward L. Anderson of the McCarty Memorial Christian Church submitted a letter in support of the project, dated March 29, 2017.
- The President & CEO, two Center Directors, Principal, and two Site Directors from the YWCA submitted letters in support of the project, for a total of six letters.
- Members of SLATE-Z, a federally designated Promise Zone, submitted a letter in support of the project, dated April 5, 2017, containing the signatures of 11 representatives.
- The President and Director of the Natural History Museum submitted a letter in support of the project, dated April 5, 2017.

Opposition

- A nearby neighbor submitted an email, dated April 5, 2017, in opposition of the project due to existing parking issues and traffic.
- A nearby neighbor submitted an email, dated April 3, 2017, concerned that the project would result in the loss of open space, increased traffic, litter, and drunk in public incidents.

Exhibit A

Plans

Lucas Museum of Narrative Art at Exposition Park

Stantec

STANTEC Architecture
100 California Street Suite 1000
San Francisco CA
415-882-9500

mad
DESIGN ARCHITECT
WEST TOWER, NO.7
BANQIAO NANXIANG, BEIXINQIAO,
BEIJING, CHINA 100007
+86 10 64026632

Stantec Architecture Inc

Lic. Number

SITE ENTITLEMENT REVISIONS			2017.02.10
ENTITLEMENT DRAWINGS			2016.10.28
	By	Appd	YYYY.MM.DD

Issued

PRELIMINARY NOT FOR CONSTRUCTION

Not for permits, pricing or other official purposes. This document has not been completed or checked and is for general information or comment only.

Key Plan:

LUCAS MUSEUM OF NARRATIVE ART
Exposition Park
Los Angeles, California

COVER

Project No. 2227701502

Scale

Drawing No.

G000

LMNA - LA AREA SUMMARY

	TOTAL NET	TOTAL GROSS
GROUND FLOOR NORTH	66,028	80,362
GROUND FLOOR SOUTH	72,415	84,434
LEVEL 02 NORTH	403	1,458
LEVEL 02 SOUTH	11,976	16,590
LEVEL 03 NORTH	263	3,194
LEVEL 03 SOUTH	17,211	24,378
LEVEL 04	101,010	113,749
LEVEL 05 NORTH	21,900	28,542
LEVEL 05 SOUTH	8,511	14,592
TOTAL	**299,717**	**367,299**
BASEMENT LEVEL 01	309,409	338,480
BASEMENT LEVEL 02	77,071	82,751
TOTAL WITH BASEMENT	**686,197**	**788,530**

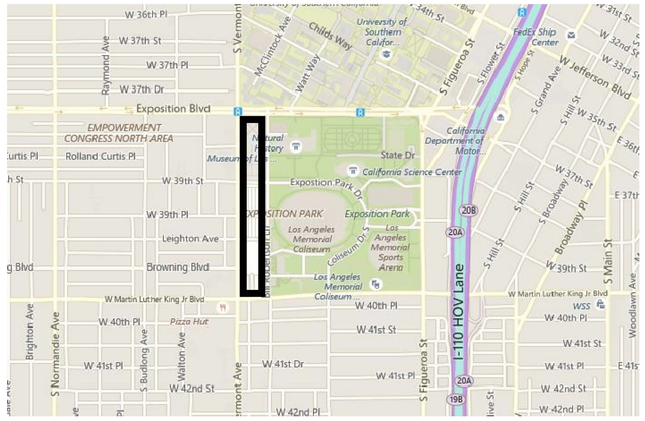
* TOTAL NET AREA DOES NOT INCLUDE STAIRS, ESCELATORS, LOADING DOCK,PARKING, EXTERIOR PARKING RAMPS, OR DEDICATED MECHANICAL ROOMS PER L.A. ZONING CODE 12.03

**TOTAL GROSS AREA WITHOUT PARKING LOT IS CALCULATED FOR FAR PURPOSES

LMNA - SOUTH GARAGE - AREA

	PARKING
LEVEL -01	172,200
LEVEL -02	172,200
LEVEL -03	172,200
TOTAL WITH BASEMENT	516,600

VICINITY MAP



PROJECT TEAM
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A103	MUSEUM FLOOR PLANS
A104	MUSEUM FLOOR PLANS
A105	SOUTH GARAGE FLOOR PLANS
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PROJECT LOCATION AND SITE CHARACTERISTICS
THE PROPOSED LUCAS MUSEUM OF NARRATIVE ART (LMNA) WOULD BE DEVELOPED ON ONE SITE AT EXPOSITION PARK IN LOS ANGELES AND WOULD INCLUDE: 1) AN UP TO APPROXIMATELY 400,000-SQUARE-FOOT BUILDING WITH GALLERY, THEATER, EDUCATION, OFFICES, AND RESTAURANT FUNCTIONS; 2) THE REMOVAL OF TWO EXISTING PARKING LOTS THAT EXTEND FROM VERMONT AVENUE TO BILL ROBERTSON LANE BETWEEN EXPOSITION BOULEVARD AND MARTIN LUTHER KING JR BOULEVARD; 3) THE REMOVAL AND RELOCATION OF AN EXISTING SOCCER FIELD AND ASSOCIATED OUTBUILDINGS; 4) UP TO TWO LEVELS OF PARKING BELOW THE MUSEUM; AND 5) A SEPARATE BELOW GROUND PARKING STRUCTURE WITH UP TO THREE LEVELS OF PARKING LOCATED SOUTH OF THE MUSEUM BUILDING.

LMNA BUILDING SITE
THE LMNA SITE IS BORDERED ROUGHLY BY LEIGHTON AVENUE ON THE SOUTH; VERMONT AVENUE ON THE WEST; BILL ROBERTSON LANE ON THE EAST; AND JESSE BREWER JR PARK TO THE NORTH. WEST 39TH STREET BISECTS THROUGH THE MIDDLE OF THE SITE. THE SITE GRADE IS TO BE DETERMINED AND WILL CREATE SMOOTH TRANSITIONS FROM SURROUNDING ROADS AND SIDEWALKS. THE LMNA SITE WAS FORMERLY COMPOSED OF 44 LOT PARCELS, ALLEYS, AND CONNECTING STREETS. THE PARCELS WERE COMBINED INTO 2 PARKING LOTS:

PARKING LOT 2. THE LOT OCCUPIES THE SOUTHERN PORTION OF THE SITE AND HAS A NET AREA OF 385,183 SQUARE FEET (8.6 ACRES) AND A GROSS AREA OF 375,626 SQUARE FEET (8.8 ACRES). IT CONTAINS 816 SURFACE PARKING STALLS ON BLACK ASPHALT, WHICH INCLUDES 18 ADA PARKING STALLS. THERE ARE 3 GATES ALONG BILL ROBERTSON LANE. THERE ARE 2 ELECTRIC POLS IN THE CENTER OF THE LOT. THERE ARE LIGHT POSTS IN A ROW AT THE CENTER AND EAST EDGE OF THE LOT. THE PARKING LOT IS BOUNDED BY A BLACK ON THE WEST SIDE AND A GRAY CHAIN LINK FENCE ON THE REMAINING SIDES.

PARKING LOT 3. THE LOT OCCUPIES THE NORTHERN PORTION OF THE SITE AND HAS A NET AREA OF 124,214 SQUARE FEET (2.8 ACRES) AND A GROSS AREA OF 148,768 SQUARE FEET (3.4 ACRES). IT CONTAINS 481 SURFACE PARKING STALLS ON BLACK ASPHALT, WHICH INCLUDES 9 ADA PARKING STALLS. THERE ARE TWO GATES ALONG BILL ROBERTSON LANE. THERE ARE A ROW OF ELECTRIC POLES IN THE CENTER OF THE LOT (4 TOTAL). THERE ARE LIGHT POSTS IN A ROW AT THE CENTER AND EAST EDGE OF THE LOT. THE PARKING LOT IS BOUNDED BY A BLACK METAL GATE ON ALL 4 SIDES.

BACKGROUND
THE LMNA SITE WILL BE A FOCAL POINT AND CIVIC GATHERING SPACE FOR THE EXPOSITION PARK, PROVIDING PUBLIC PROGRAM FOR THE COMMUNITY AND INTERACTIVE LANDSCAPE ELEMENTS. AS PART OF A NETWORK OF PROXIMAL OPEN SPACES, THE LMNA SITE SHARES VISUAL AND FUNCTIONAL CONNECTIONS WITH THE NATURAL HISTORY MUSEUM TO THE NORTHEAST, MUSEUM PARK TO THE EAST, AND THE LOS ANGELES MEMORIAL COLISEUM TO THE EAST. FROM THE PUBLIC ROOF GARDEN, VISITORS CAN EXPERIENCE PANORAMIC VIEWS OF THE SURROUNDING EXPOSITION PARK AND USC CAMPUS, DOWNTOWN LOS ANGELES, AND SURROUNDING MOUNTAINS BEYOND. GIVEN THE SITE'S CLIMATE AND SUN EXPOSURE, THE DESIGN APPROACH USES CANOPIES AND LARGE OVERHANGS TO CREATE OUTDOOR SHADED PUBLIC AREAS. LIKEWISE THE SITE'S SURROUNDING LANDSCAPE INTEGRATION, STREET DESIGN, AND EXISTING CONDITIONS PRESENT DISTINCT CONTROLS FOR SITE DEVELOPMENT.

DESIGN CONCEPT
THE LUCAS MUSEUM OF NARRATIVE ART IN LOS ANGELES EXPLORES THE RELATIONSHIP BETWEEN NATURE AND THE URBAN ENVIRONMENT. THE INSTITUTION'S PROGRAM CONSISTS OF THREE COMPONENTS; A MUSEUM, AN EDUCATION DEPARTMENT, AND CINEMA THEATERS THAT ENHANCE THE THEME OF NARRATIVE ART OF WHICH THE MUSEUM IS NAMED. THE MUSEUM DESIGN STRENGTHENS THE PURPOSE OF THE LA EXPOSITION PARK AS A CENTER OF EDUCATION, CULTURE AND INSPIRATION FOR LA RESIDENTS, THE STUDENTS OF THE NEIGHBORING USC CAMPUS AND BEYOND.

THE MUSEUM DESIGN FOR EXPOSITION PARK RESPONDS TO THE CLIMATIC ENVIRONMENT OF THE SITE BY ELEVATING THE MUSEUM GALLERY, WHICH CREATES A CANOPY THAT FLOATS LIKE A CLOUD AND SHADES THE PUBLIC PARK BELOW. ARCHING OVER W 39TH STREET, THE LUCAS MUSEUM OF NARRATIVE ART CREATES AN ICONIC GATEWAY, FRAMING THE NEIGHBORING MUSEUM CAMPUS INCLUDING THE NATURAL HISTORY MUSEUM, THE CALIFORNIA SCIENCE CENTER AND THE LOS ANGELES MEMORIAL COLISEUM. UNDULATING LIKE A CLOUD, THE BUILDING FLOATS OVER A RICH LANDSCAPE WITH A VARIETY OF PUBLIC SPACES FACILITATING NATURAL SOCIAL INTERACTION, RECREATION, AND PUBLIC EVENTS.

THE EXTERIOR BUILDING SURFACE IS SMOOTH AND ORGANIC, REFLECTING THE SURROUNDING NEIGHBORHOODS AND LANDSCAPE. GUESTS TO THE MUSEUM, RESIDENTS OF SURROUNDING NEIGHBORHOODS, AS WELL AS THE PUBLIC, WILL BE REFLECTED IN THE METAL FAÇADE, HIGHLIGHTING A SURREAL AND DYNAMIC EXPERIENCE. A FEATURE ELEVATOR ASCENDS FROM THE TRANSPARENT GLASS MUSEUM LOBBY BEGINNING A JOURNEY THROUGH THE SCULPTURAL SPACE. DISTORTED REFLECTIONS FOLLOW GUESTS CINEMATICALLY AS THEY TRANSITION FROM REALITY INTO THE FANTASTIC WORLD OF NARRATIVE ART.

THE VISITORS' MOVEMENTS THROUGH THE GALLERIES ARE CHOREOGRAPHED BY A PATH THAT EFFORTLESSLY LOOPS AROUND THE "FLOATING CLOUD", CONTINUING THROUGH A VARIETY OF EXHIBITION SPACES. WITHIN THE GALLERY CLOUD, SELECTED VIEWS TO THE SURROUNDING PARK LANDSCAPES BECOME HIGHLIGHTS, CELEBRATING THE CONNECTION TO NATURE. THE ROOF LANDSCAPE IS DESIGNED AS A TOPOGRAPHICAL FLOATING PARK, WITH PATHS AND TERRACES MEANDERING THROUGH THE GREENERY AND SHADING TREES. THE FLOATING LANDSCAPE BLENDS INTO THE URBAN SCENERY OF LOS ANGELES AND THE VIEWS REACH FROM THE HOLLYWOOD HILLS TO THE SKYLINE OF LA DOWNTOWN AND THE HORIZON WHERE THE SKY MEETS THE OCEAN.

THE MUSEUM EXPERIENCE GOES BEYOND THE DISPLAYED ART COLLECTIONS. THE SCULPTURAL SPACES OF THE ICONIC BUILDING WITH NATURAL ELEMENTS WOVEN THROUGHOUT BECOME PART OF THE EXHIBITION. DESIGNED AS A NEW LANDMARK FOR THE CITY OF LOS ANGELES, THE LUCAS MUSEUM OF NARRATIVE ART ESTABLISHES A DIALOGUE WITH THE METROPOLITAN ENVIRONMENT AND CELEBRATES PUBLIC LIFE ALONG EXPOSITION PARK, AS WELL AS THE NATURAL AND URBAN BEAUTY OF THE CITY.

PROGRAM AND ACTIVITIES
THE LANDSCAPE AREAS SURROUNDING THE BUILDING HAVE GREAT POTENTIAL FOR ANY NUMBER OF EVENTS AND ACTIVITIES, THOUGH IT IS NOT HEAVILY PROGRAMMED WITH FIXED ELEMENTS. THIS APPROACH ALLOWS THE PARK TO HAVE THE POTENTIAL TO CONTINUE ITS ROLE AS A COMMUNITY GATHERING PLACE. THE PUBLIC PROGRAM WITHIN THE BUILDING SPILLS OUT INTO THE LANDSCAPE AREAS TO ACTIVATE THE SPACES AND CREATE A STRONG CONNECTION BETWEEN EXTERIOR AND INTERIOR SPACES.

ACCESS AND CIRCULATION
THE SITE'S DESIGN ACCOMMODATES CIRCULATION AROUND THE BUILDING AND CONNECTS TO THE SURROUNDING PATHS AND STREETS. BORDERED ON ALL SIDES BY MULTI-MODAL CIRCULATION SYSTEMS, THE LMNA SITE IS EASILY ACCESSIBLE FROM THE GREATER LOS ANGELES AREA FROM FREEWAY 110 AT BOTH EXPOSITION BOULEVARD AND MARTIN LUTHER KING JR BOULEVARD. LA METRO LIGHT RAIL EXPO/VERMONT STATION IS LOCATED TO THE NORTHWEST AND WITHIN A 5 MINUTE WALK TO THE SITE. CIRCULATION WITHIN THE MUSEUM IS INTENTIONALLY OPEN AND FLEXIBLE. VISITORS WITH DISABILITIES ARE WELCOMED TO THE MUSEUM WITH SIMILAR PATH ROUTES AND ADA COMPLIANT SLOPES.

STORMWATER
WATER FROM THE MUSEUM'S FAÇADE CAN BE COLLECTED AND STORED ONSITE OR ADJACENT TO THE SITE. POROUS SURFACES - INCLUDING DECOMPOSED GRANITE, CONCRETE UNIT PAVERS, AND TURF - COVER MOST OF THE LANDSCAPED PORTIONS OF THE SITE, WHICH CAN ALSO BE COLLECTED AND STORED.

WIND
THE MUSEUM'S MAIN ENTRANCES ARE PROTECTED FROM THE WIND BY ARCHITECTURE AND LANDSCAPE ELEMENTS. THE LANDSCAPE DESIGN AROUND THE BUILDING IS DESIGNED TO DEFLECT AND MITIGATE WIND, AND CREATE A WELL-PROTECTED SPACE FOR EVENTS, GATHERING, AND PASSIVE RECREATION.

SOLAR ACCESS
THE EFFECT OF THE LMNA BUILDING ON THE ADJACENT BUILDINGS AND LANDSCAPE AREAS NEEDS TO BE FURTHER STUDIED BY A SOLAR CONSULTANT. A PORTION OF THE MUSEUM'S ROOF WILL BE COVERED IN PHOTOVOLTAIC PANELS IN ORDER TO OFFSET THE ELECTRICITY CONSUMPTION OF THE BUILDING.

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Key Plan:

LUCAS MUSEUM OF NARRATIVE ART
Exposition Park
Los Angeles, California

PROJECT INFORMATION

Project No. 222701502
Scale

Drawing No.

G001

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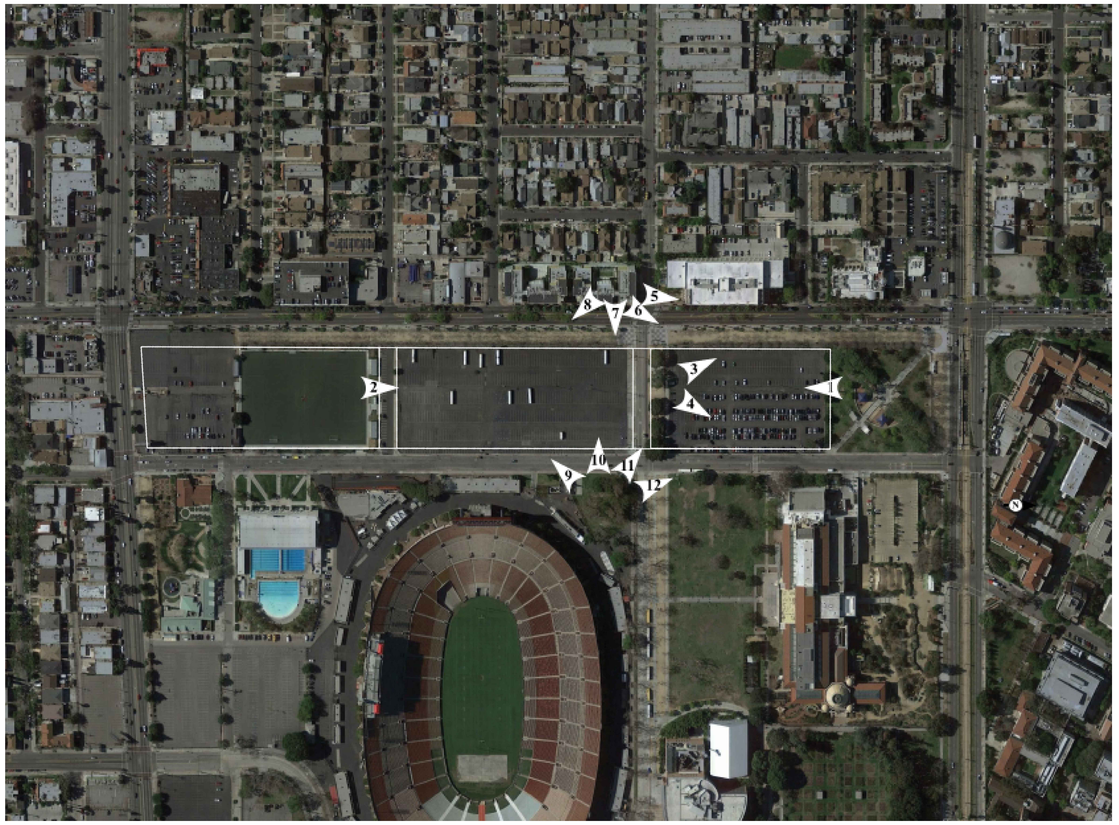
2

3

4

5



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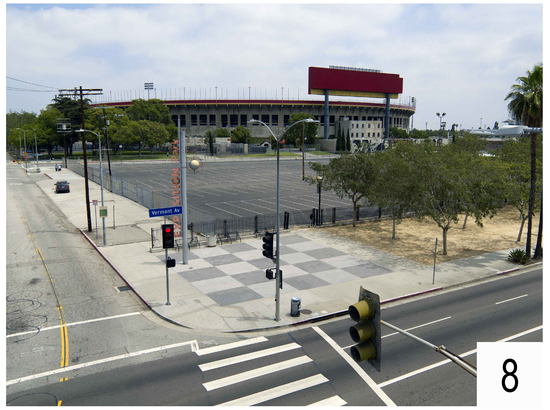

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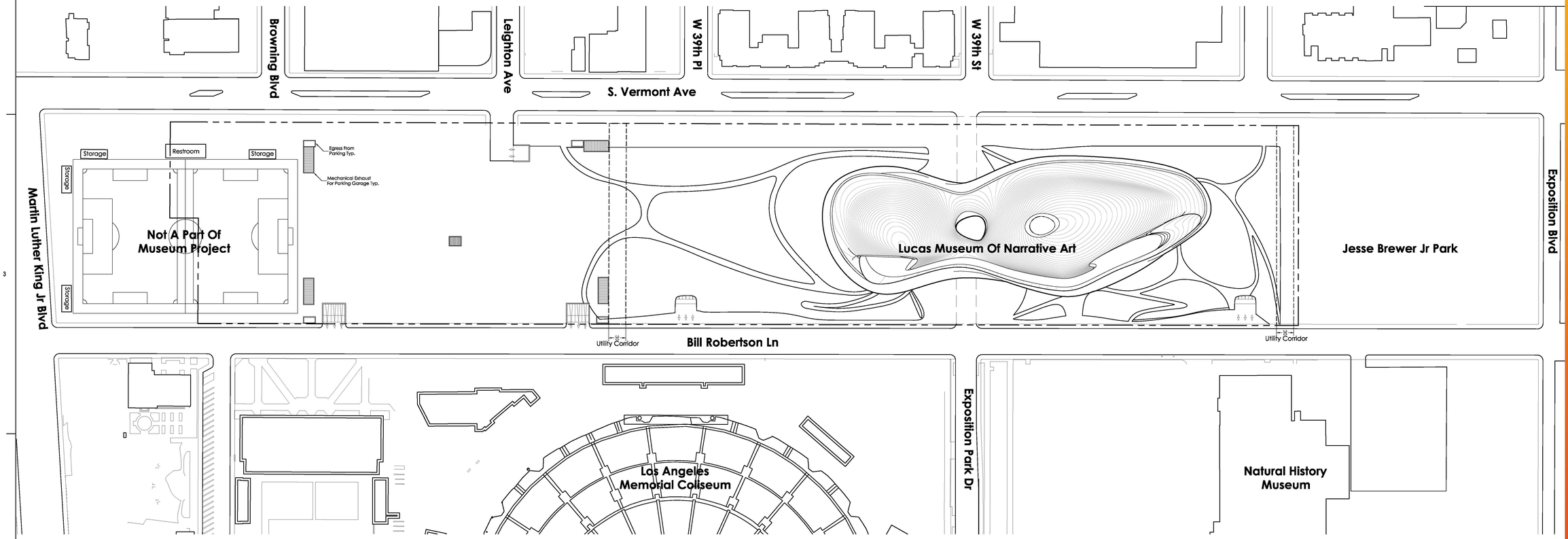
SITE PHOTOS

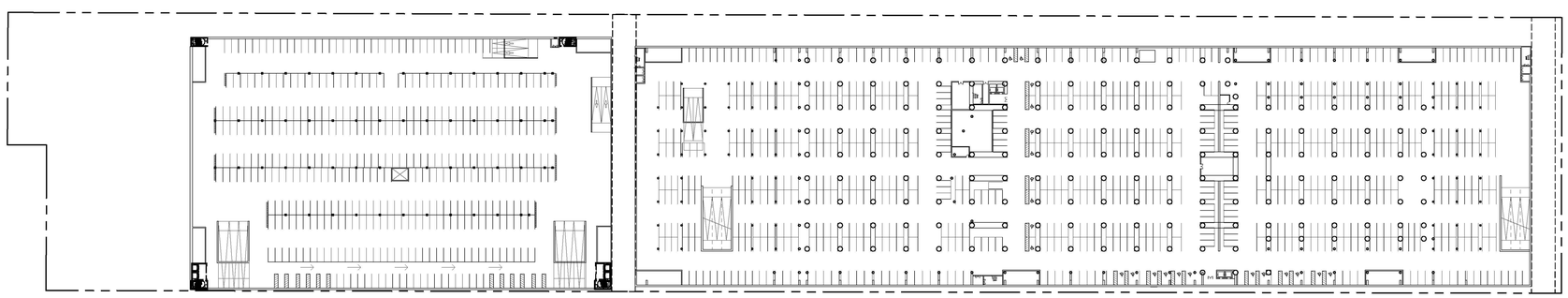
Project No. 222701502
Scale

Drawing No.

G002



1 SITE PLAN
1/64" = 1'-0"



1 PARKING LEVEL B1 FLOOR PLAN
1/64" = 1'-0"

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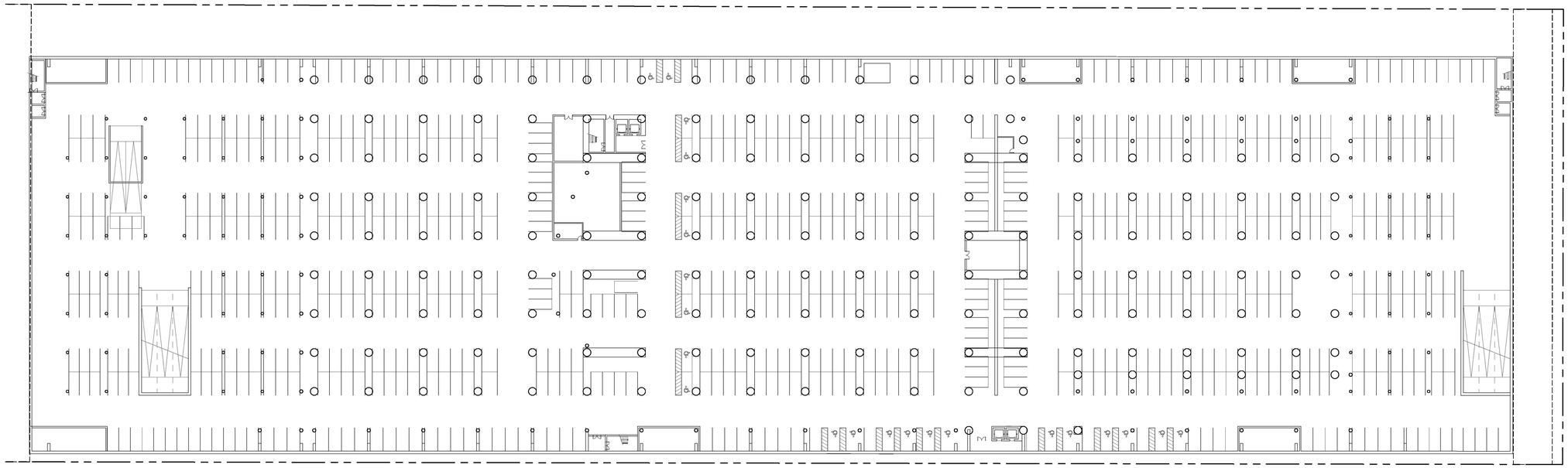
SITE PLANS

Project No. 222701502
Scale

Drawing No.

A100

0' 32' 64' 128' 256'



2 PARKING LEVEL B1 FLOOR PLAN
1/32" = 1'-0"

0' 16' 32' 64' 128'

1 PARKING LEVEL B2 FLOOR PLAN
1/32" = 1'-0"

0' 16' 32' 64' 128'

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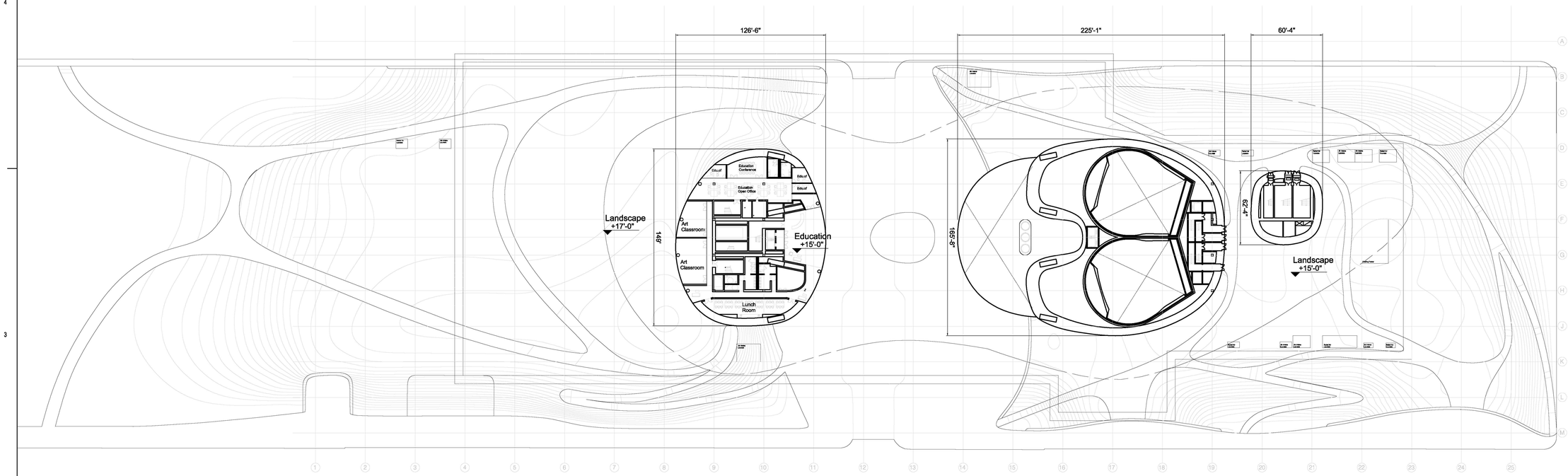
MUSEUM FLOOR PLANS

Project No. 222701502
Scale

Drawing No.
A101



2 LEVEL 2 FLOOR PLAN
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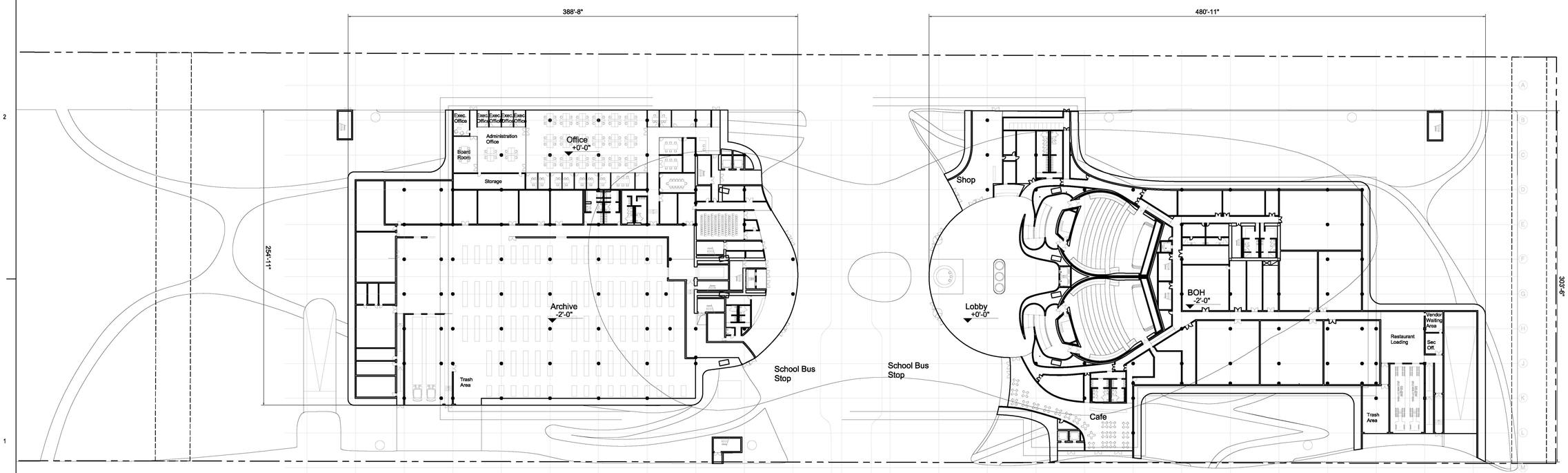

1 LEVEL 1 FLOOR PLAN
1/32" = 1'-0"

0' 16' 32' 64' 128'

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MUSEUM FLOOR PLANS

Project No. 222701502
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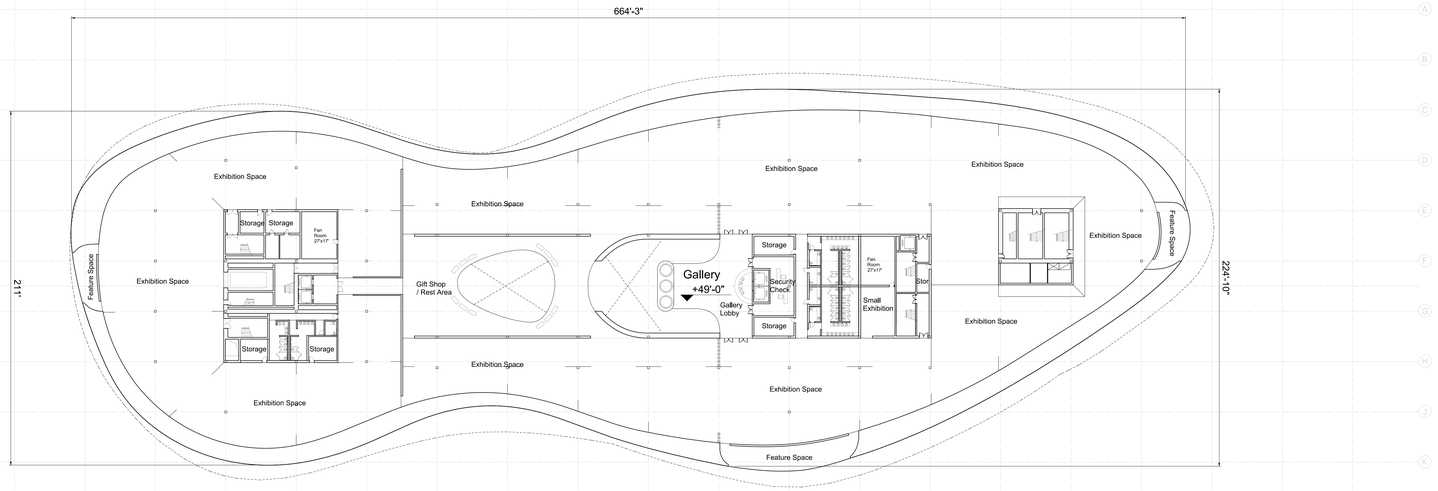
Drawing No.

A102



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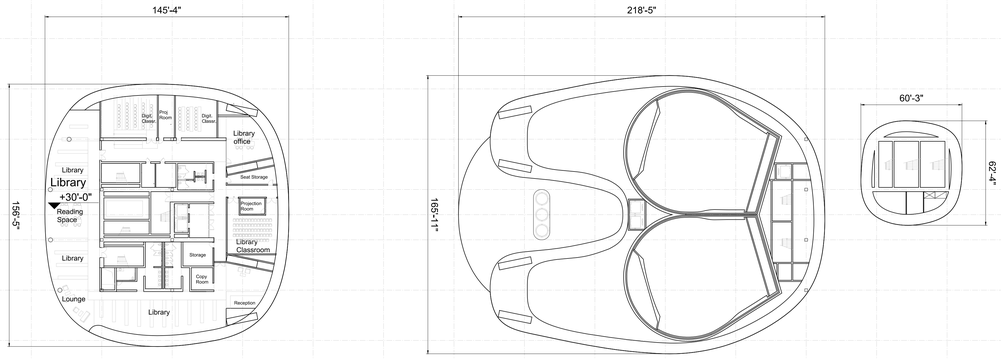

1 LEVEL 3 FLOOR PLAN
1/32" = 1'-0"

0' 16' 32' 64' 128'

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MUSEUM FLOOR PLANS

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Scale

Drawing No.

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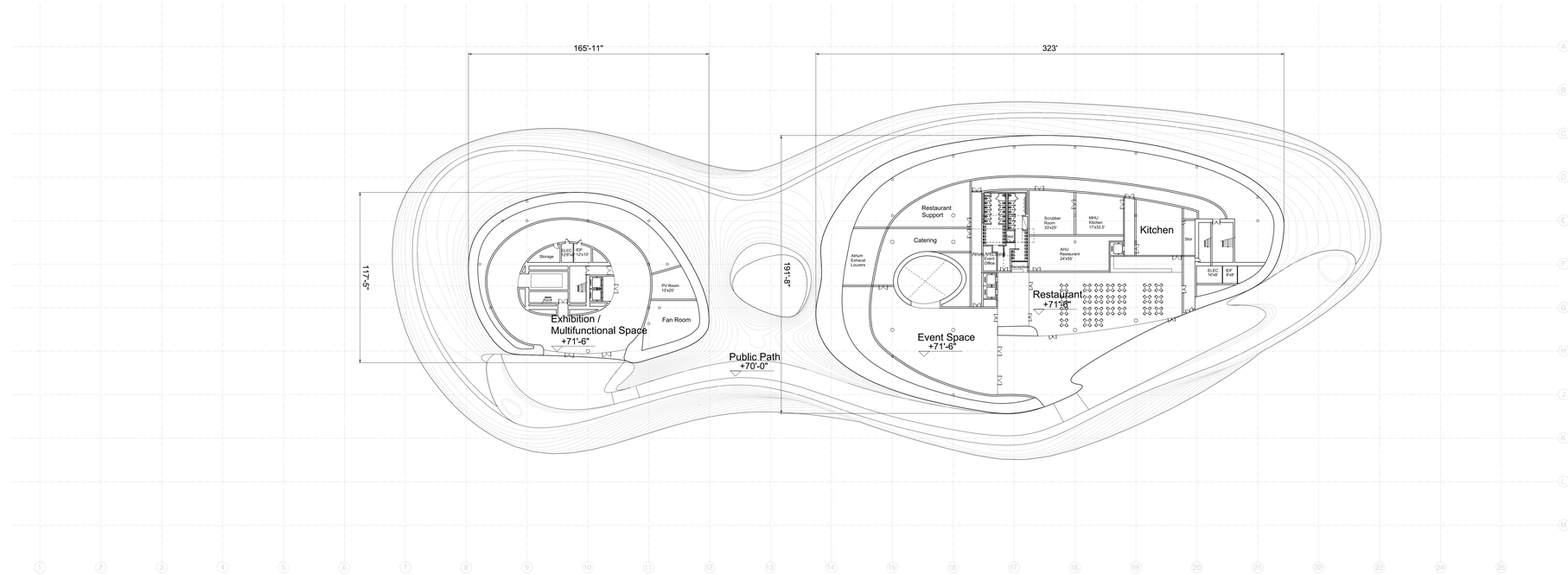

1 LEVEL 5 FLOOR PLAN
1/32" = 1'-0"

0' 16' 32' 64' 128'

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MUSEUM FLOOR PLANS

Project No. 222701502
Scale

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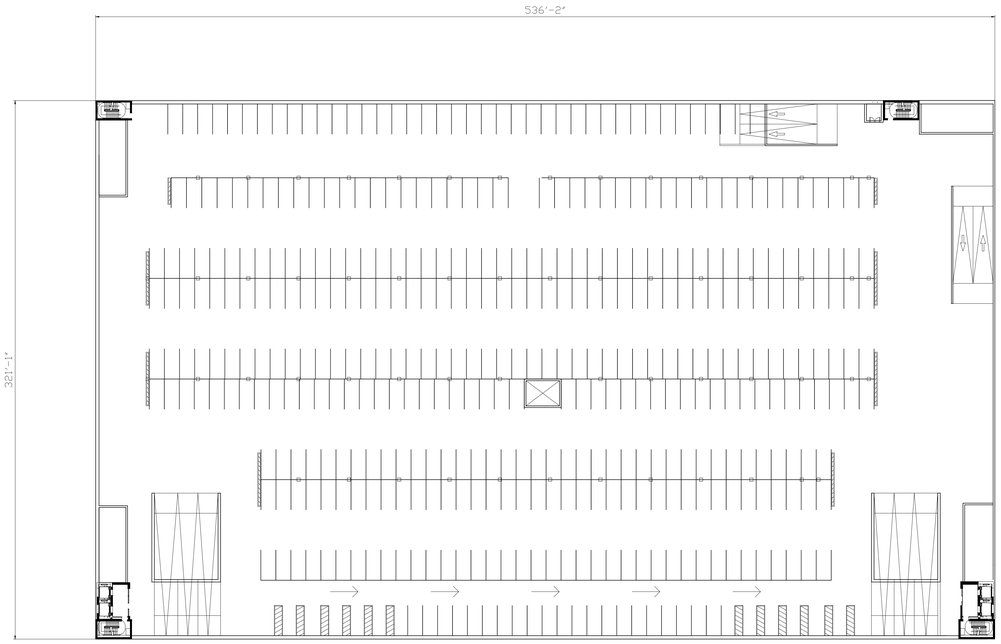

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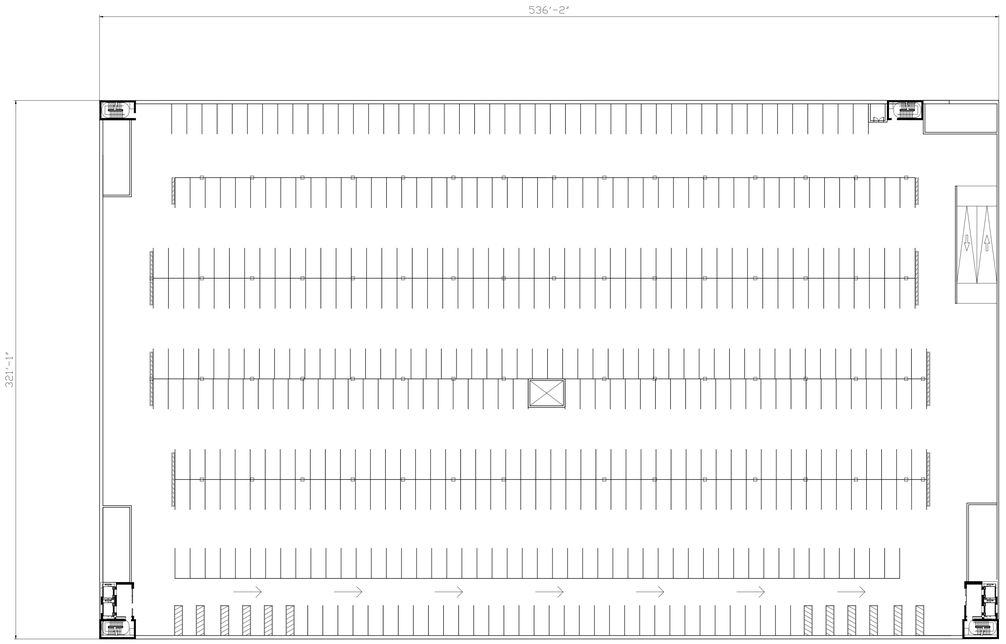

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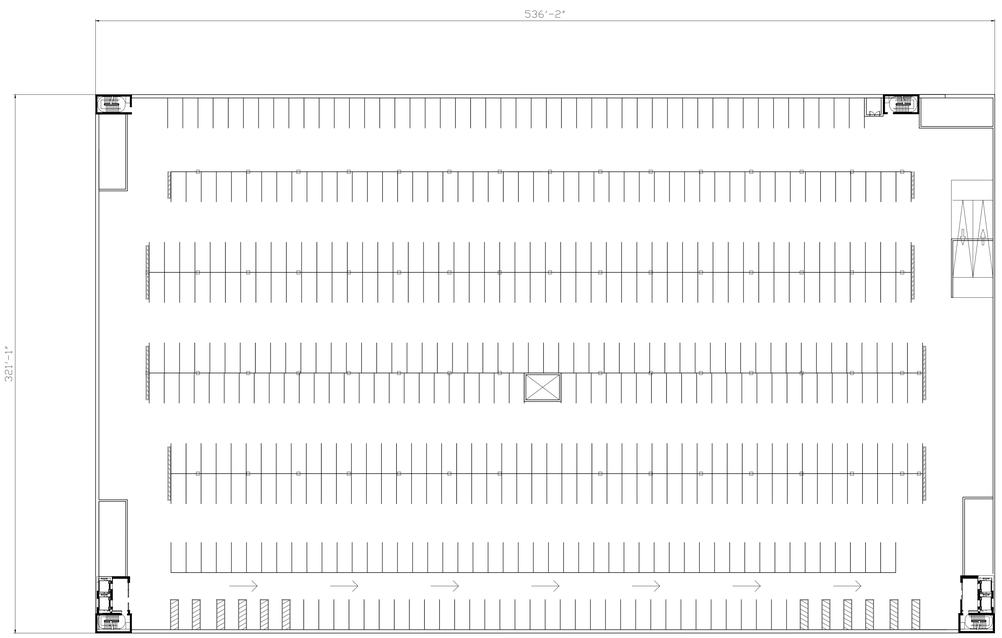

1 PARKING LEVEL B3 FLOOR PLAN
1/32" = 1'-0"

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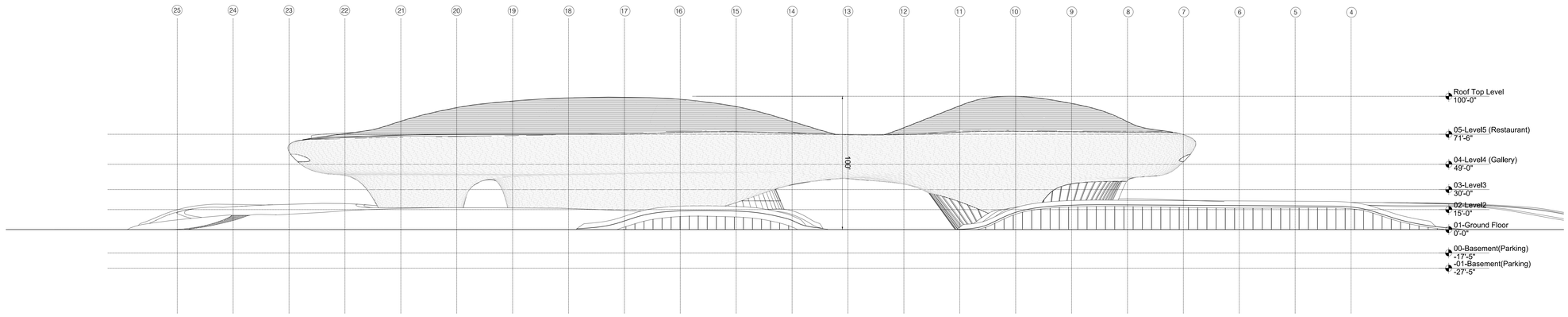
SOUTH GARAGE FLOOR PLANS

Project No. 222701502
Scale

Drawing No.

A105



2 EAST ELEVATION
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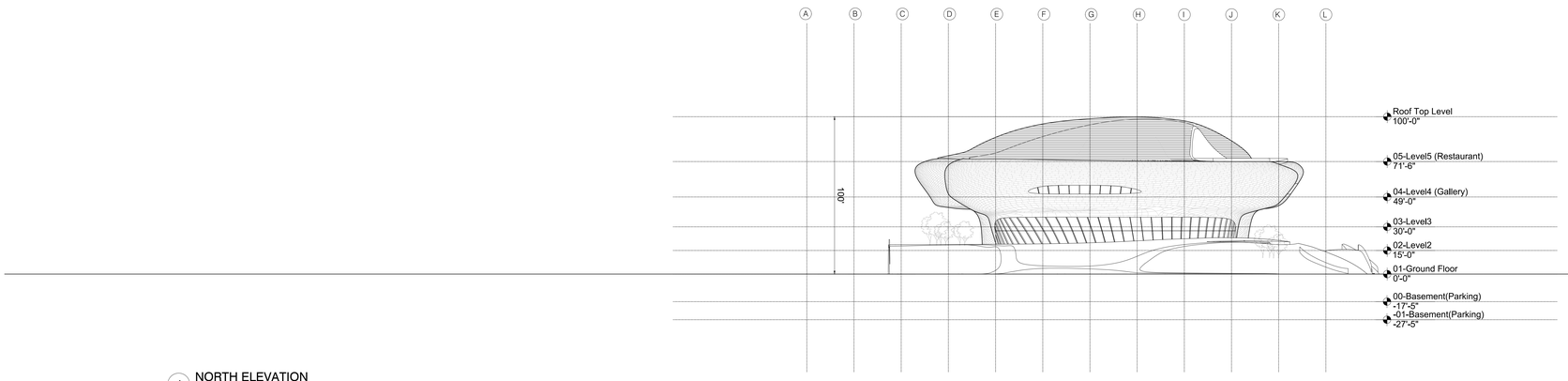

1 NORTH ELEVATION
1/32" = 1'-0"

0' 16' 32' 64' 128'

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ELEVATIONS

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Scale

Drawing No.

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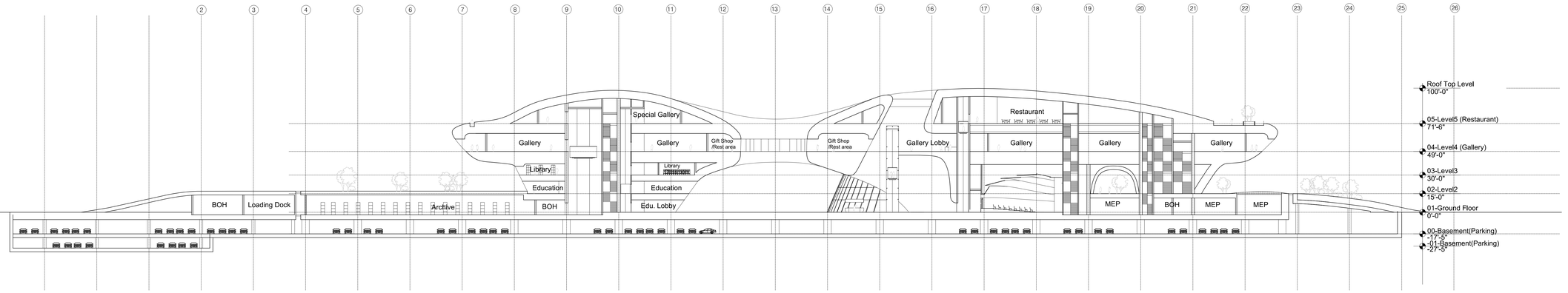

3 MUSEUM LONGITUDINAL SECTION
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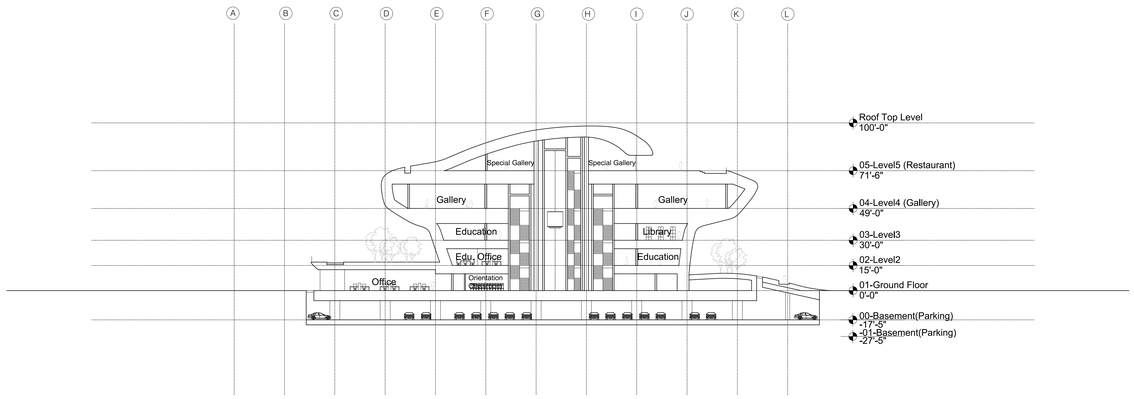

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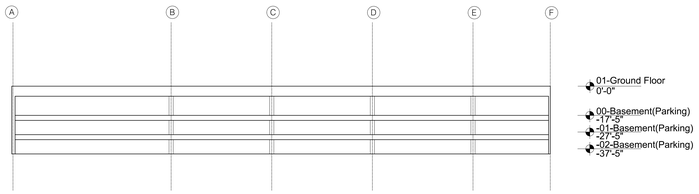

4 SOUTH GARAGE LONGITUDINAL SECTION
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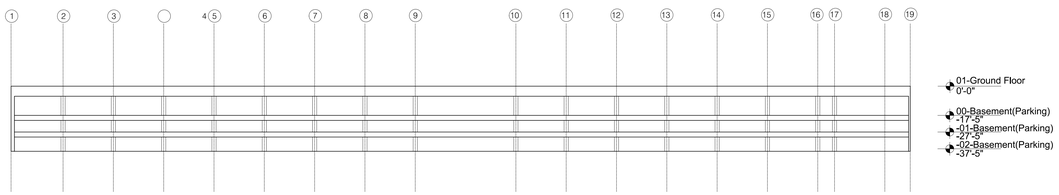

1 SOUTH GARAGE CROSS SECTION
1/32" = 1'-0"

0' 16' 32' 64' 128'

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BUILDING SECTIONS

Project No. 222701502
Scale

Drawing No.
A301

Figure 3
Conceptual Rendering
Bird's Eye View

Source: mad architects, 2017.

Figure 4
Conceptual Rendering View
From Exposition Park

Source: mad architects, 2017.

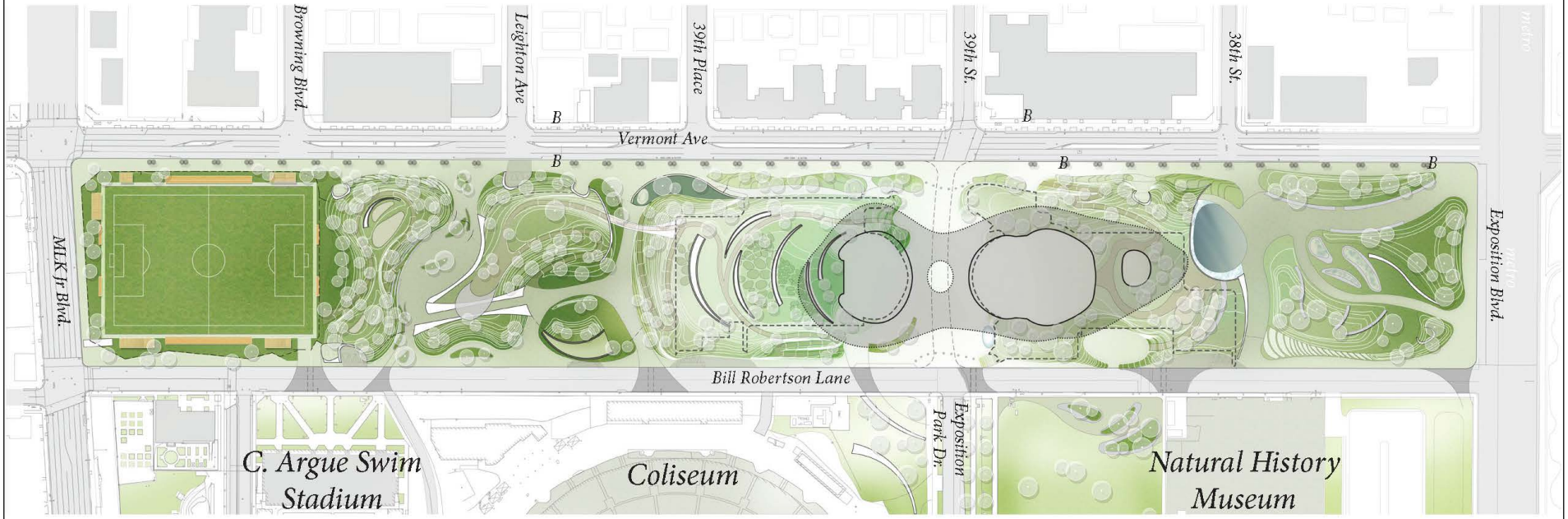
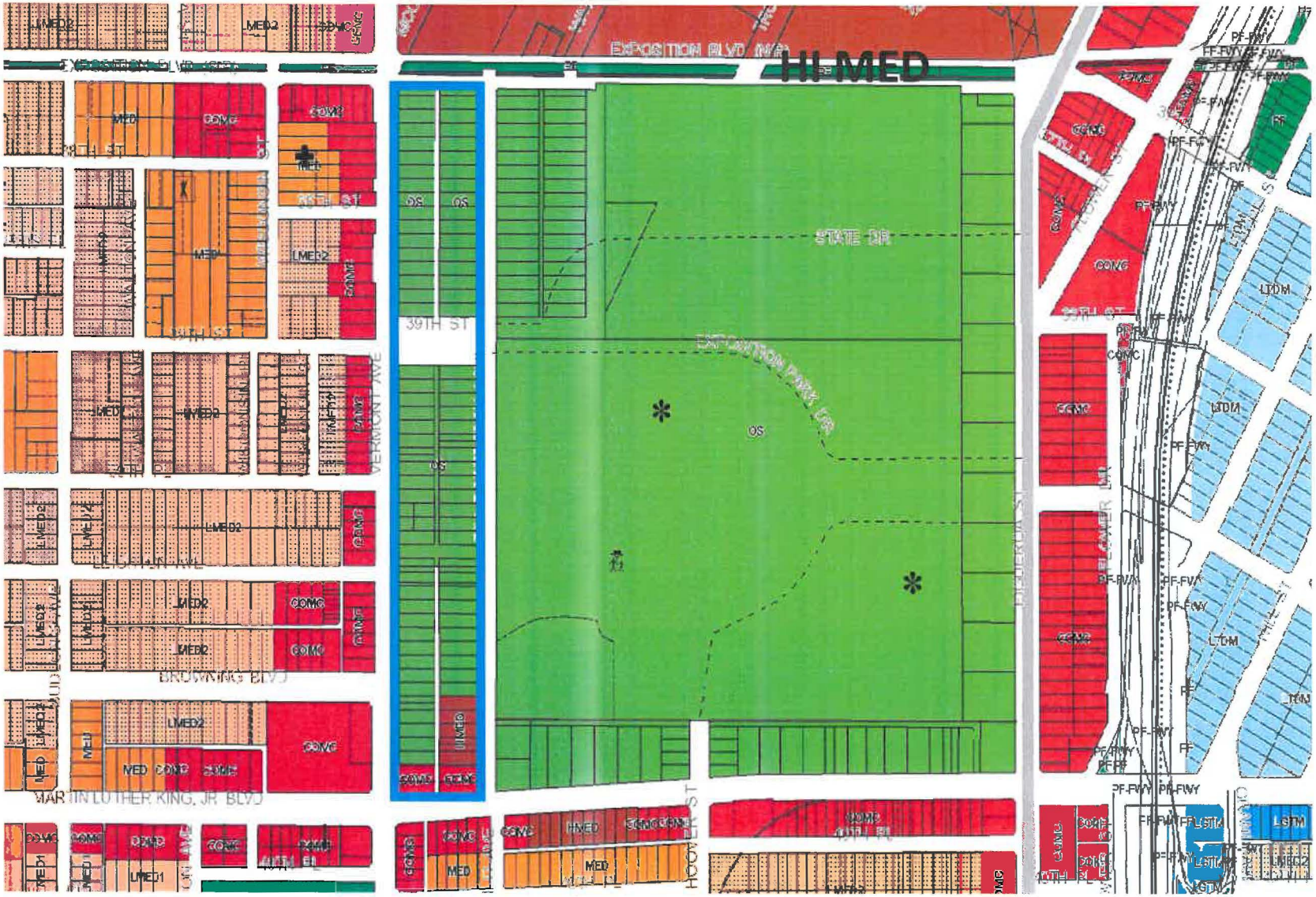


Figure 5
Conceptual Landscape Plan

Source: mad architects, 2017.

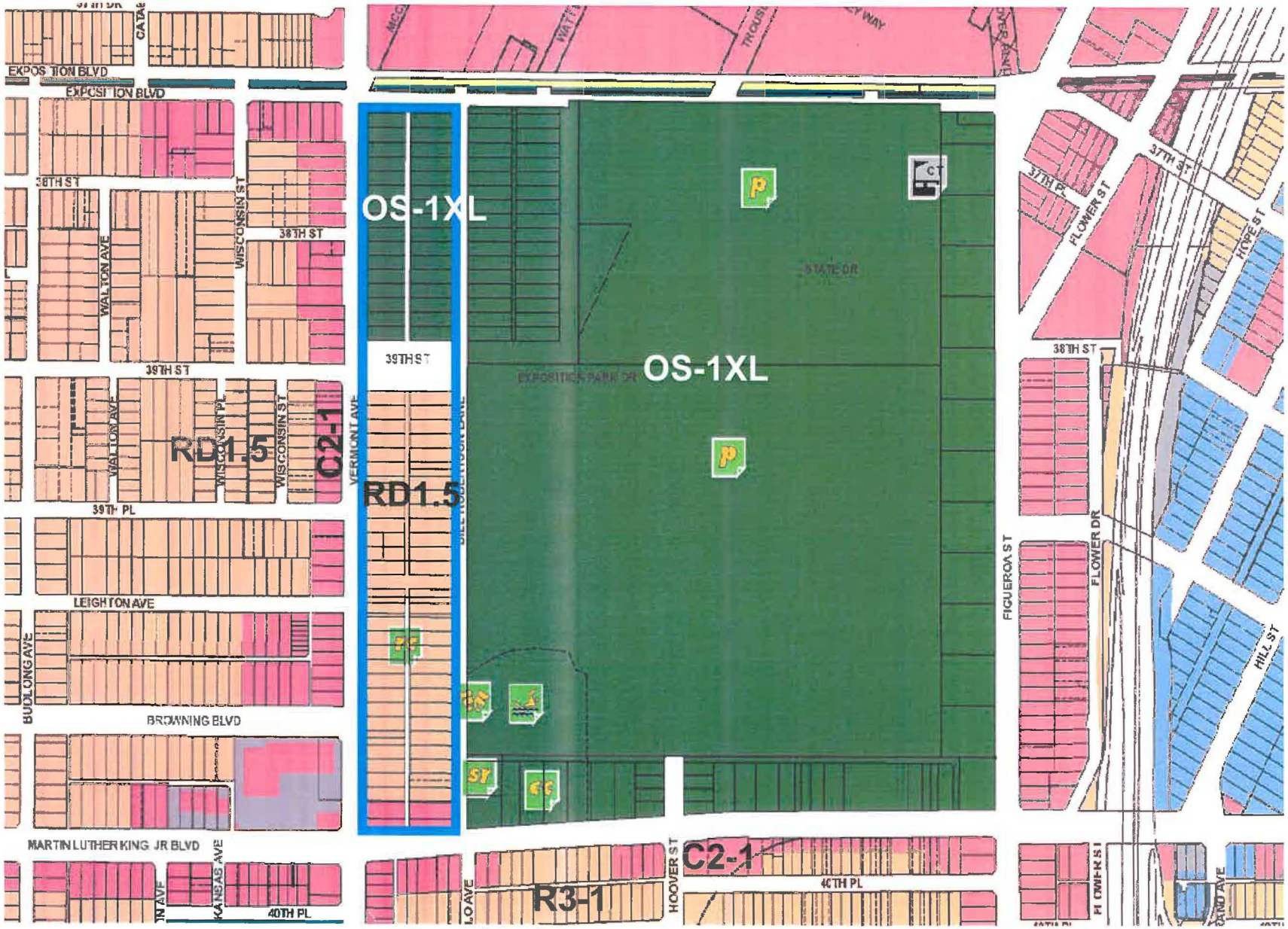
Exhibit B

Maps

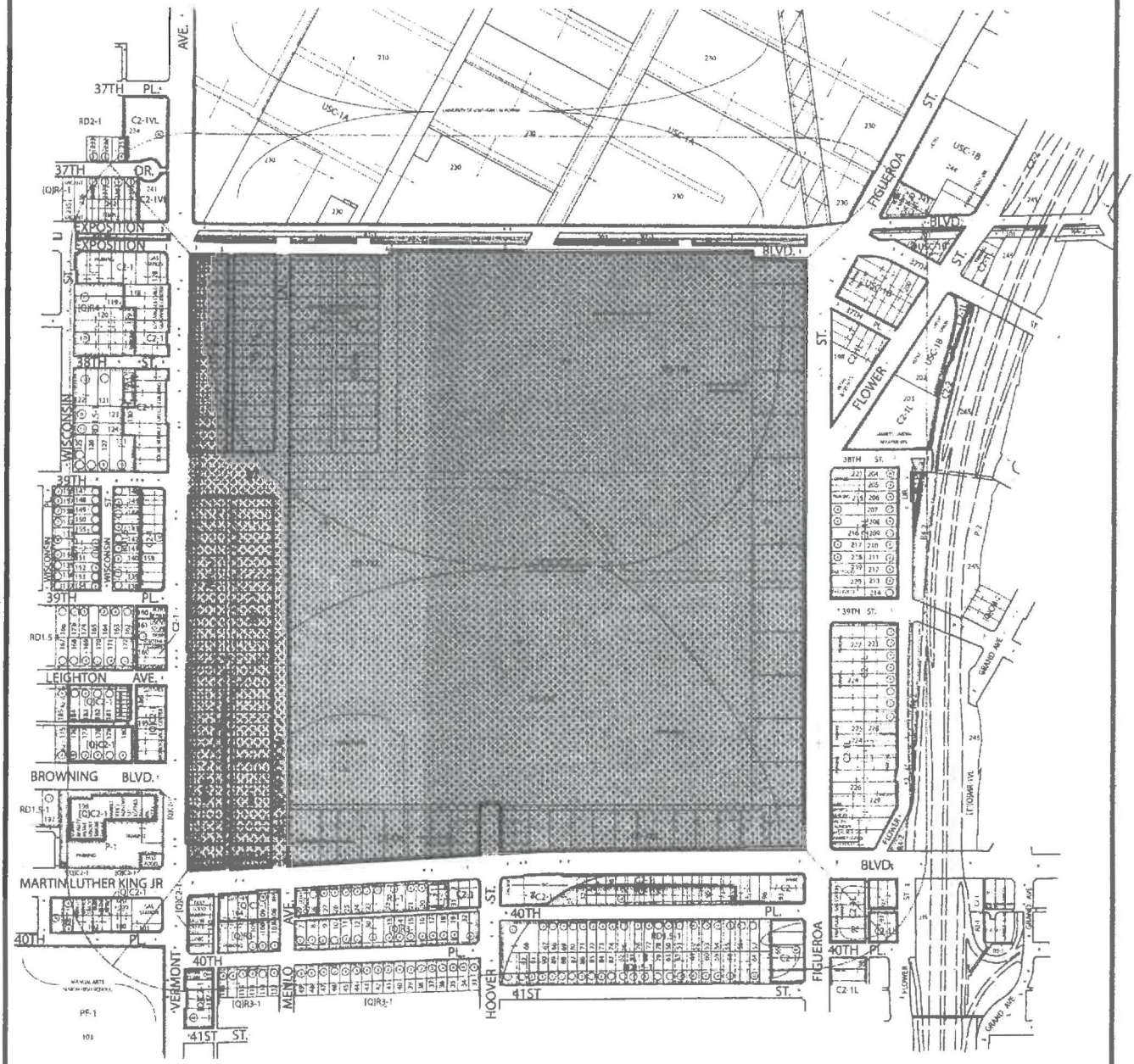


	LOW MEDIUM I	R2, RD3, RD4, RZ3, RZ4, RU, RW1		OPEN SPACE	OS, A1
	LOW MEDIUM II	RD1.5, RD2, RW2, RZ2.5		COMMERCIAL MANUFACTURING	CM
	MEDIUM	R3		COMMUNITY[1]	CR, C2, C4, RAS3, RAS4
	HIGH MEDIUM	R4			

3800 South Vermont – Land Uses



3800 South Vermont – Zoning



VESTING TENTATIVE TRACT NUMBER 74715
SPECIFIC PLAN AMENDMENT - PROJECT PERMIT COMPLIANCE
ADDENDUM TO EIR

Quality Mapping Service
14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

DRAWN BY:

THOMAS BROTHERS
Page: 674 **Grid:** B-1,2

LEGAL
" SEE APPLICATIONS"

A.P.N.
5037-(027-028)

CD: 9

CT: 2312.20

PA: SOUTH LOS ANGELES

USES: FIELD

SITE ADDRESS
3911 S. FIGUEROA ST.
LOS ANGELES MEMORIAL COLISEUM

CASE NO:

SCALE: 1"=200'

D.M.: 117A201

CONTACT: ARMBRUSTER GOLDSMITH

PHONE: 310-209-8800

DATE: 02-13-17
Update:

NORTH

QMS: 17-067 A

Exhibit C

Proposed Ordinance -

Los Angeles Coliseum District

Specific Plan Amendment

ORDINANCE NO.

An ordinance amending and restating in its entirety a Specific Plan, known as the Coliseum District Specific Plan, for a portion of the South Los Angeles Community Plan area.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1 **ESTABLISHMENT OF THE COLISEUM DISTRICT SPECIFIC PLAN**.

A. Authority and Scope. The City Council establishes the Coliseum District Specific Plan (Specific Plan) for the area bounded by Exposition Boulevard on the north, Figueroa Street on the east, Martin Luther King Junior Boulevard on the south and Vermont Avenue on the west, plus the Existing Major Site Sign located easterly of the 110 (Harbor) Freeway, all as shown upon the following Map 1 within the heavy dashed lines. As shown on Map 1, the Specific Plan area does not include the EXPO Center, which includes the LA84 Foundation / John C. Argue Swim Stadium, and those portions of Exposition Park north of the Coliseum and Christmas Tree Lane north of Exposition Park Drive containing the Natural History Museum of Los Angeles County; the California Science Center; the California African American Museum; and Jesse Brewer, Jr., Park.

B. Specific Plan Zones. The Specific Plan area is subdivided into five Zones as shown on Map 1. The purpose of the Zones is to address the relationship between the intensity of uses within the Zones and uses outside of the Specific Plan area.

Sec. 2. **PURPOSES**.

This Specific Plan is intended to:

A. Provide regulatory controls and incentives for the systematic and incremental execution of that portion of the General Plan, which relates to this geographic area, and to provide for public needs, convenience and general welfare as the development of the area necessitates;

B. Assure orderly development by establishing general procedures for development within the Specific Plan area;

C. Provide for the preservation and upgrade of the historic Los Angeles Memorial Coliseum stadium and associated development and enhancements to the site, in conformance with the goals and objectives of local and regional plans and policies;

D. Provide for the redevelopment of the approximately 15-acre Los Angeles Memorial Sports Arena site in the southeastern portion of the Specific Plan area with a state-of-the-art professional soccer stadium and ancillary uses, in conformance with the

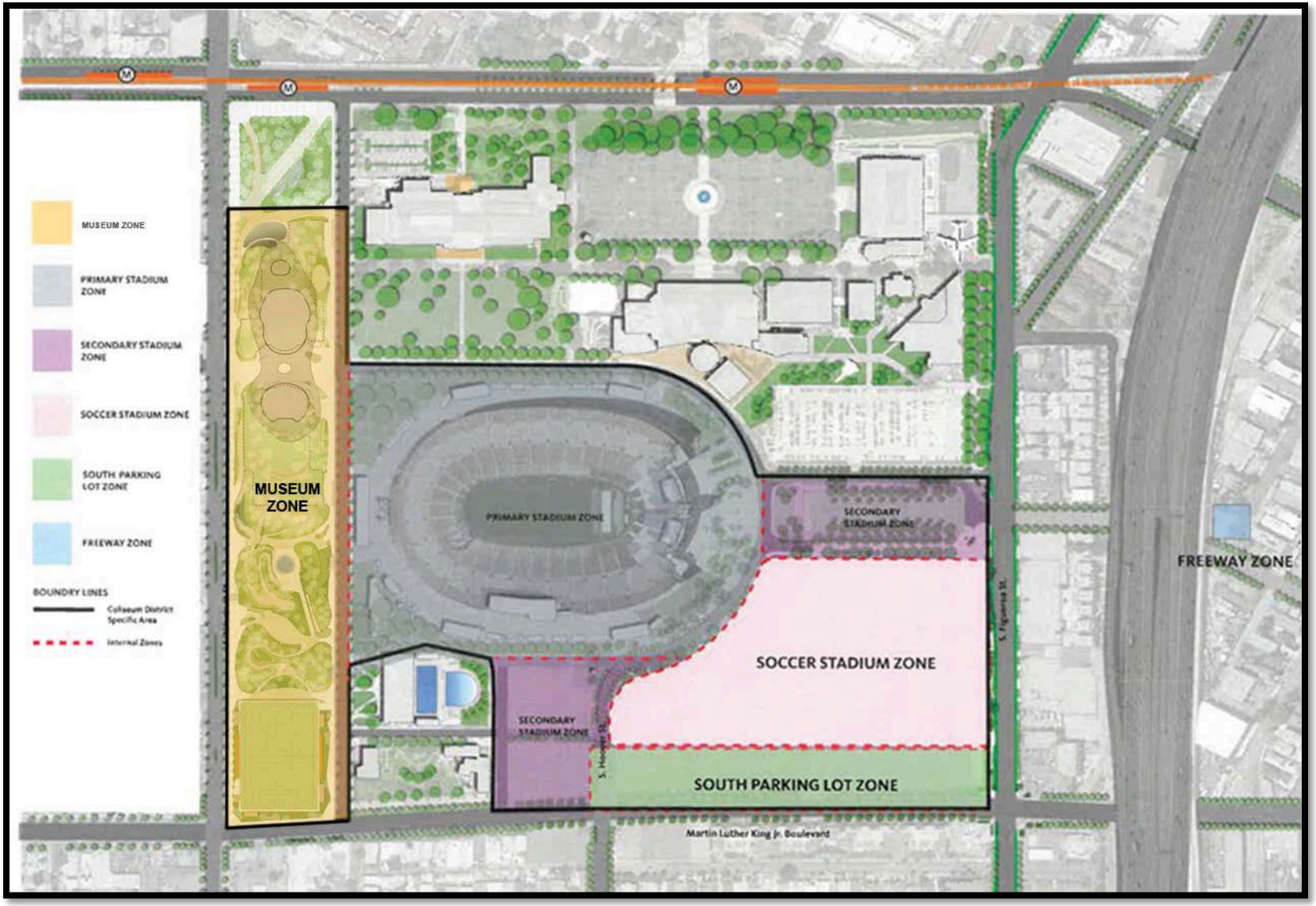
goals and objectives of local and regional plans and policies; and

E. Provide for the development of a new museum and ancillary uses, replacement parking, and a replacement soccer field located in the westerly portion of the Specific Plan Area, in conformance with the goals and objectives of local and regional plans and policies.

MAP 1

Specific Plan Boundaries

[Map 1 with Zones follows this page.]


MUSEUM ZONE
PRIMARY STADIUM ZONE
SECONDARY STADIUM ZONE
SOCCER STADIUM ZONE
SOUTH PARKING LOT ZONE
FREEWAY ZONE
BOUNDRY LINES
Coliseum District Specific Area
Internal Zones
MUSEUM ZONE
PRIMARY STADIUM ZONE
SECONDARY STADIUM ZONE
SECONDARY STADIUM ZONE
SOCCER STADIUM ZONE
SOUTH PARKING LOT ZONE
FREEWAY ZONE
S. Hooper St.
S. Figueroa St.
Martin Luther King jr. Boulevard

Sec. 3. **RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE.**

A. The regulations of this Specific Plan are in addition to those set forth in the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for here.

B. Whenever this Specific Plan contains provisions that establish regulations (including, but not limited to, standards such as signage, the sale and service of alcoholic beverages, permitted uses, building height and density limits, and parking), which are different from, more restrictive or more permissive than would be allowed pursuant to the provisions contained in the LAMC, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

C. Sign Ordinance. Notwithstanding LAMC Section 13.11 B, a Supplemental Use "SN" Sign District may be established in the OS zone encompassing the Specific Plan area and may include up to four non-contiguous parcels located in any zone, including the parcel located easterly of the 110 (Harbor) Freeway containing the Existing Major Site Sign, and additional non-contiguous parcels that may contain new Stadium Freeway Signs as may be allowed by the Outdoor Advertising Act, codified in California Business & Professions Code Section 5272, et seq.

D. Site Plan Review Ordinance and Conditional Use Permit. Approvals pursuant to LAMC Sections 16.05, 12.24 U 2, 12.24 U 14, and 12.24 U 19 are not required for Projects within the Specific Plan area, because this Specific Plan supersedes those sections.

E. Commercial Corner and Mini-Shopping Centers Ordinance. Approvals pursuant to LAMC Sections 12.22 A 23 and 12.24 W 27 are not required for Projects within the Specific Plan area, because the Specific Plan supersedes those sections.

F. Conditional Use Permit for Alcoholic Beverages. Approvals pursuant to LAMC Sections 12.24 W 1 and 12.24 X 2 are not required for the sale and service of alcoholic beverages when specifically authorized in Section 9 of this Specific Plan, because this Specific Plan supersedes relevant sections of the LAMC.

G. Director's Review. Approvals pursuant to LAMC Section 11.5.7 are not required for Projects within the Specific Plan area, because this Specific Plan supersedes that section.

H. Plan Approvals for Deemed to be Approved Uses. Approvals pursuant to LAMC Section 12.24 M are not required for Projects within the Specific Plan area, because the Specific Plan supersedes those sections, and the Los Angeles Memorial Coliseum, the Soccer Stadium, the Museum, the Replacement Parking Structure, the

Replacement Soccer Field, and the uses set forth herein shall be permitted uses.

I. Shared Parking. Approvals pursuant to LAMC Section 12.24 X 20 are not required for Projects within the Specific Plan area, because the Specific Plan supersedes that section.

J. Landscaping. Approvals pursuant to LAMC Sections 12.40, 12.41 and 12.42 are not required for Projects within the Specific Plan area, because the Specific Plan supersedes those sections.

K. Other Review. Signs permitted by this Specific Plan or a Supplemental Use "SN" Sign District that includes the Specific Plan area shall not be required to comply with LAMC Section 14.4.6 (Freeway Exposure). The Existing Major Site Sign located east of the 110 Harbor Freeway is deemed to have complied with the requirements of 14.4.5.C (DOT Hazard Review).

L. Existing Signs. Existing signs and/or sign support structures, as identified by this Specific Plan in Appendix C-1 and C-2 or a new Sign District, that legally exist prior to the effective date of this Specific Plan shall be permitted to continue pursuant to LAMC Section 91.6216.

Sec. 4. **DEFINITIONS.**

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in the LAMC. Definitions related to signs shall be construed as defined in the Supplemental Use "SN" District applicable to the Specific Plan area.

Ancillary. Any use or activity allowed by Section 7.A of this Specific Plan that is related to or supports the operation of either the Coliseum, the Soccer Stadium, or the Museum and is located within the Specific Plan area.

Coliseum. The Los Angeles Memorial Coliseum, as indicated on Map 2-A of this Specific Plan.

Coliseum Main Concourse. The existing adjacent grade to the Coliseum, as measured at the Peristyle Plaza.

Coliseum Renovation Project. The project that contemplated the renovation of the Coliseum as studied in the Environmental Impact Report and Addendum (SCH #1990011065) in Council File Nos. 06-0873 and 06-0873-S1 for City Planning Commission Case Nos. CPC-2006-3082-SP-DA and CPC-2006-6333-PAD-M1.

Director. The Director of Planning or his or her designee.

Existing Major Site Sign. The sign that is currently located easterly of the 110 Harbor Freeway in the Freeway Zone as shown on Map 1.

Historic Fabric Retention Plan. The plan for the preservation and upgrade of the Coliseum as approved by the Cultural Heritage Commission or its designee.

Project. The demolition, construction, addition to or alteration of the Coliseum structure, Soccer Stadium, Museum, Replacement Parking Structure, Replacement Soccer Field, or any other buildings or structures associated with the Coliseum or Soccer Stadium, Museum, Replacement Parking Structure, or Replacement uses, which are located in whole or in part within the Specific Plan area and which require the issuance of a demolition permit, grading permit, foundation permit, building permit, sign permit or use of land permit.

A Project shall not include those buildings, structures or uses that are associated with facilities other than the Coliseum, Soccer Stadium, Museum, Replacement Parking Structure, Replacement Soccer Field within the Specific Plan area. Those buildings, structures or uses, which are not Projects, are not within the Specific Plan area, and are not regulated by this Specific Plan, include, but are not limited to: Natural History Museum, California Science Center and Exposition Park Intergenerational Community Complex Swim Stadium.

Museum. A new museum with ancillary uses, including but not limited to a sit-down restaurant, state-of-the-art cinematic theaters, museum store, casual café, lecture halls of various sizes, digital classrooms, video conferencing for guest lectures and workshops, a drop-in library, spaces available for event rental, production quality editing classrooms, and a subterranean parking structure beneath the Museum, to be located within the Museum Zone, as indicated on the conceptual site plan included as Map 2-C of this Specific Plan.

Museum Open Space. The publicly accessible open space to be maintained by the Museum and located within the Museum Zone, as indicated on the conceptual site plan included as Map 2-C of this Specific Plan.

Replacement Parking Structure. A new subterranean parking structure to replace the existing surface parking spaces in the Museum Zone, as indicated on the conceptual site plan included as Map 2-C of this Specific Plan.

Replacement Soccer Field. A new soccer field to replace the existing soccer field in the Museum Zone, as indicated on the conceptual site plan included as Map 2-C of this Specific Plan.

Sign District. The associated Supplemental Use "SN" Sign District for the regulation of signs within the Sign District that includes the Specific Plan area.

Soccer Stadium. A new professional soccer stadium and ancillary facilities to be located within the Soccer Stadium Zone, as indicated on the conceptual site plan included as Map 2-B of this Specific Plan.

Specific Plan. This Coliseum District Specific Plan.

Stadium Freeway Sign. A sign, as described in the Outdoor Advertising Act, Cal. Business & Professions Code Section 5272, intended to be viewed primarily from a freeway on a parcel non-contiguous with the Specific Plan area.

Sec. 5. **APPLICABILITY.**

The provisions established by this Specific Plan shall be utilized only by the owner, lessee or operator of the Los Angeles Memorial Coliseum and its related uses and activities, the owner, lessees or operator of the Soccer Stadium and its related ancillary uses and activities, the owner, lessees or operator of the Museum and its related ancillary uses and activities, the owner, lessees or operator of the Replacement Parking Structure, or the owner, lessees or operator Replacement Soccer Field. All other entities, located within the Specific Plan area and which are not associated with the Los Angeles Memorial Coliseum, and its related uses and activities or the Soccer Stadium and its related ancillary uses and activities, the Museum and its related ancillary uses and activities, the Replacement Parking Structure, or the Replacement Soccer Field shall be subject to the provisions of the LAMC and any other relevant ordinances.

Sec. 6. **PROCEDURAL REQUIREMENTS.**

A. Director's Review.

1. Director's Administrative Clearance. No demolition, grading, foundation, building, sign or use of land permit shall be issued for any Project on any lot located in whole or in part within the Specific Plan area, unless the Director has verified the Project complies with the requirements of this Specific Plan.

(a) Within 15 days of the date a completed permit application is received, the Director shall sign off on the permit application or shall indicate in writing how the application is not in compliance with this Specific Plan. This 15-day period may be extended as mutually agreed upon in writing by the Applicant and the Director.

(b) If the Director determines the application is in compliance with this Specific Plan, the Director shall approve the application, the

determination shall be final and effective, and not subject to appeal.

2. Project Permit Compliance.

(a) If there is a question regarding the compliance of the Project with this Specific Plan, the Applicant may instead request a Project Permit Compliance review pursuant to LAMC Section 11.5.7, except that the South Los Angeles Area Planning Commission, or the City Planning Commission for a Project associated with the Museum, Replacement Parking Structure, and Replacement Soccer Field shall have the initial decision authority on the Project Permit instead of the Director.

(b) Decision - Public Hearing and Notice. The public hearing and notice procedures shall be the same as those provided in LAMC Section 11.5.7 C(6), except that the City Council shall be the appeal body.

3. Modification, Adjustment, Exception, Amendment, or Interpretation.

(a) The procedures for a Modification of a Project Permit, Project Permit Adjustment, Exception for relief from the regulations of this Specific Plan, Amendment, or Interpretation of this Specific Plan shall be pursuant to LAMC Section 11.5.7.

4. The prohibition in Subdivision 1, above, shall not apply to any construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair or replace an unsafe or substandard condition.

Sec. 7. **LAND USE.**

A. Permitted Uses. Notwithstanding LAMC Sections 12.04.05, 12.09.1, 12.11, 12.14 or any other provision of the LAMC or other relevant ordinances to the contrary, in addition to those uses permitted by the zoning, the following uses shall be permitted in the Specific Plan area:

1. The Los Angeles Memorial Coliseum stadium and additions, alterations and modifications to the Coliseum shall be located in the Primary Stadium Zone, the Soccer Stadium, including future additions, alterations and modifications, shall be located in the Soccer Stadium Zone, and the Museum, the Replacement Parking Structure, and the Replacement Soccer Field, including future additions, alterations and modifications to each of them, shall be located in the Museum Zone as provided for by this Specific Plan. All facilities, ancillary facilities, uses and activities, which are associated with either the Coliseum, Soccer Stadium, Museum, Replacement Parking Structure, or Replacement Soccer Field uses,

shall also be permitted. The Coliseum, Soccer Stadium, Museum, and any permanent or temporary ancillary facilities and areas located in any Zone in the Specific Plan area may be used for:

(a) the operation of a sports, entertainment and public gathering facility, including but not limited to sporting events (professional, collegiate, interscholastic, amateur, Olympic), pageants, concerts, broadcasts of any events at the Coliseum or Soccer Stadium, live entertainment, religious gatherings, exhibitions, conventions, conferences, meetings, banquets, civic events, patriotic celebrations and other similar events;

(b) the sale of confections, soft drinks, food and other items for consumption on-site or off-site and the sale of alcoholic beverages for consumption on-site;

(c) the sale of merchandise, souvenirs and novelties;

(d) retail uses, including, but not limited to, the sale or rental of other products or services;

(e) offices, athletic training, practice and medical facilities, related to the Coliseum or Soccer Stadium, sports, athletic teams, entertainment and other permitted uses;

(f) other uses as are customary and usual in connection with the operation of sports, athletic teams, entertainment, public gathering facilities and other permitted uses;

(g) other uses as customary and usual in connection with the operation of a museum, including exhibition and archival spaces, offices, library, educational spaces, lecture halls, theatres, museum store, and café and restaurants.

(**h)** restaurants, bars, cafes and outdoor eating areas, fast-food restaurants and catering services for activities within the Specific Plan area;

(i) kiosks and vendor carts;

(j) sponsor and hospitality tents, pavilions and exhibits;

(k) special events and temporary uses, including carnivals, circuses, parades, street fairs, festivals, performances;

(l) temporary filming activities;

(m) museums, exhibitions, cultural facilities, hall of fame, memorabilia facilities and facilities supporting tours of the Coliseum or the Soccer Stadium

(n) surface parking areas, multi-level parking structures (above or below grade), shared parking facilities, bicycle parking facilities, including temporary or permanent bicycle valet services, parking entry facilities, including, but not limited to, parking payment structures, public plazas and transit facilities; and

(o) other similar uses consistent with the intent of this Specific Plan as may be approved by the Director.

2. Telecom facilities, including, but not limited to, transmission, transmitter, repeater, switching stations, uplinks, downlinks, microwave facilities, satellite dishes and other facilities related to the transmission of media, including, but not limited to, the broadcast of events. Permanent satellite dishes shall either be screened from view, to the extent feasible, or shall be incorporated into the architectural design and character of the building or space. Portable satellite dishes shall not be required to be screened.

3. Facilities and studios for motion picture, television and radio broadcasting, film or tape reproductions, closed circuit, cable or pay television or radio satellite transmission, pay-per-view, wireless networks, Internet, worldwide web (including video streaming) and similar rights by whatever means or process, now existing or later developed, for preserving, transmitting, disseminating or reproducing data, images, audio and other information for hearing or viewing events at the Coliseum or Soccer Stadium, including, but not limited to, pre-event, half-time, post-event features and events, and associated activities.

4. Temporary and mobile broadcast and video facilities and equipment, and video displays in outdoor areas, including, but not limited to, parking areas.

5. Sale and service of alcoholic beverages for on-site consumption that is in compliance with the provisions of Section 9 of this Specific Plan.

6. Signs that are in compliance with Section 11 of this Specific Plan and the associated Sign District.

B. Yard and Setback Regulations. Notwithstanding any requirement set forth in the LAMC or any other relevant ordinances to the contrary, no Project shall be required to provide front, side or rear yards, or building setbacks.

C. **Building Height and Density Regulations.** Notwithstanding any requirement set forth in the LAMC or any other relevant ordinances to the contrary, no Project shall be

required to comply with any building height or building density (Floor Area) requirements other than those provided in this Specific Plan.

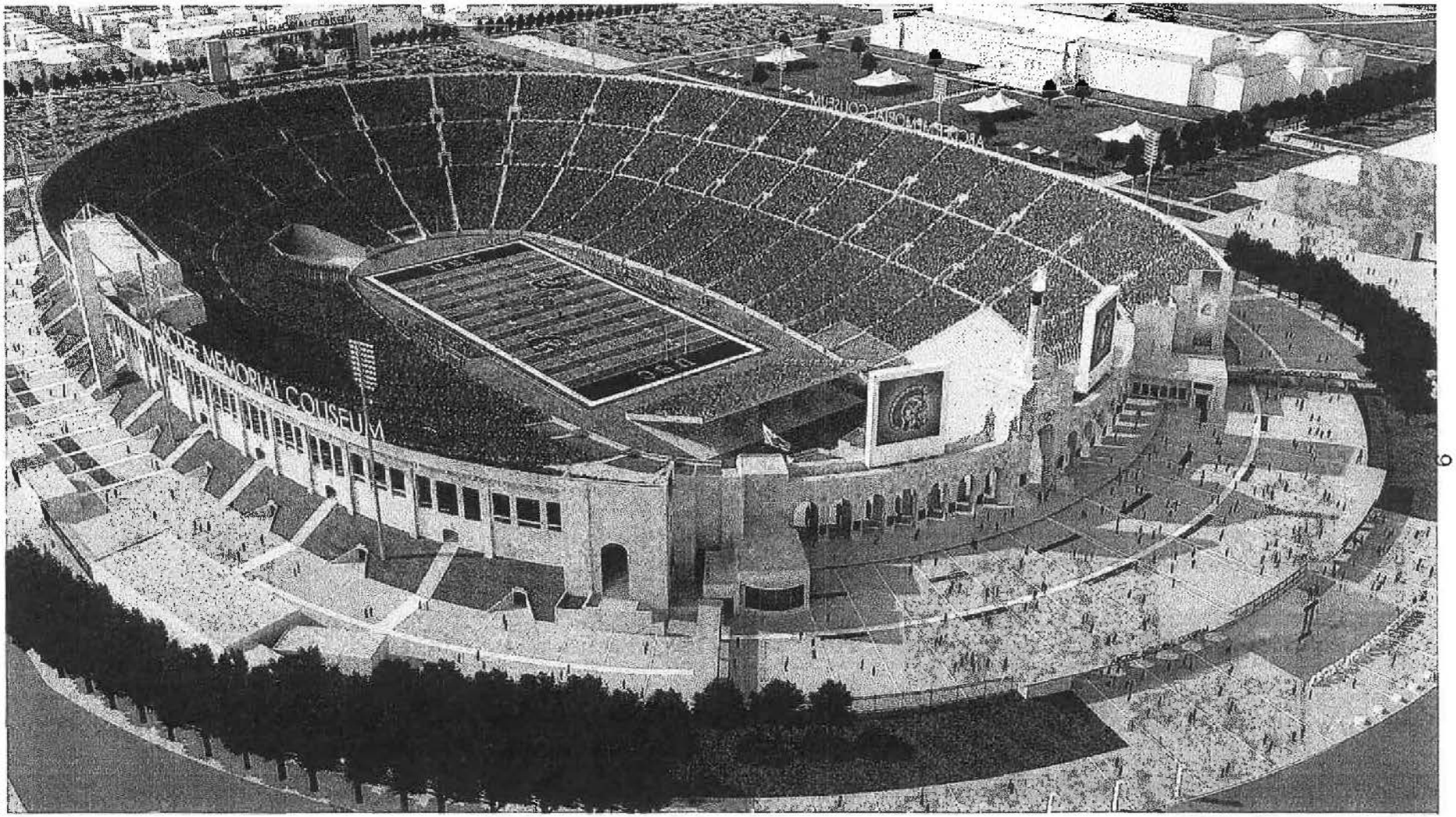
D. Environmental Mitigation Measures. All Projects associated with the Coliseum Renovation Project shall comply with all applicable environmental mitigation measures listed in Appendix A of this Specific Plan. All Projects associated with the Soccer Stadium shall comply with all applicable environmental mitigation measures in the adopted Mitigation Monitoring Program for the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (SCH #2010041059). All Projects associated with the Museum, the Replacement Parking Structure, or the Replacement Soccer Field shall comply with all applicable environmental mitigation measures in the adopted Mitigation Monitoring Program for the Fourth Addendum to the Coliseum Renovation Project Environmental Impact Report (SCH #1990011065).

E. Additional Project Conditions. All Projects associated with the Coliseum Renovation Project shall comply with all applicable Project Conditions listed in Appendix B-1 of this Specific Plan. All Projects associated with the Soccer Stadium shall comply with all applicable Project Conditions listed in Appendix B-2 of this Specific Plan. All Projects associated with the Museum, the Replacement Parking Structure, or the Replacement Soccer Field shall comply with all applicable Project Conditions listed in Appendix B-3 of this Specific Plan.

MAP 2-A

Coliseum Site Plan

[Map 2-A follows this page.]

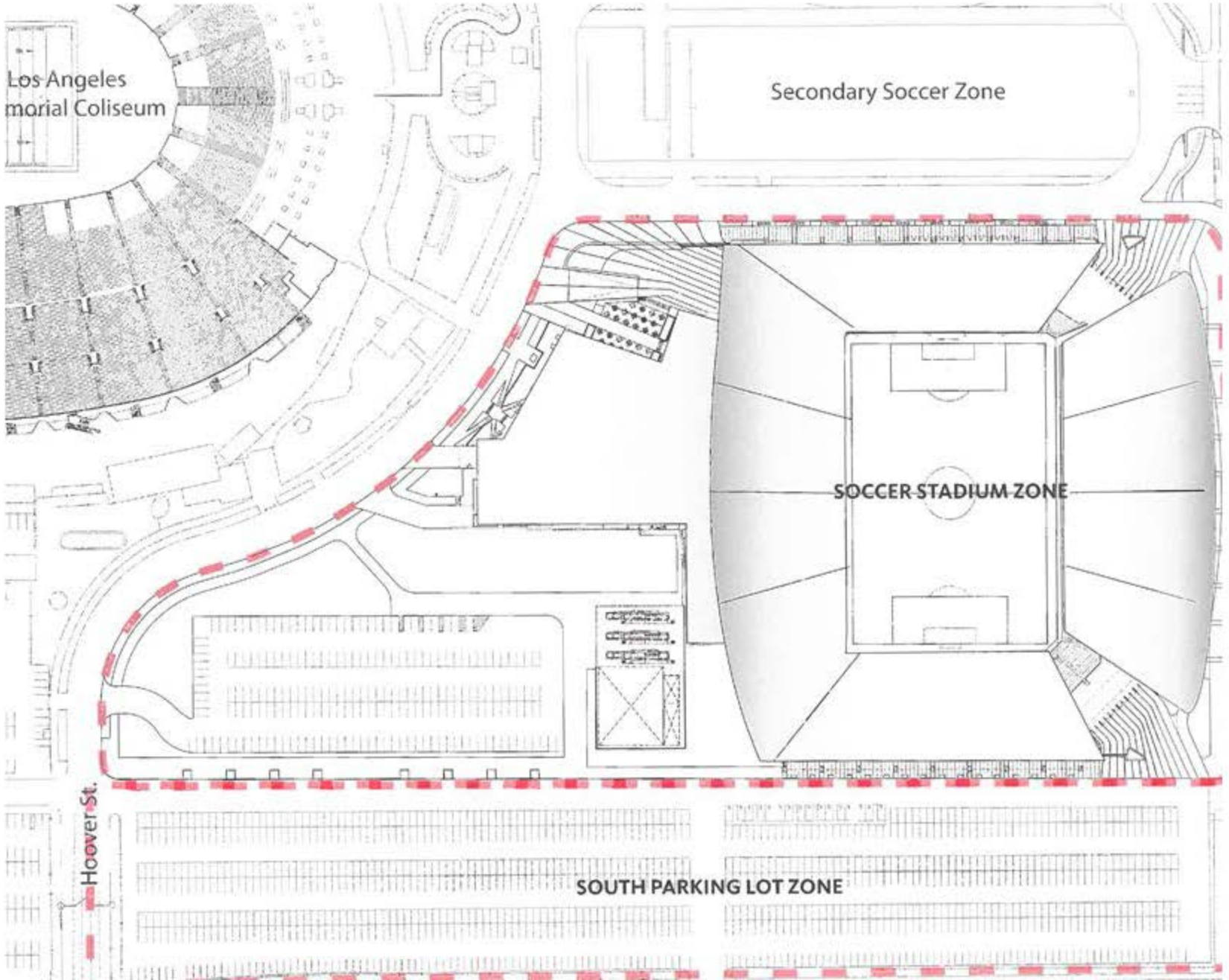


MAP 2-A
COLISEUM SITE PLAN

MAP 2-B

Soccer Stadium Site Plan

[Map 2-B follows this page]


Los Angeles
morial Coliseum
Secondary Soccer Zone
SOCCER STADIUM ZONE
Hoover St.
SOUTH PARKING LOT ZONE

MAP 2-C
Museum Site Plan

[Map 2-C follows this page.]

Map 2-C: Museum Zone Conceptual Site Plan

Sec. 8 **COLISEUM, SOCCER STADIUM, MUSEUM, REPLACEMENT PARKING STRUCTURE, AND REPLACEMENT SOCCER FIELD DESIGN REGULATIONS.**

A. Coliseum Plans. The Coliseum shall be developed in substantial conformity with Map 2-A of this Specific Plan. The Director is authorized to clarify and interpret the conditions of this approval, pursuant to Section 13 of this Specific Plan.

B. Coliseum Seating Capacity. The maximum combined stadium seating capacity shall not exceed 93,607 seats, including general seating, premium seating, temporary and moveable seats. There may be up to 200 luxury suites and club levels containing no more than 20,000 premium seats.

C. Coliseum Historic Fabric Retention. The Coliseum Renovation Project shall conform to the **Secretary** of interior's Standards for Rehabilitation, to the satisfaction of the Cultural Heritage Commission or its designee.

D. Soccer Stadium Plans. The Soccer Stadium and associated ancillary facilities shall be developed in substantial conformance with Map 2-B of this Specific Plan and the plans in City Planning Department case file No. DIR-2015-2496. The Soccer Stadium and **associated** ancillary facilities shall be developed within the Soccer Stadium Zone shown on Map 1 of this Specific Plan and shall not exceed 641,000 gross square feet including a maximum of approximately 119,000 gross square feet (approximately 105,900 square feet of Floor Area, referenced here as Floor Area Ratio (FAR) square feet) of ancillary facilities for uses permitted pursuant to Section 7A of this Specific Plan. The ancillary facilities shall be limited to the following Floor Areas and other limitations:

1. Up to 30,250 FAR square feet of office and conference facility space, including no more than 21,250 FAR square feet of office space;

2. Up to 36,000 FAR square feet of museum space;

3. Up to 27,750 FAR square feet of team store or other retail space, including no more than 2,700 FAR square feet of the other retail space located along the Figueroa Street frontage;

4. Up to 11,900 FAR square feet of restaurant uses, including no more than 4,250 FAR square feet of high-turnover sit-down restaurants and no more than 2,550 FAR square feet of fast food restaurants, located along the Figueroa Street frontage (with the terms "high-turnover sit-down restaurant" and "fast food restaurant," as defined by the Institute of Transportation Engineers);

5. The Floor Areas of the above ancillary facilities may be adjusted and

transferred between ancillary uses permitted pursuant to Section 7A of this Specific Plan without amending this Specific Plan provided:

(a) The total FAR Floor Area for ancillary facilities does not exceed a maximum of 105,900 FAR square feet (a maximum of approximately 119,000 gross square feet); and

(b) The Director or South Los Angeles Area Planning Commission, as applicable pursuant to Section 6 of this Specific Plan, determines that no new significant impact would result.

6. The Floor Area for all structures within the Soccer Stadium Zone shall not exceed one times the area of the Soccer Stadium Zone, i.e., 1:1 FAR.

The Director is authorized to clarify and interpret the conditions of this approval, pursuant to Section 13 of this Specific Plan.

E. Soccer Stadium Seating Capacity. The maximum combined Soccer Stadium seating capacity shall not exceed 22,000 seats, including general seating, premium seating, club seating, temporary and moveable seats.

F. Soccer Stadium and Ancillary Facilities Height. The maximum height of the Soccer Stadium shall not exceed 115 feet above street level at the exterior of the stadium and the maximum height of associated ancillary facilities shall not exceed 75 feet above grade. Roof structures such as mechanical equipment, elevators, fire stairs, lighting rods, FAA lighting beacons, etc., shall not count toward the building height.

G. Museum, Replacement Parking Structure, and Replacement Soccer Field Plans. The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed in substantial conformance with Map 2-C of this Specific Plan and the approved plans in City Planning Department case file No. CPC-2016-4382-SP stamped Exhibit “A”. The Museum and its associated ancillary facilities, the Replacement Parking Structure, and the Replacement Soccer Field shall be developed within the Museum Zone shown on Map 1 of this Specific Plan. The Museum shall not exceed a maximum of 300,000 square feet of Floor Area.

H. Museum Height. The maximum height of the Museum shall not exceed 115 feet above street level at the exterior of the Museum.

Sec. 9. **ALCOHOL CONSUMPTION REGULATIONS.**

The sale and service of alcoholic beverages for on-site consumption shall be permitted. Entities that sell and serve alcoholic beverages for on-site consumption shall obtain approvals from other jurisdictions, as required, including licenses or permits from

the State Department of Alcoholic Beverage Control (ABC).

A. **Establishments/Uses**. The sale and service of a full line of alcoholic beverages for on-site consumption, via one or more operators and caterers, shall be allowed in the Primary Stadium Zone, the Soccer Stadium Zone, and the Museum Zone, as indicated on Map 1, including without limitation: restaurants; bars; cafes; outdoor eating and event areas; private Coliseum and Soccer Stadium club facilities; private suites; general assembly seating areas; premium seating areas; general assembly concession establishments; premium seating concession establishments; portable concession stands; sponsorship areas; Coliseum field area; Soccer Stadium field area; Soccer Stadium museum and conference facilities; and in designated sponsorship and/or hospitality areas located within the Secondary Stadium Zone and South Parking Lot Zone. The sale of alcohol for off-site consumption shall be subject to the Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan (Ordinance No. 171,681) (also known as the South Central Alcohol Sales Specific Plan) and the LAMC.

B. **Conditions**. All establishments or uses that sell and serve alcoholic beverages pursuant to this Specific Plan shall comply with the following conditions:

1. All owners, operators, managers and employees serving and/or selling alcohol to patrons shall enroll in and complete a certified, ABC-recognized, training program for the responsible service of alcohol within 30 days of the opening of any establishment subject to this section. This training shall be scheduled for new employees within 30 days after the start of employment. This training shall be renewed every 24 months by all employees who serve and/or sell alcoholic beverages. A record of the completion of this training program shall be maintained on the premises and shall be produced upon request of the Director.

2. No employee, while working, shall solicit or accept any alcoholic or non alcoholic beverage from any customer while on the premises.

3. Security personnel shall be provided and shall patrol areas where establishments selling alcohol for on-site consumption are located in the Primary Stadium Zone and Soccer Stadium Zone. Each such security officer shall complete a training program, developed in consultation with the Los Angeles Police Department (LAPD). These security personnel shall monitor and patrol areas where establishments selling alcohol are located. Security personnel shall be on duty during the hours of operation of the establishments. For events involving general admission use of the Coliseum or Soccer Stadium, security personnel shall also be on duty one hour prior to opening of the Coliseum or Soccer Stadium and one hour after closing of the Coliseum or Soccer Stadium, and shall patrol parking areas serving the Coliseum or Soccer Stadium during general admission events to prevent any unusual disturbances within the

Coliseum or Soccer Stadium and to assist and report, as necessary, to proper authorities any loitering, trespassing or other criminal activities within the boundaries of the Specific Plan area. The LAPD shall be notified of special events as far in advance as feasible. The provisions of this Section shall not apply to the Museum Zone.

4. Establishments may serve alcohol 10:00 a.m. - 2:00 a.m., 7 days per week.

5. All graffiti on the site shall be removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.

6. Sales of alcoholic beverages for consumption off the premises is prohibited.

7. Persons under 21 years of age shall not be admitted into those areas dedicated exclusively as a bar or a cocktail lounge after the sale of food items has been discontinued.

8. A copy of these conditions shall be retained at all times on the premises in each establishment that serves alcoholic beverages and shall be produced immediately upon the request of the Director or the LAPD.

C. Alcohol Use Approvals.

1. Application. An application for permanent establishments proposing alcohol sales and service within the Specific Plan area shall provide the following information regarding the physical development and operation of the establishment proposing alcohol sales and service:

(a) The location of the permanent establishment within the Specific Plan area. Provide a site map.

(b) The total square footage of the space that the permanent establishment will occupy. Provide floor plan(s).

(c) The total occupancy load of the space as determined by the Fire Department.

(d) The total number of seats that will be provided indoors and outdoors.

(e) Whether food service will be provided.

(f) The hours of operation and the days of the week that the establishment will be open generally and the days that the establishment will be open for events at the Coliseum or Soccer Stadium.

2. Approval Authority.

(a) Each establishment subject to this Section 9 shall apply to the Director for an Alcohol Use Approval. The Director or his/her designee shall be authorized to issue an Alcohol Use Approval for those establishments and/or uses that are determined to be in compliance with this Specific Plan.

(b) Temporary sponsorship and/or hospitality uses not exceeding 15 days, including without limitation tents, vendor carts or kiosks, shall not require an Alcohol Use Approval required by this Section 9, but shall be subject to applicable ABC regulations.

3. Decision.

(a) Within 15 days of the date a completed permit application is received, the Director or his/her designee shall sign off on the permit or shall indicate in writing how the application is not in compliance with this Specific Plan. This 15-day period may be extended by mutual consent of the Applicant and the Director.

(b) If the Director or his/her designee determines the application is in compliance with this Specific Plan, the Director shall approve the application, the determination shall be final and effective, and not subject to appeal.

4. Appeals.

(a) If the Director or his or her designee denies the Alcohol Use Approval application, then the Applicant may appeal the denial determination pursuant to LAMC Section 12.24 I, except as modified herein.

(b) The appeal shall be filed within 15 days of the date of mailing of the Director's denial determination on a form provided by the Department.

(c) The appeal shall set forth specifically the points at issue, the reasons for the appeal, and the basis upon which the Applicant claims there was an error or abuse by the Director and why the request is consistent with the Specific Plan.

(d) The Area Planning Commission shall be the appellate body for the Alcohol Use Approval and shall limit its decision on whether the Director erred or abuse his or her discretion, and whether the Alcohol Use Approval application is consistent with the Specific Plan.

(e) The findings required by LAMC Section 12.24 E, 12.24 W.1

and 12.24 X 2 shall not apply to an Alcohol Use Approval.

D. Further Restrictions. If the conditions of this Section have not been complied with, the City may give notice to the property owner and lessee of the real property affected to appear at a time and place fixed by the City and show cause why the use permitted by this subsection should not be subject to further restrictions.

Sec. 10. **PARKING REQUIREMENTS (VEHICLE AND BICYCLE).**

A. Specific Plan Parking. A minimum of 850 parking spaces shall be provided within the Specific Plan area for the Coliseum, associated uses, and Soccer Stadium permitted by this Specific Plan.

A minimum of 1 parking space per 500 square feet of floor including shall be provided for the Museum, including ancillary uses, within the Museum Zone. A minimum of 1,323 replacement parking spaces shall be provided in the Replacement Parking Structure. There shall be no required parking for the Replacement Soccer Field.

B. Parking for Ancillary Uses. Parking spaces for ancillary uses located within the Soccer Stadium Zone shall be provided pursuant to the requirements of LAMC Section 12.21 A.4, except that the number of parking spaces required may be reduced pursuant to a shared parking analysis approved by the Director, or other applicable provisions of the LAMC.

C. Location of Parking Spaces. Parking spaces for ancillary uses within the Soccer Stadium Zone may be located anywhere within the Specific Plan area, within 1,000 feet outside of the Specific Plan area, or as otherwise allowed by the LAMC.

D. Soccer Stadium Bicycle Parking. Notwithstanding LAMC Section 12.21.A.16 or any other provision of the LAMC or other relevant ordinances to the contrary, required bicycle parking in the Soccer Stadium Zone for the Soccer Stadium and associated ancillary facilities shall be as follows:

1. For all ancillary uses to the Soccer Stadium permitted pursuant to Section 7A of this Specific Plan, parking spaces for bicycles and facilities for employee showers and parking shall be provided consistent with the requirements of LAMC Section 12.21.A.16.

2. For the Soccer Stadium, the number of parking spaces for bicycles shall be 2 percent of the Soccer Stadium's seating capacity. The number of physical parking spaces for bicycles required under Subsection 1, above, shall count toward the satisfaction of this requirement, and any remaining parking spaces for bicycles may be provided by a bicycle valet service located on or adjacent to the Soccer Stadium Zone.

3. The bicycle parking space requirements above shall only apply to the Soccer Stadium Zone.

E. Museum Bicycle Parking. The number of Bicycle Parking Spaces required for the Museum, including ancillary uses, shall be in compliance with Table 12.21.A.16(a)(2), Institutional Uses. Notwithstanding LAMC Section 12.21.A.16(e), the location of short and long term bicycle spaces shall be provided in substantial conformance with the project plans approved in CPC-2016-4382-SP and marked Exhibit "A".

Sec 11. **SIGNAGE.**

Signs within the Specific Plan area shall be regulated by a Sign District with boundaries that encompass the Specific Plan area. The Sign District may also include the Existing Major Site Sign and Stadium Freeway Signs, as permitted by the Outdoor Advertising Act, as codified at California Business & Professions Code Section 5272, et seq., which may be located on separate parcels that are non-contiguous with the Specific Plan area.

Sec. 12. **USES AND BUILDINGS MADE NON-CONFORMING BY THIS SPECIFIC PLAN.**

Any legally existing uses, buildings or structures, which are made non conforming by establishment of this Specific Plan, shall be deemed to be non conforming uses and may continue to exist without termination. Nonconforming uses may not be expanded.

Sec. 13. **INTERPRETATION.**

This Specific Plan shall be construed to carry out the purposes of the Coliseum, Soccer Stadium, Museum, Replacement Parking Structure, and Replacement Soccer Stadium, and related permitted uses. Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by the owner, operator or lessee of the Coliseum, Soccer Stadium, Museum, Replacement Parking Structure, or Replacement Soccer and accompanied by the applicable fee as determined by the Director, issue written interpretations on the requirements of this Specific Plan consistent with the purpose and intent of this Specific Plan.

Sec. 14. **SEVERABILITY.**

If any provision of this Specific Plan or the application of a provision to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect other provisions, clauses or applications of this Specific Plan, which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

Sec. 15**.** The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles at its meeting of

INSERT NAME, City Clerk

DECLARATION OF POSTING ORDINANCE

I, INSERT NAME, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. INSERT NO. - Amending and restating in its entirety a Specific Plan, known as the Coliseum District Specific Plan, for a portion of the South Los Angeles Community Plan area - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **DATE,** and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. INSERT NUMBER, on **DATE,** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **DATE** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct. Signed this **DAY** day of **MONTH AND YEAR** at Los Angeles, California.

Ordinance Effective Date: DATE **Council File No. INSERT NO.**

APPENDIX A

MITIGATION MONITORING PROGRAM FOR COLISEUM RENOVATION PROJECT

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The Los Angeles Memorial Coliseum Commission ("Coliseum Commission") is the Lead Agency for the Los Angeles Memorial Coliseum Project ("Coliseum Renovation Project"). As such, the Coliseum Commission is the responsible public agency for ensuring the mitigation measures identified herein are enforced and implemented for the Coliseum Renovation Project. As appropriate, other governmental agencies may be identified as the responsible agency for ensuring measures relative to their jurisdictional function are implemented through the appropriate level of agency review and/or permitting processes.

This Mitigation Monitoring Program (MMP) is designed to monitor implementation of all mitigation measures which have been adopted for the proposed Coliseum Renovation Project. As detailed on the following pages, each required mitigation measure for the proposed Coliseum Renovation Project is listed and categorized by impact area, with accompanying discussion of:

- Implementation Phase, the phase of the project during which the mitigation measure shall be applied either during Pre-Construction (including the design phase), Construction, or Occupancy (Post-construction).
- The Monitoring Phase, the phase of the project during which the measure shall be overseen.
- The Enforcement Agency, the agency with the power to enforce the mitigation measure in terms of compliance, implementation and development.

The MMP for the Los Angeles Memorial Coliseum will be in place throughout all phases of the Coliseum Renovation Project. The Commission's existing land management processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the Commission shall be at the discretion of the Commission. Generally, compliance reports shall be submitted to the Commission in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The Commission in conjunction with the project applicant shall assure that project construction occurs in accordance with the MMP. The South Coast Air

Quality Management District (SCAQMD) shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules associated with mitigation.

Departments listed below are all departments of the City of Los Angeles, unless otherwise noted.

1. AESTHETICS

Visual Impacts

No mitigation measures are required.

Light and Glare

No mitigation measures are required.

2. AIR QUALITY

Required Construction Phase Mitigation

The following measures are recommended to reduce short-term impacts related to construction activities. Mitigation measures shall be included in all contracts between the applicant and project contractors to assure compliance with the following:

1. Haul trucks shall be staged on-site in the vacant parking areas within Exposition Park. Haul truck staging plan shall be subject to review by the City of Los Angeles Department of Building and Safety and the Department of Transportation. Trucks shall be called to the site by radio dispatch.

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: SCAQMD, LADOT

2. Diesel-powered equipment shall be located as far away as possible from sensitive land uses and areas. Specifically, diesel compressors, pumps and other stationary machinery shall be located to the extent feasible on the south side of the Coliseum or within the interior of the Coliseum to avoid air pollution impacts on passive recreational spaces in Exposition Park (such as the area north of the Coliseum and south of the museum complex).

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: SCAQMD, Coliseum Commission

3. Grading activities shall be restricted on exceedingly windy days (winds in excess of 25 mph) when fugitive dust emissions are likely to be carried off site. All truck loads of export debris shall be covered or shall provide at least

2 feet of freeboard.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD

4. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

5. Contractors shall cover any stockpiles of soil, sand and similar materials.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

6. Equipment engines shall be maintained in proper tune.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

7. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commissio**n**

8. Contractors shall discontinue construction activities during second-stage smog alerts.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

a. Operational Phase Mitigation

i. To reduce the traffic-related air quality impact on the affected intersections, the Proposed Project shall implement the required traffic management measures described in Section IV.C.6 of this report, Traffic, Parking, and Access.

Implementation Phase: Operation

Monitoring Phase: Operation
Enforcement Agency: LADOT, Coliseum Commission

ii. The Proposed Project applicant shall comply with all requirements of the South Coast Air Quality Management District's Regulation 15, which attempts to reduce employee vehicle trips through the implementation of various transportation management strategies.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: SCAQMD, Coliseum Commission

3. CULTURAL RESOURCES

The following mitigation measures are recommended to reduce the Proposed Project's impact upon historic resources. Mitigation measures shall be included in all contracts between the applicant and Project contractors to assure compliance with the following:

1. Recordation. Demolition of any historic fabric shall be documented in a report consistent with Historic American Buildings Survey (HABS) standards. The report shall document the significance and physical condition of the historic resources proposed for demolition, both historic and current, photographs, written data, and text. The documentation shall include:

   a. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form.

   b. A site plan on 8" x 11" paper showing the location of the buildings should be included. This site plan shall include a photo-key.

   c. A sketch floor plan on 8" x 11" paper shall accompany each architectural data form.

   d. Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces.

   e. Field photographs (35mm) based on HABS guidelines. Views as detailed in large format photographs.

   f. The report shall include copies or prints of any available original plans and historic photographs.

g. Archivally stable reproductions of any available significant historic construction drawings and photographs.

h. Archival copies of the documentation shall be submitted to the Los Angeles Memorial Coliseum Commission.

Implementation Phase: Pre-Construction
Monitoring Phase: Pre-Construction
Enforcement Agency: Coliseum Commission

2. In accordance with Standard 7 of the Secretary of the *Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings,* the surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning materials that will damage the historic building materials shall not be undertaken.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

3. The Proposed Project shall be constructed in substantial compliance with the Conceptual Historic Fabric Retention Plan, as depicted in Figure 111-3 of this Addendum.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Coliseum Commission

4. GEOLOGY/SEISMIC HAZARDS

The following mitigation measures are required in order to effect a reduction in the severity of potential on-site impacts resulting from seismic events occurring on Southern California faults:

1. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept, of Building and Safety

2. A comprehensive geotechnical investigation shall be prepared to the

satisfaction of the responsible State and/or City reviewing agencies. The investigation shall verify the soil conditions under the proposed structures and derive the pile capacities.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

3. All grading activities shall be in compliance with specific recommendations and requirements provided in the geotechnical report prepared for the Proposed Project, subject to review and approval by the appropriate State and/or City responsible agencies.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

4. A copy of the foundation report and/or supplements and approval letter shall be attached to the State and/or City office and filed sets of plans, with one copy of the foundation report and/or supplements submitted to the State and/or City plan checker prior to the issuance of the permit.

Implementation Phase: Pre-Construction
Monitoring Phase: Pre-Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

5. During construction, all grading shall be carefully observed, mapped, and tested by the project engineer. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Bureau of Engineering

6. Artificial fills in the existing 35-foot earth berm shall not be considered suitable for the support of foundations unless excavated, recompacted, and tested to be in compliance with the applicable State and/or City Grading Codes.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

7. The geologist or the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Bureau of Engineering

8. Haul route approval for the transport of graded and excavated earth materials and removed building materials to receptor sites and/or local landfills shall be obtained from the City of Los Angeles Department of Building and Safety and/or other responsible City agencies. Haul routes for the transport of such materials shall be established, where possible, through non-residential areas so as to minimize the effects of noise, and shall maximize, where possible, the distance traveled on major arterials.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety, LADOT

9. Discarded building and/or earth materials containing any hazardous materials, primarily asbestos, shall be disposed of in accordance with all applicable local, state, and federal regulations.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept, of Building and Safety

10. To the maximum extent feasible, uncontaminated graded materials shall be transported off-site to a receptor site needing imported fill material. Landfills shall only be considered as a last resort disposal option for materials from the site.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

11. Prior to the issuance of building permits, if the soils and/or perched groundwater beneath the site are found to be contaminated, the City of Los Angeles Fire Department shall be notified and provided with a summary of all local, state, county, and federally required remediation activities and

submit evidence of compliance.

Implementation Phase: Pre-Construction,Construction
Monitoring Phase: Pre-Construction,Construction
Enforcement Agency: Coliseum Commission, Dept, of Building and Safety, LAFD

12. Where encountered on the site, perched groundwater or saturated soils should be removed to the extent feasible or necessary

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency**:** Coliseum Commission, Dept, of Building and Safety, LAFD

13. During the construction plan and haul route approval process, the project contractor shall consult with the LAUSD Transportation Branch (tel: (323) 342-1400), to address potential impacts upon existing pedestrian and school bus routes. Contractors must guarantee that safe and convenient pedestrian routes to school are maintained. The project contractor shall install appropriate traffic controls (signs and signals) as needed to ensure pedestrian and vehicular safety. The project contractor shall fund crossing guards for safety of students, as needed, during construction activities at impacted crossings.

Implementation Phase: Pre-Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission, Dept, of Building an Safety

5. LAND USE

No mitigation measures are required.

6. NOISE

1. The Applicant shall comply with the construction hours as specified by the City LAMC Noise Ordinance, Chapter IV, Section 41.40., which prohibits construction before 7:00 a.m. or after 6:00 p.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or any national holiday, and at anytime on Sunday.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

2. The Applicant shall prepare a construction-related traffic plan detailing

proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits.

Implementation Phase:	Pre-Construction
Monitoring Phase:	Pre-Construction
Enforcement Agency:	Coliseum Commission, LADOT

3. Adjacent museums and residents shall be given regular notification of major construction activities and their durations. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

Implementation:	Pre-Construction
Monitoring Phase:	Pre-Construction
Enforcement Agency:	Coliseum Commission, LADOT

4. During construction, the Project contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

Implementation Phase:	Construction
Monitoring Phase:	Construction
Enforcement Agency:	Coliseum Commission

5. The perimeter of the Project Site (including the ancillary outbuildings proposed to be demolished) shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or %-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses within Exposition Park.

Implementation Phase:	Construction
Monitoring Phase:	Construction
Enforcement Agency:	Coliseum Commission, LADOT

7. PUBLIC SERVICES

Fire

No mitigation measures are required.

Police

The following mitigation measures are recommended to ensure that an adequate level of police protection continues to be provided on the Project Site during Coliseum events:

1. Plot plans for the proposed renovation shall be submitted to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented to the extent feasible.

   Implementation Phase: Pre-Construction
   Monitoring Phase: Pre-Construction
   Enforcement Agency: Coliseum Commission, LAPD

2. Building plans shall be filed with the LAPD Southwest Area Commanding Officer. Plans shall include access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Dept, of Building and Safety, LAPD

3. Security features shall be provided on the construction site(s), such as guards, fencing, and locked entrances.

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: Coliseum Commission, LAPD

4. Landscaping shall not be planted in a way that could provide cover for persons tampering with doors or windows of commercial facilities, or for persons lying in wait for pedestrians or parking lot users.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission, LAPD

5. Additional lighting shall be installed where appropriate as determined in consultation with the LAPD.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission, LAPD

6. Safety features shall be incorporated into Proposed Project to assure pedestrian safety, assist in controlling pedestrian traffic flows, and avoid pedestrian / vehicular conflicts on-site. Safety measures may include

provision of security and traffic control personnel; clearly designated, well-lighted pedestrian walkways on-site; special street and pedestrian-level lighting; physical barriers (e.g., low walls, landscaping), particularly around the perimeter of the Coliseum, to direct pedestrians to specific exit locations that correspond to designated crosswalk locations on adjacent streets.

Implementation Phase: Pre-Construction, Construction, Operation
Monitoring Phase: Pre-Construction, Construction, Operation
Enforcement Agency: Coliseum Commission, Dept, of Building and Safety

7. A Security Plan shall be developed and implemented by the Applicant, in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Proposed Project. Security features may include but are not limited to the provision of a private on-site security force, implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, “spotters” to survey parking lots, and maximum accessibility for emergency service personnel. The plan shall be reviewed by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

Implementation Phase: Pre-Construction, Construction, Operation
Monitoring Phase: Pre-Construction, Construction, Operation
Enforcement Agency: Coliseum Commission, Dept, of Building and Safety, LAPD, LADOT

8. An Emergency Procedures Plan shall be established and implemented by the Applicant outlining guidelines and procedures in the event of civil disturbance, evacuation, and other types of emergencies. The plan shall be subject to review by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

Implementation Phase: Pre-Construction, Construction, Operation
Monitoring Phase: Pre-Construction, Construction, Operation
Enforcement Agency: Coliseum Commission, Dept, of Building and Safety, LAPD, LAFD

9. Traffic control personnel may be provided on adjacent roadways and in parking areas during Coliseum events and immediately preceding and following events to help prevent vehicles and pedestrians from obstructing emergency access.

Implementation Phase: Operation
Monitoring Phase: Operation

Enforcement Agency: Coliseum Commission, LAPD, LADOT

In addition to the foregoing recommendations and requirements, measures recommended and/or required under Section V.I, Traffic, Access, and Parking shall be implemented as appropriate.

8. PUBLIC UTILITIES

Energy Conservation

No significant impacts upon electricity or natural gas resources or infrastructure systems have been identified, thus no mitigation measures are required. Nevertheless, the LADWP recommends the following measures be incorporated into the final design as feasible, to reduce the Project's demands for energy resources.

1. During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission

Water Conservation

To reduce impacts to less than significant levels, the following mitigation measures are required:

1. The Project Applicant shall be required to comply with any improvements necessary to meet Los Angeles Fire Department fire-flow requirements for the Proposed Project.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission, LAFD

2. The Proposed Project shall incorporate water saving techniques as required by the City of Los Angeles' mandatory water conservation program (Ordinance Nos. 166,080 and 163,532). Water conservation measures described in the ordinance include, but are not limited to, the following:

   a. As necessary, the Project Site shall be landscaped with drought-tolerant/indigenous species (xeriscape).

b. Low flow flush valves and shower head water-conservation devices shall be installed in all restroom and/or locker room facilities.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

In addition, the City of Los Angeles Department of Water and Power recommends the following water conservation measures:

3. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

4. Reclaimed water should be investigated as a source to irrigate large landscaped areas, including the grass playing field.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

5. On-site recycling of drainage from water used for playing field irrigation should be investigated.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Department of Water and Power

6. Recirculating hot water systems which can reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet should be investigated.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

7. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

Sanitary Sewers

No mitigation measures are required.

Solid Waste

No mitigation measures are required.

9. TRAFFIC, ACCESS, AND PARKING

In order to mitigate the traffic and access impacts created by the Proposed Project, the Project Applicant will collaborate with LADOT, LAPD, California Department of Transportation, and California Highway Patrol on implementation of a traffic management plan. The following are mitigation measures that shall be implemented in order to reduce potentially significant impacts to less than significant levels:

1. To facilitate movement of vehicles, the LAPD and LADOT staff shall have the authority to implement turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage. There shall be a temporary command post available on the site to control and monitor traffic conditions. The area shall be split up into zones, with an engineer assigned to each zone. These engineers would have the authority to react to situations and change restrictions if necessary.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission, LADOT, LAPD

2. Electronic ticketing shall replace parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot back-up. In addition, season and regular ticket holders could be issued speed passes and assigned parking at specific lots.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission

3. Real time radio alerts and broadcasts via Highway Advisory Radio (HAR) shall be located where LADOT deems appropriate.

   Implementation Phase: Operation
   Monitoring Phase: Operation

Enforcement Agency: Coliseum Commission, LADOT

4. In conjunction with the aforementioned measures, Changeable Message Signs (CMS) shall be used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots. At least eight or more signs would be needed for results to be noticeable and coordinated.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission, LADOT

5. Project implementation shall include the development of a carpool incentive system to reduce the number of overall vehicle trips.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission, LADOT

6. Alternate parking sites located away from the Coliseum shall be made available, as well as transportation to and from these parking areas and the Coliseum.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission, LADOT

7. Existing turn prohibitions, as illustrated in Figure V.I.1-13 of the Draft EIR, shall remain in place on game days.

   Implementation Phase: Operation
   Monitoring Phase: Operation
   Enforcement Agency: Coliseum Commission, LADOT

APPENDIX B-1

Additional Project Conditions for Coliseum Renovation Project

1. **Parking and Access.** The applicant shall encourage carpools, public transit use and shuttle transportation for access to all Coliseum events. Special event sponsors along with the primary tenants at the Coliseum, the professional and USC Trojan football teams, shall be encouraged to disseminate updated information to their patrons (via websites, printed brochures, ticketing services and other communications media) about the location of public parking lots/structures within Exposition Park and the project vicinity, as well as information about available public transit services and shuttle transportation from remote parking areas.

2. **Second Year Traffic Review.** In order to refine the implementation of the traffic mitigation program as provided for in the Coliseum Renovation Project EIR, after completion of the second and prior to the commencement of the third full regular football season that a professional team schedules and plays at the renovated Coliseum, the applicant shall file an updated Level of Service (LOS) traffic analysis to the City's Department of Transportation (LADOT) and the Director of Planning for the 26 study intersections identified in the Coliseum Renovation Project EIR. The study shall be prepared by a professional traffic engineer, duly registered by the State of California, Department of Consumer Affairs.

    a. The study shall compare the results of predicted project-related traffic impacts occurring during the weekend pre-event peak hour, weekend post event peak hour and weeknight pre-event peak hour (scenarios analyzed in the EIR) with actual project-related effects for those scenarios during the first two-year cycle of events at the renovated Coliseum (i.e., from a representative sample of various professional and college football events along with other Coliseum events conducted during this period). The study shall evaluate the effectiveness of project traffic mitigation measures and whether any refinements or modifications to the mitigation measures as provided for in the Project EIR should be considered for implementation.

    b. LADOT shall submit a written report with conclusions and recommendations based on the traffic study to the Director within 90 days of receipt thereof.

    c. The Director, based on the conclusions and recommendations from LADOT, shall determine whether refinements or modifications to the traffic mitigation measures are warranted or necessary.

    d. Refined or modified traffic mitigation measures that may be determined warranted or necessary by the Director, after consultation with LADOT, shall be consistent with the type of traffic mitigation measures implemented by the project as provided by the Project EIR. The costs of implementing the

refinements to the traffic mitigation measures shall be borne by the applicant at no expense to the City of Los Angeles.

e. The applicant and any future owners, successors, heirs or assigns shall reimburse LADOT and the Planning Department for their actual costs, reasonably and necessarily incurred, necessary to accomplish this second-year review.

f. Continuation of use of the Coliseum will not be restricted at any time during the preparation of additional traffic analysis, review by LADOT and the Planning Department of the traffic study and during implementation of any additional traffic measures.

3. **Fire.** The requirements of the Fire Department relative to fire safety shall be incorporated into the project plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the issuance of any building permit.

Emergency Evacuation Plan. The applicant shall submit an emergency response plan for approval by the Fire Department. The emergency response plan shall include but not be limited to the following: (a) mapping of emergency exits; (b) evacuation routes for vehicles and pedestrians; and (c) location of nearest hospitals and fire stations.

4 Construction Parking. Off-street parking shall be provided for all construction-related employees generated by the proposed project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owners base of operations.

5. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Departments of Transportation and City Planning.

6. Graffiti. Every building, structure, or portion thereof shall be maintained in a safe and sanitary condition and good repair. The premises of every building or structure shall be maintained in good repair and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. The exterior of all buildings, structures, walls and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

7. **Maintenance.** The subject property including associated parking facilities, sidewalks, and landscaped planters adjacent to the exterior walls along the all

property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

8. **Solid Waste.** The applicant shall institute a recycling program to the satisfaction of the Bureau of Sanitation and Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper" metal, glass, and other recyclable material. These bins shall be picked up as a part of the project's regular trash pick-up program.

9. Complaint Response (Construction Phase).

a. Monitoring of Complaints. The applicant shall coordinate with the local division of the Los Angeles Police Department regarding appropriate monitoring of community complaints concerning construction activities associated with the subject facility.

b. Complaint Monitoring. A 24-hour "hot line" phone number for the receipt of complaints from the community regarding the subject facility shall be:

i. Posted at the public entrance(s) to the facility.

ii. Provided to the immediate neighbors, local neighborhood association(s) (if any) and certified neighborhood council.

iii. Log. The property owner shall keep a log of complaints received, the date and time received and the disposition of the response. The Log shall be retained for a minimum of one year and shall be made available on request to the Planning Department for review.

c. The applicant shall designate a community liaison. The liaison shall meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints during construction of the subject project.

10. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the mitigation measures (environmental conditions) required herein and also identified in the Mitigation Monitoring Program (MMP), which is included in the Coliseum Renovation Project's EIR Addendum and attached to the subject case file.

a. The applicant shall demonstrate compliance with each mitigation measure identified in the MMP by submission of a written report to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance

with post-construction / maintenance conditions.

b. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.

c. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.

APPENDIX B-2

Additional Project Conditions for Soccer Stadium

1. **Parking and Access.** The applicant shall encourage carpools, public transit use and shuttle transportation for access to all Soccer Stadium events. Special event sponsors along with the primary tenants at the Soccer Stadium, the professional soccer team, shall be encouraged to disseminate updated information to their patrons (via websites, printed brochures, ticketing services and other communications media) about the location of public parking lots/structures within Exposition Park and the project vicinity, as well as information about available public transit services and shuttle transportation from remote parking areas.

2. **Fire.** The requirements of the Fire Department relative to fire safety shall be incorporated into the project plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the issuance of any building permit.

   Emergency Evacuation Plan. The applicant shall submit an emergency response plan for approval by the Fire Department. The emergency response plan shall include but not be limited to the following: (a) mapping of emergency exits; (b) evacuation routes for vehicles and pedestrians; and (c) location of nearest hospitals and fire stations.

3. **Construction Parking.** Off-street parking shall be provided for all construction-related employees working on the Soccer Stadium project. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owners base of operations.

4. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Departments of Transportation and City Planning.

5. **Graffiti.** Every building, structure, or portion thereof shall be maintained in a safe and sanitary condition and good repair. The premises of every building or structure shall be maintained in good repair and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. The exterior of all buildings, structures, walls and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

6. **Maintenance.** The subject property including associated parking facilities,

sidewalks, and landscaped planters adjacent to the exterior walls along all property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

7. **Solid Waste.** The applicant shall institute a recycling program to the satisfaction of the Bureau of Sanitation and Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up as a part of the project's regular trash pick-up program.

8. **Complaint Response (Construction Phase).**

   a. Monitoring of Complaints. The applicant shall coordinate with the local division of the Los Angeles Police Department regarding appropriate monitoring of community complaints concerning construction activities associated with the subject facility.

   b. Complaint Monitoring. A 24-hour "hot line" phone number for the receipt of complaints from the community regarding the subject facility shall be:

      i. Posted at the public entrance(s) to the facility.

      ii. Provided to the immediate neighbors, local neighborhood association(s) (if any) and certified neighborhood council.

      iii. Log. The property owner shall keep a log of complaints received, the date and time received and the disposition of the response. The Log shall be retained for a minimum of one year and shall be made available on request to the Planning Department for review.

   c. The applicant shall designate a community liaison. The liaison shall meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints during construction of the subject project.

9. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the environmental mitigation measures in the adopted Mitigation Monitoring Program (MMP) for the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (SCH #2010041059) and attached to the subject case file.

   a. The applicant shall demonstrate compliance with each mitigation measure

identified in the MMP by submission of a written report to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.

b. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.

c. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.

10. **Event Scheduling.** In the event that the applicant holds an event in the Soccer Stadium at the same time an event is being held in the Coliseum, the total attendance in the two stadiums shall be limited to a maximum of 93,000 people, inclusive of both event ticket holders and event staff. The applicant shall not host major events in the Soccer Stadium at the same time as USC home football games in the Coliseum, except for the Olympics or similar international games.

11. **Bike Valet.** A bike valet service shall be provided whenever an event occurs in the Soccer Stadium.

12. **Parking Lot Design.** The parking lot in the Soccer Stadium Zone shall have the following design features:

a. A minimum of twenty percent (20%) of the parking spaces shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles.

b. A minimum of five percent (5%) of the parking spaces shall be equipped with electrical vehicle charging stations with each station having two charging plugs. These spaces shall count toward the twenty percent (20%) requirement in Condition 12(a) above.

c. Landscape strips shall be provided around all trees located within the parking lot in a manner that is substantially consistent with the plan provided as Attachment 1 to this Appendix.

13. **Women's Sports.** The applicant shall make all good faith efforts to encourage use of the Soccer Stadium by women's sports teams.

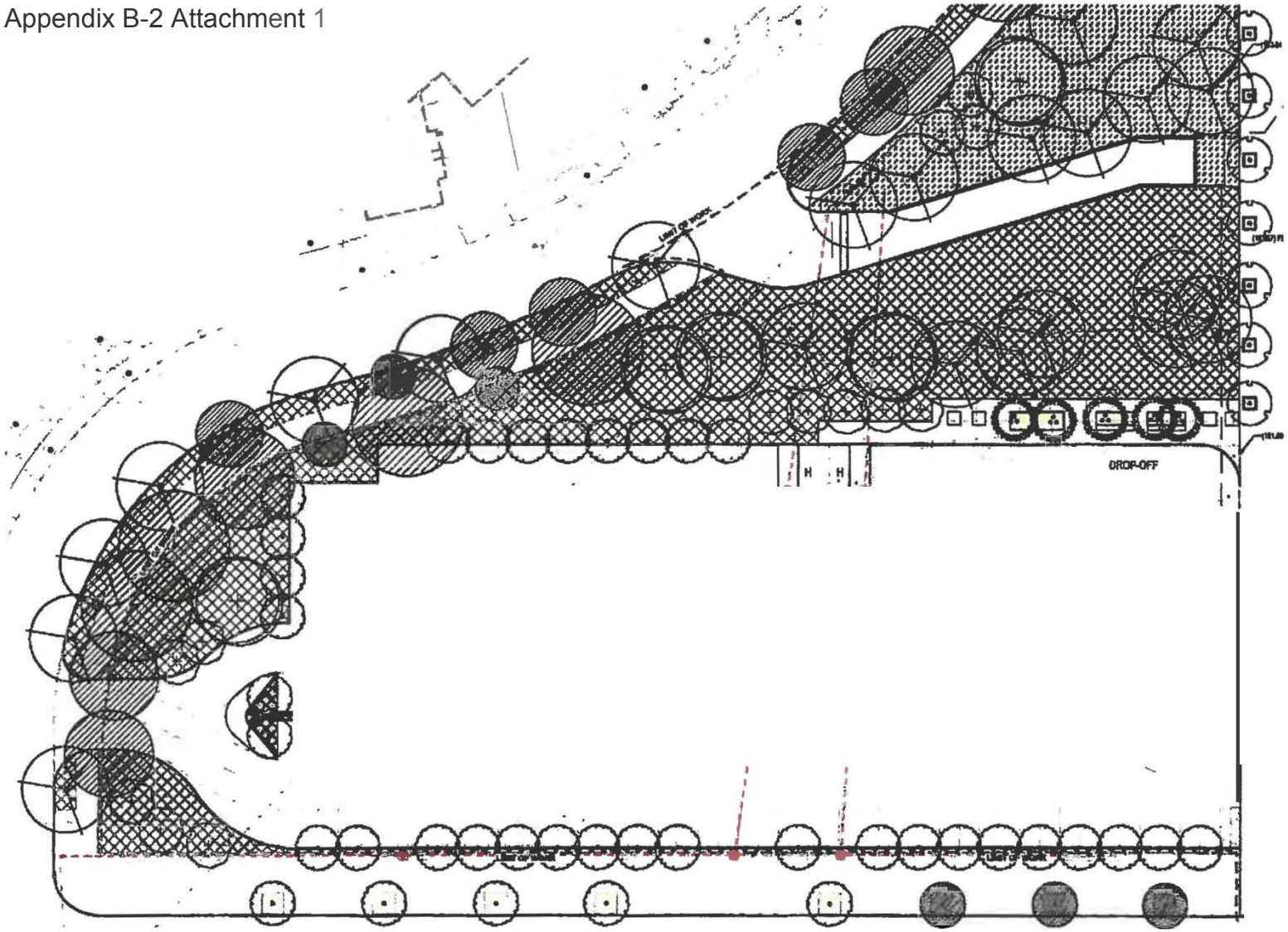
14. Public Restrooms. The applicant shall prepare an Event Hospitality

Management Plan in coordination with the Office of Exposition Park Management to address operating procedures for making restrooms available during special events in Exposition Park, including requirements for special event organizers related to staffing, security, insurance and similar issues, to the satisfaction of the Director.

15. **Additional Tree(s).** The applicant shall install one tree for every 50 linear feet along the southern edge of the Soccer Stadium Zone parking lot so that there is a continuous row of trees between that parking lot and the State's Parking Lot 6 in the South Parking Lot Zone.

16. **Ongoing Community Involvement.** The applicant shall participate in the existing Figueroa Corridor Special Events Advisory Committee, which convenes to discuss and address traffic issues related to the Figueroa Corridor, including traffic from events in Exposition Park. The applicant shall also coordinate the development of a Community Outreach Committee that will meet no less than twice a year following the commencement of Soccer Stadium operations. The Community Outreach Committee shall consist of one representative from the applicant, one representative from Council District 9, one representative from the North Area Neighborhood Council, one representative from the Voices Neighborhood Council, and one representative from the Figueroa Corridor Business Improvement District. At Community Outreach Committee meetings, the applicant shall present the upcoming calendar of events in the Soccer Stadium and any updates on Soccer Stadium operations, and Outreach Committee members may raise operational questions or concerns to the applicant that the community has identified, including issues such as traffic, parking, signage and noise.

Appendix B-2 Attachment 1



APPENDIX B-2

Additional Project Conditions for the Museum, Replacement Parking Structure, and Replacement Soccer Field

1. **Fire.** The requirements of the Fire Department relative to fire safety shall be incorporated into the project plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the issuance of any building permit.

   Emergency Evacuation Plan. The applicant shall submit an emergency response plan for approval by the Fire Department. The emergency response plan shall include but not be limited to the following: (a) mapping of emergency exits; (b) evacuation routes for vehicles and pedestrians; and (c) location of nearest hospitals and fire stations.

3. **Construction Parking.** Off-street parking shall be provided for all construction-related employees working on the Museum, Replacement Parking Structure and Replacement Soccer Field projects. No employees or subcontractor shall be allowed to park on the surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any residential street in the immediate area. All construction vehicles shall be stored on site unless returned to their owner's base of operations.

4. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Departments of Transportation and City Planning.

5. **Graffiti.** Every building, structure, or portion thereof shall be maintained in a safe and sanitary condition and good repair. The premises of every building or structure shall be maintained in good repair and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. The exterior of all buildings, structures, walls and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

6. **Maintenance.** The subject property including associated parking facilities, sidewalks, and landscaped planters adjacent to the exterior walls along all property lines shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

7. **Solid Waste.** The applicant shall institute a recycling program to the satisfaction

of the Bureau of Sanitation and Planning Department to reduce the volume of solid waste going to landfills. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be picked up as a part of the project's regular trash pick-up program.

8. **Complaint Response (Construction Phase).**

a. Monitoring of Complaints. The applicant shall coordinate with the local division of the Los Angeles Police Department regarding appropriate monitoring of community complaints concerning construction activities associated with the subject facility.

b. Complaint Monitoring. A 24-hour "hot line" phone number for the receipt of complaints from the community regarding the subject facility shall be:

i. Posted at the public entrance(s) to the facility.

ii. Provided to the immediate neighbors, local neighborhood association(s) (if any) and certified neighborhood council.

iii. Log. The property owner shall keep a log of complaints received, the date and time received and the disposition of the response. The Log shall be retained for a minimum of one year and shall be made available on request to the Planning Department for review.

c. The applicant shall designate a community liaison. The liaison shall meet with representatives of the neighbors and/or neighborhood association, at their request, to resolve neighborhood complaints during construction of the subject project.

9. **Mitigation Monitoring.** Pursuant to California State Public Resources Code Section 21081.6 and the California Environmental Quality Act, the applicant and any future owners, successors, heirs or assigns shall provide the Planning Department with status reports for assessing and ensuring the efficacy of the environmental mitigation measures in the adopted Mitigation Monitoring Program (MMP) for the Fourth Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (SCH #2010041059) and attached to the subject case file.

a. The applicant shall demonstrate compliance with each mitigation measure identified in the MMP by submission of a written report to the Planning Department and the applicable enforcement agency prior to issuance of a building permit or certificate of occupancy, and, as applicable, provide periodic status reports to the Planning Department regarding compliance with post-construction / maintenance conditions.

b. If the environmental conditions include post-construction / maintenance mitigation measures, the applicant and all future owners, successors, heirs or assigns shall be obligated to disclose these ongoing mitigation monitoring requirements to future buyers of the subject property.

c. The applicant and any future owners, successors, heirs or assigns shall reimburse the Planning Department for its actual costs, reasonably and necessarily incurred, necessary to accomplish the required review of periodic status reports.

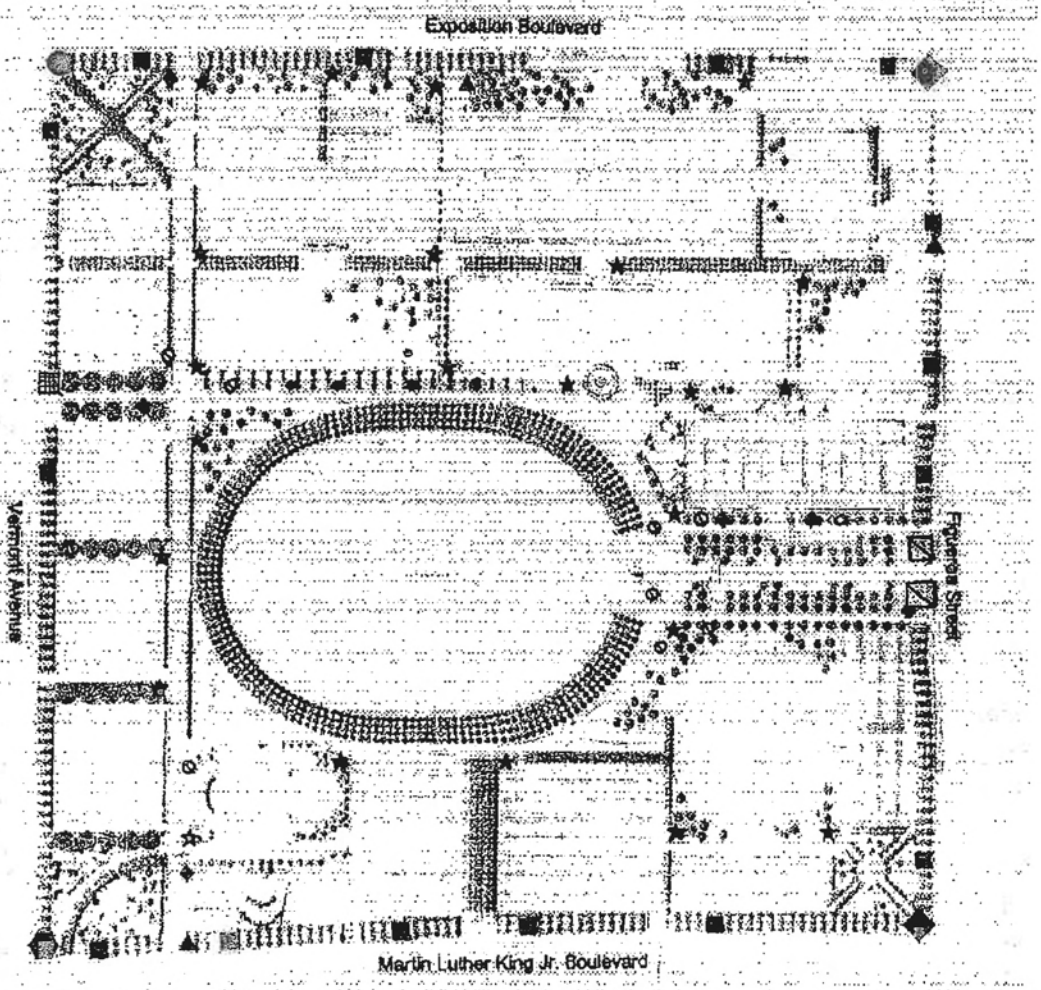
EXISTING SPECIFIC PLAN AREA EXPOSITION PARK SIGNS

Appendix C-1

[Appendix C-1 follows this page.]

EXISTING EXPOSITION PARK SIGNS

Appendix C-1



EXISTING EXPOSITION PARK SIGNS

Appendix C-2

[Appendix C-2 follows this page.]

EXISTING EXPOSITION PARK SIGNS

Appendix C-2

Legend - Revised Master Plan

Original Sign No.	New Sign No.		Sign Description
A2	S10		Primary Gateway: Figueroa
A1	S20		Primary Gateway: Vermont
B	S30		Promenade Gateway
-	S31		Corner Park Gateway
-	S35		Gateway with Message Board (proposed)
-	S40		Secondary Gateway
-	S50		Perimeter Directional
-	S55		Parking Information
C	S60		Destination Directory
D	S65		Primary Vehicular Signs
E	S70		Secondary Vehicular Signs
F	S80		Pedestrian Directional

Exhibit D

VTT-74715

Letter of Determination

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

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JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

Decision Date: April 11, 2017

Appeal Period Ends: April 21, 2017

Angelo Avila Garcia (A)
Lucas Museum of Narrative Art
One Letterman Drive, Suite A3700
San Francisco, CA 94129

State of California – Sixth Agricultural District Association (O)
700 Exposition Park Drive
Los Angeles, CA 90037

Laurie Stone (R)
University of Southern California
3335 South Figueroa Street, Suite G
Los Angeles, CA 90007

Vesting Tentative Tract Map No. 74715
Related Case: CPC-2016-4121-GPA-SP-SPP
Address: 3800 South Vermont Avenue
South Los Angeles Community Plan
Zones : OS-1XL, RD1.5-1, and R4-1
C. D. : 9 – Curren D. Price Jr.
CEQA: Los Angeles Memorial Coliseum Renovation Project EIR, First Addendum, Second Addendum, Third Addendum, Fourth Addendum, and Errata (SCH No. 1990011065)

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 74715, located at 3800 South Vermont Avenue, for the merger and resubdivision of the parcels within the project site to create two ground lots and five airspace lots and the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way, as shown on the map stamp-dated February 22, 2017 in the South Los Angeles Community Plan Area. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Bureau of Engineering approvals are conducted at the Land Development Group, located 201 N. Figueroa Street, Suite 200. Any questions regarding these conditions should be directed to Mr. Georgic Avanesian or by calling (213) 202-3484.

1. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:

    a. Plan view at different elevations.
    b. Isometric views.
    c. Elevation views.
    d. Section cuts at all locations where air space lot boundaries change.

2. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

3. That 10-foot wide and variable width strip of land be dedicated along Vermont Avenue adjoining the subdivision to complete a 50-foot wide half street dedication in accordance with Avenue I of LA Mobility Plan Standards.

4. That proposed portion of 39th Street requested to be merged which is currently designated as a Collector Street be downgraded to a Local Street classification by City Council prior to the recordation of the final map.

5. That the City Department of Transportation in a letter to City Engineer shall determine that the merger area of 39th Street between Vermont Avenue and Bill Robertson Lane and as shown on the tentative tract map is not necessary for current and future Public Street.

6. That Department of the City Planning in a letter to the City Engineer prior to the recordation of the final map also determine that the proposed merger area of 39th Street between Vermont Avenue and Bill Robertson Lane, as shown on the tentative tract map, is consistent with all applicable General Plan Elements of Highway and Circulation Elements for Mobility Plan 2035.

7. 39th Street between Vermont Avenue and Bill Robertson Lane, as shown on the tentative tract map, be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code. In addition, the following conditions be executed by the applicant and administered by the City Engineer:

    a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.

    b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

8. That arrangement be made with the Los Angeles County Department of Public Works prior to recordation of the final map for realignment and replacement of the existing LA County Drainage system within the 39th Street merger area including any necessary new drainage easements to be shown on the final map.

9. That arrangement be made with the Los Angeles County Department of Public Works prior to recordation of the final map for any necessary permits with respect to discharge into and reconstruction of their existing storm drain catch basin.

10. That the public alley northerly of 39th street being merged, as shown on the tentative tract map, be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code. In addition, the following conditions be executed by the applicant and administered by the City Engineer:

    a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.

    b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the alley area being merged.

11. That the existing public sanitary sewer line within the tract property be abandoned or relocated satisfactory to the City Engineer prior to the recordation of the final map.

12. That in the event the City Engineer agrees to abandonment or relocation of the sanitary sewer easement then the existing public sanitary Sewer easement within the tract area and as shown on the tentative tract map be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code.

13. That any surcharge fee in conjunction with the street merger request be paid.

14. That the subdivider makes a request to the Central District Office of the Bureau of Engineering to determine the capacity of the existing sewer in the area.

15. That any fee deficit under Work Order No. EXT00741 expediting this project be paid.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 201 N. Figueroa Street, 12th Floor, Suite 1200. The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

16. Prior to the issuance of building or grading permits, a comprehensive soils report including a detailed description of the proposed construction, detailed plans and sections, site-specific field exploration and laboratory tests, and robust engineering analysis (including site-specific liquefaction analysis) and building specific recommendations shall be submitted to the Department for review and approval.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

Building and Safety approvals are conducted by appointment only. Contact Laura Duong at (213) 482-0434 to schedule an appointment. Any proposed structures or uses on the site have not been checked for Building or Zoning Code requirements. Plan check may be required before any construction, occupancy or change of use. Unless filed concurrently and included as part of the hearing notice with this subdivision, any additional deviations from the Los Angeles Municipal Code required by the Department of Building and Safety Office of the Zoning Engineer preliminary to the Zoning Engineer clearing the items on the report to the Advisory Agency, shall be separately filed through the City Planning Department Office of the Zoning Administrator.

17. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

    a. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures to verify the last legal use and the number of parking spaces required and provided on each site.

    b. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

    c. Provide a copy of Case No. CPC-2016-4121-GPA-SP-SPP. Show compliance with all the conditions/requirements of the CPC case as applicable.

    d. Museum uses are not allowed in the OS-1VL/RD1.5-1/R4-1 Zone. Revise the Map to show compliance with the above requirement or obtain Zone Change or amendment to the Coliseum District Specific Plan approval from the Department of City Planning and City Council.

    e. Specify on the map the existing and proposed zone(s).

    f. Obtain Bureau of Engineering approval for the proposed street/alley merger.

    g. Show all street/alley dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street/alley dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

    h. Revise map to indicate the lot boundary of the Master Lot for Air Space Subdivision.

    i. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

    Notes: Proposed project shall comply with the Coliseum District specific plan. Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer. This property is located in a Liquefaction Zone. The submitted Map may not comply with the number of parking spaces required by Section 12.21 A4(a). If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning. The existing or

proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use. If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

DEPARTMENT OF TRANSPORTATION

Please contact DOT at (213)482-7024 for any questions regarding the following. Transportation approvals are conducted at 201 North Figueroa Street, Room 550.

18. A minimum 20-foot reservoir space be provided between any security gates and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40 feet and 60 feet when driveway is serving more than 100 and 300 parking spaces respectively.

19. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21-A.5(i)a

20. The project shall comply with requirements of the LADOT's traffic assessment letter dated March 30, 2017.

21. Location of a potential school bus turnout as shown on the School Bus Exhibit Map in the file is permitted by the Advisory Agency subject to final review and approval by the Department of Transportation. Street plans for Bill Robertson Lane will be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to approval of project improvement plans by the Bureau of Engineering. Transportation approvals are conducted at 201 North Figueroa Street, Suite 4000, Station 3.

22. Non-standard designs for proposed driveways are permitted by the Advisory Agency, subject to final review and approval by DOT. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509.You should advise any consultant representing you of this requirement as well.

23. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

    a. Access for Fire Department apparatus and personnel to and into all structures shall be required.

b. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

c. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

d. Adequate public and private fire hydrants shall be required.

e. Private roadways for general access use shall have a minimum width of 20 feet.

f. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

g. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

h. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

i. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

j. Entrance to the main lobby shall be located off the address side of the building.

k. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

24. Prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site, satisfactory arrangements shall be made with the Los Angeles Unified School District to address potential impacts upon existing pedestrian and school bus routes. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the principals of the above referenced schools and to the satisfaction of the Advisory Agency).

DEPARTMENT OF WATER AND POWER

Questions should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1120.

25. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

26. That the existing 15-foot wide water line easement within the tract property, and as shown on the vesting tentative tract map and as recoded under Instrument No.77-178211, be permitted to be merged with the remainder of the tract map with the final map pursuant to Section 66499.20.2 of the State Government Code.

BUREAU OF STREET LIGHTING

27. Prior to the recordation of the final map or issuance of the Certificate of Occupancy, street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

28. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

29. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three (3) people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

30. The Department of Recreation and Parks has reviewed the proposed project and has no recommendations regarding the project given that there will be no anticipated recreation and parks impacts.

URBAN FORESTRY DIVISION

Contact Urban Forestry Division at: 213-847-3077.

31. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division upon completion of construction to expedite tree planting. All protected tree removals must be approved by the Board of Public Works.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

32. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

    a. A Certificate of Occupancy (temporary or final) for the building(s) in Vesting Tentative Tract Map No. VTT-74715 shall not be issued until after the final map has been recorded, or the subdivider submits satisfactory improvement plans together with the necessary guarantee that the improvements will be installed.

    b. Limit the subdivision request to the merger and resubdivision of the parcels within the project site to create two ground lots and five airspace lots. The Vesting Tentative Tract Map also proposes to vacate and merge the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way.

    c. Prior to recordation of the final map, the existing City-owned parcels comprising the former Leighton Avenue right-of-way, portions of Lots 101 and 102 as shown on Exhibit "A", shall be transferred to State ownership, or the tentative map shall be modified to include a separate parcel reflecting the City's ownership interest.

    d. Prior to the issuance of a building permit or the recordation of the final map, a copy of CPC-2016-4121-GPA-SP-SPP shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2016-4121-GPA-SP-SPP is not approved or is modified by the City Planning Commission or City Council, the subdivider shall submit a tract modification.

    e. Copies of all recorded Covenant and Agreement(s) for all reciprocal private easements shall be submitted to the Planning Department for placement in the tract file.

33. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

34. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:

    a. Defend and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify of annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgment or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interests, execute the indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event that Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with <u>any</u> federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate

System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

(i) That one-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The one-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any one-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15 percent.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct any necessary drainage facilities.

(c) Remove street lights: three (3) on Leighton Avenue and five (5) on 39th Street. If street widening per BOE improvement conditions, relocate and upgrade street lights; thirteen (13) on Vermont Avenue, and nine (9) on Bill Robertson Lane.

Notes: The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection. Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213-485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. Improve Vermont Avenue being dedicated and adjoining the subdivision by the construction of a concrete sidewalk, landscaping, or both, within the 10-foot newly dedicated area, satisfactory to the City Engineer.

b. Improve the Bill Robertson Lane adjoining the tract including the public sidewalk easement area being provided by construction of a 10-foot full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

NOTES:

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

ENVIRONMENTAL FINDINGS (CEQA)

In December 2003, the Los Angeles Memorial Coliseum Commission (LAMCC), as lead agency, certified Environmental Impact Report SCH # 1990011065 (Certified EIR) for the Los Angeles Memorial Coliseum Renovation Project (Approved Project). The Certified EIR analyzed the renovation of the Los Angeles Memorial Coliseum (Coliseum), which included primarily reducing the maximum seating capacity from 92,500 seats to 78,000 seats, the addition of 200 luxury suites, and the construction of two approximate 20,000 square-foot ancillary structures for retail or office use, a 19,000 square-foot press box, and approximately 35,000 square feet of new concession-related facilities.

The LAMCC approved a First Addendum to the Certified EIR (First Addendum) on May 2, 2006 that was subsequently relied upon and approved by the City Planning Commission in conjunction with the approval of the modified Los Angeles Memorial Coliseum Renovation Project, Coliseum District Specific Plan Overlay, and Development Agreement between the City of Los Angeles and the LAMCC on May 16, 2006. Among other things, the First Addendum evaluated changes to the architectural design, the establishment of a Coliseum District Specific Plan to govern the development and operation of the Coliseum under a proposed lease agreement between the LAMCC and the National Football League, the adoption of a signage plan, and approval of the sale and service of alcoholic beverages for on-site consumption.

In 2008, the University of Southern California (USC) signed a long-term lease with the LAMCC for use of the Coliseum. The lease agreement, as amended in 2013, provides for renovations to the Coliseum and management of the Coliseum by USC. USC proposed the renovation of the Coliseum as previously contemplated in the Certified EIR, with some modifications. Such modifications primarily included reducing the number of luxury suites, and reducing the size of the press box, concession-related facilities, and ancillary structures. These modifications were addressed in a Second Addendum to the Certified EIR (Second Addendum) that was approved by the LAMCC on July 28, 2016.

In addition, a Third Addendum to the Certified EIR (Third Addendum) was prepared and approved by the LAMCC in December, 2016. The Third Addendum addressed the replacement of two video boards with two new video boards that would be better integrated into the seating bowl of the Coliseum as well as the replacement of the center Peristyle game clock with a modern smaller integrated game clock. All references hereafter to the "Approved Project" reflect the Los Angeles Memorial Coliseum Renovation Project as evaluated in the Certified EIR and as modified by the three addenda and other approvals.

A Fourth Addendum to the Certified EIR dated April 2017 (Fourth Addendum) was prepared to analyze further modifications to the Approved Project, specifically the development of the Lucas Museum for Narrative Arts (LMNA) and associated open space and below grade parking, a separate below grade replacement parking structure, a relocated soccer field, and landscape and circulation improvements to Jesse Brewer Jr. Park and Exposition Park (Modified Project). The Fourth Addendum demonstrates that the Modified Project would not result in any new or substantially increased significant environmental impacts as compared to the Approved Project. In addition, the Fourth Addendum demonstrates that there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified EIR was certified, that would require preparation a Subsequent or Supplemental EIR pursuant to Section 15162 and 15163 of the CEQA Guidelines.

SECTION 1. CEQA AUTHORITY FOR AN ADDENDUM

The Fourth Addendum addresses the changes to the Approved Project proposed under the Modified Project. The Certified EIR included all statutory sections required by CEQA, comments received on the Draft EIR, responses to comments on the Draft EIR, and supporting technical appendices. CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *"The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

Sections 15162 and 15163 of the CEQA Guidelines respectively require preparation of a Subsequent or Supplemental EIR when an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated in the Fourth Addendum, the Modified Project's impacts would be less than significant except for Construction Air Quality, which would exceed the significance threshold for regional NOx emissions if construction of the Modified Project overlaps with the Coliseum renovation. However, the combined impacts of the Modified Project and the Coliseum improvements would be substantially less than the impacts disclosed in the Certified EIR.

All the Modified Project's environmental impacts would similar to or less than those of the Approved Project. Therefore, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of any previously anticipated significant impacts set forth in the Certified EIR. Based on this determination, the changes proposed under the Modified Project do not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 and 15163 of the CEQA Guidelines.

SECTION 2. CEQA FINDINGS

Pursuant to CEQA, the Advisors Agency serves as the lead agency with respect to the Modified Project in connection with the subject City actions. Accordingly, the Advisory Agency (a) has considered the Certified EIR, First Addendum, Second Addendum, Third Addendum, and Fourth Addendum, and other pertinent evidence in the record, including studies, reports, and other information from qualified experts (collectively the "Environmental Documents") and the environmental effects of the Modified Project as set forth in the Environmental Documents, pursuant to CEQA Guidelines Section 15091, and (b) makes the following findings:

A) Based on substantial evidence in the Environmental Documents and elsewhere in the record, including but not to limited to oral and written testimony provided at the public hearings on the matter, (a) no Subsequent or Supplemental EIR is required pursuant to CEQA Guidelines Sections 15162 or 15163 for the Modified Project, and (b) the Fourth Addendum is adequate under CEQA for approval of the subject approvals for the Modified Project. The Fourth Addendum were prepared under the authority of CEQA Guidelines Section 15164(a), which requires a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 and 15163 calling for preparation of a Subsequent or Supplemental EIR have occurred;

B) Changes and alterations have been required and incorporated into the Modified Project that avoid or substantially lessen the significant environmental effects as identified in the Environmental Documents, pursuant to CEQA Guidelines Section 15091(a)(1);

C) As more fully set forth below, certain economic, legal, social, technological or other benefits of the Modified Project outweigh the unavoidable adverse environmental effects, all of which are identified in the Environmental Documents, pursuant to CEQA Guidelines Section 15093; and

D) There are no feasible alternatives or feasible mitigation measures (other than those measures already imposed on the Modified Project and identified in the Environmental Documents) that would substantially lessen or avoid any significant environmental effect of the Modified Project as indicated by the Environmental Documents, pursuant to CEQA Guidelines Section 15091.

SECTION 3 STATEMENT OF OVERRIDING CONSIDERATIONS

As described in the Certified EIR and Fourth Addendum, development of the Modified Project would have significant adverse impacts on the environment that cannot be reduced to less than significant levels through implementation of feasible mitigation measures. Section 15093(b) of the State CEQA Guidelines provides that when a project is approved which will result in the occurrence of significant effects that cannot be avoided or substantially lessened, the lead or decision-making agency shall state in writing the reasons to support its action based on the Final EIR and/or other information in the record.

The following impacts are not mitigated to a less than significant level for the Modified Project: Construction Air Quality (NO_x). Accordingly, the Advisory Agency adopts the following Statement of Overriding Considerations:

The Advisory Agency recognizes that significant and unavoidable impacts will result from the implementation of the Modified Project. Having: (i) adopted all feasible mitigation measures, (ii)

rejected alternatives to the proposed project, (iii) recognized all significant unavoidable impacts, and (iv) balanced the benefits of the Modified Project against the Modified Project's significant and unavoidable impacts, the Advisory Agency hereby finds that the benefits of the Modified Project outweigh and override the significant unavoidable impacts for the reasons stated below.

The following stated reasons summarize the benefits, goals, and objectives of the Modified Project and provide the rationale for the benefits of the Modified Project. These overriding considerations of economic, social, aesthetic, and environmental benefits of the Modified Project justify approval of the Modified Project. Each of these overriding considerations individually would outweigh the adverse environmental impacts of the Modified Project.

- Consistent with the objective of the Exposition Park Master Plan, the Modified Project will develop the LMNA, a one-of-a-kind museum where the community will experience fine art and popular works, including paintings, illustrations, photography, film, animation, and digital art. Through the many exhibitions and programs in its permanent collection galleries, temporary exhibitions, and two state-of-the art theaters, visitors will be able to learn about and experience the evolution of narrative art. This new addition to Exposition Park will be a unique cultural experience and will create synergy with the existing museums in Exposition Park.

- The LMNA building, with its unique, iconic design by a world class architect, will improve the visual character of the Modified Project site on what is now an unsightly asphalt parking lot.

- The Modified Project will initiate, support, and carry out a wide range of robust education programs for all ages. These programs will include, but are not limited to, exhibition and museum tours, gallery talks, workshops and classes tailored to serve the curriculum of K-12 students, public lectures, hands-on workshops, and daily film screenings.

- Consistent with the recreation policies of the South Los Angeles Community Plan, the Modified Project will create approximately 471,755 square feet of new public green park space, upgrade the existing soccer field with a technologically advanced turf and new amenities, and add landscaping and circulation improvements to Jesse Brewer Jr. Park and Exposition Park.

- The Modified Project will represent a privately funded, approximately $1.5 billion investment in Exposition Park. Project construction is estimated to generate up to approximately $43.1 million in state and local taxes over three years, and project operation is estimated to generate up to approximately $8.7 million in state and local taxes annually.

- The Modified Project will create approximately 3,000 direct construction jobs, including a significant number of good paying union jobs pursuant to a Project Labor Agreement, as well as 300 full-time and 100 full-time equivalent long term jobs during project operation.

- The Modified Project will further the City’s sustainability goals by achieving LEED Gold equivalency, installing water conserving plumbing fixtures and fittings that reduce indoor water use by at least 20 percent, and installing photovoltaic panels on a minimum of 15 percent of the roof area of the LNMA building.

- The Modified Project will also reduce vehicle miles travelled and associated pollutants and greenhouse gas emissions as an infill development at a location well served by public transit, with two nearby stops on the Expo Line.

SECTION 4. MITIGATION MONITORING AND REPORTING PROGRAM

Consistent with Public Resources Code Section 21081.6, the Advisory Agency adopts the Mitigation Monitoring and Reporting Program attached as Exhibit "A", which is incorporated herein by this reference, to mitigate or avoid significant effects of the Modified Project on the environment and to ensure compliance during project implementation.

SECTION 5. CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the Advisory Agency's decision is based are located with the City of Los Angeles, Planning Department, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

Accordingly, the Advisory Agency of the City of Los Angeles:

a) Has reviewed and considered, pursuant to CEQA Guidelines Section 15096(a), all relevant evidence in the record, including but not limited to the Certified EIR and the City Planning Department's Findings and Mitigation Monitoring Program (collectively the "CEQA Documents.")

b) Hereby finds and determines, based on substantial evidence in the record, that no subsequent or supplemental EIR is required pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 or 15163 and that the Addendum is the proper environmental review. The Addendum was prepared under the authority of CEQA Guidelines Section 15096(f) and readopts the CEQA Findings adopted by the City Planning Department

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 74715 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant and site address information as required by the Los Angeles Municipal Code ("LAMC"). The Vesting Tentative Tract Map has been filed for the purposes of merging and resubdividing the parcels within the project site to create two ground lots and five airspace lots and the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way.

The Los Angeles Municipal Code (LAMC) implements the goals, objectives, and policies of the Community Plan through adopted zoning regulations. The Zoning Code regulates, but is not limited to, the maximum permitted density, height, and the subdivision of land. The project site is located in the South Los Angeles Community Plan and is within the western portion of Exposition Park. Exposition Park, comprised of 160 acres of land

bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King Jr. Boulevard to the south, and Vermont Avenue to the west. The adopted South Los Angeles Community Plan designates the subject property and nearly all of Exposition Park, including the area subject to the Coliseum District Specific Plan, as Open Space (OS) and identifies Exposition Park as a "major opportunity site." The Open Space land use designation corresponds to the OS and A1 zones. The project site is zoned OS-1XL, RD1.5-1, and R4-1.

The project site is within the Coliseum District Specific Plan that primarily focuses on the preservation and renovation of the Los Angeles Memorial Coliseum and development of a professional soccer stadium with ancillary uses and facilities. Under concurrent case No. CPC-2016-4121-GPA-SP-SPP, the applicant is in request of a General Plan Amendment to change the street designation of the portion of 39th Street located between Vermont Avenue and Bill Robertson Lane from a Collector Street to a Local Street, a Specific Plan Amendment to permit a museum and ancillary museum uses on the site and would provide specific development regulations for development, use, and operation of the museum, and Project Permit Compliance with the Coliseum District Specific Plan. The project is also within the boundaries of the South Los Angeles Alcohol Sales Specific Plan.

With approval of the aforementioned requests, the proposed map will be consistent with the applicable regulations of the Subdivision Map Act and with the Los Angeles Municipal Code as it relates to the General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Pursuant to Section 66418 of the Subdivision Map Act, "design" of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the General Plan or any applicable specific plan.

The project request is for the merger and resubdivision of the parcels within the project site to create two ground lots and five airspace lots and the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and of a 20-foot wide public right-of-way, in conjunction with the construction of a new 300,000 square-foot museum with a maximum height of 115 feet, containing theaters, café, museum shop, educational and classroom spaces, library, exhibition spaces, sit-down restaurant, and gardens. In addition, the project will result in the vacation of 39th Street.

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes ("net area"). The requested map meets the required components of a Vesting Tentative Tract Map. The adopted South Los Angeles Community Plan designates the property for Open Space land uses corresponding to the OS and A1 zones. The project site is zoned OS-1XL, RD1.5-1, R4-1, which is partly consistent with the range of zones corresponding to the site's land use designation.

The design and layout of the Vesting Tract Map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including Department of Building and Safety, and Bureau of Engineering) have reviewed the map and found the subdivision design satisfactory. These agencies have imposed improvement requirements and/or conditions of approval. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project's sewerage needs.

The project site is subject to the requirements of the Coliseum District Specific Plan. As part of the plan, the project will be required to obtain approval from the City Planning Commission and the City Council under concurrent Case No. CPC-2016-4121-GPA-SP-SPP. However, under the concurrent case, the project will be conditioned to comply with the requirements of the Specific Plan.

Therefore, as conditioned, the design and improvements of the proposed project are consistent with the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The project site is consists of approximately 17 acres of land and is a relatively flat site that is currently improved with surface parking lots. The site is not located in a Very High Fire Hazard Severity Zone, flood zone, slope stability study area, methane hazard zone, high erosion hazard area, or Alquist-Priolo Fault Zone. In addition, the site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas).

Adjacent to the project site to the north, across Exposition Boulevard, is the Metro Rail Expo Line, with the University of Southern California to the north of the Rail. Properties to the east, across Bill Robertson Lane, are developed with Exposition Park consisting of Los Angeles Memorial Coliseum, the California Science Center, and the California African American Museum and corresponding garden areas. Properties to the south, across Martin Luther King Jr. Boulevard, are zoned C2-1 and R3-1 and are improved with commercial and multi-family residential uses. Properties to the west, across Vermont Avenue, are zoned C2-1 and are improved with community services buildings and commercial and multi-family residential uses.

B The applicant is requesting the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way as part of the Vesting Tentative Tract Map. The Bureau of Engineering recommended that the project provide a 4.5-foot wide public sidewalk easement be provided along Bill Robertson Lane adjoining the subdivision to complete a 10-foot wide sidewalk area. However, given that the applicant will vacate this street, no improvements to the sidewalk are necessary as the area surrounding this portion of the street will be landscaped.

The site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas). The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The project site is currently developed with surface parking lots, bisected by West 39th Street, with a total lot area of 688,396 square feet (including West 39th Street). The project site is specifically bounded by Vermont Avenue to the west, Jesse Brewer Jr. Park to the north, and Bill Robertson Lane to the east. The project site located within the western portion of Exposition Park. Exposition Park, comprised of 160 acres of land bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King Jr. Boulevard to the south, and Vermont Avenue to the west, houses the Los Angeles Memorial Coliseum, the California Science Center, the Dr. Theodore T. Alexander Jr. Science Center School, the California African American Museum, the Los Angeles County Natural History Museum, the Exposition Park Rose Garden, the Wallis Annenberg Building, the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school, and the future Los Angeles Football Club stadium. USC's University Park Campus lies adjacent to the north of Exposition Park. The development of new museum is entirely consistent with the existing cultural uses within Exposition Park.

The project request is for the merger and resubdivision of the parcels within the project site to create two ground lots and five airspace lots and the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and of a 20-foot wide public right-of-way, in conjunction with the construction of a new museum with a maximum height of 115 feet and 300,000 square feet of floor area containing theaters, café, museum shop, educational and classroom spaces, library, exhibition spaces, sit-down restaurant, and gardens. In addition, the project will result in the vacation of 39th Street. Given that the proposed project consists of a 300,000 square-foot building with subterranean parking, the almost 700,000 square-foot site is physically suitable for the proposed development. As conditioned, the proposed tract map is physically suitable for the proposed museum.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site, as well as the surrounding area, are presently developed with fully paved parking lots. The Fourth Addendum and Errata, findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program for the Los Angeles Memorial Coliseum Renovation Project EIR (SCH No. 1990011065) reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts are mitigated to a less than significant level. Therefore, the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The project is not located over a hazardous materials site or flood hazard area and is not located on unsuitable soil conditions. The development would be connected to the City's sanitary sewer system, where collected sewage is directed to sewer treatment plants, which have been upgraded to meet Statewide Ocean Discharge Standards. Additionally,

an environment analysis consistent with the requirements of the California Environmental Quality Act (CEQA) is being prepared for the proposed project, which would incorporate mitigation measures as may be necessary to reduce any adverse impacts to the public health or safety. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The proposed subdivision and associated project are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos/lead abatement, seismic safety, flood hazard management, etc.). In addition, the Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The applicant is requesting to vacate and merge the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way. Adjoining public streets currently provide multiple access points to the site. Any needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed tract.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed. The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74715.

Vincent P. Bertoni, AICP
Advisory Agency

NICHOLAS HENDRICKS
Deputy Advisory Agency

NH:HB

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the Department of City Planning and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012
213 482-7077

Marvin Braude San Fernando Valley
Constituent Service Center
6262 Van Nuys Blvd., Room 251
Van Nuys, CA 91401
818 374-5050

Forms are also available on-line at http://cityplanning.lacity.org/

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077 or (818) 374-5050.

VESTING TENTATIVE TRACT NOTES:

SUBDIVIDER . . . . . UNIVERSITY OF SOUTHERN CALIFORNIA
3335 S. FIGUEROA ST., UNIT G
LOS ANGELES, CA 90007
PHONE: (213) 821–3070
CONTACT: LAURIE M. STONE
EMAIL: laurie.stone@usc.edu

SURVEYOR/ENGINEER. . . . . PSOMAS
ATTN: MATTHEW ROWE
555 SOUTH FLOWER STREET, SUITE 4300
LOS ANGELES, CA 90071
(213) 223–1400

PROJECT ADDRESS. . . . . 3800 S. VERMONT AVENUE
LOS ANGELES, CA 90037

NOTES:

1. PROJECT SYNOPSIS
THE PROJECT CONSISTS OF OF 5 AIRSPACE LOTS AND 2 CONVENTIONAL LOTS FOR MERGER AND SUBDIVISION PURPOSES FOR THE DEVELOPMENT OF A NEW MUSEUM.

2. APN NUMBERS: 5037–027–905, –923, –924, –925, –926, –927, –928, –932, AND 5038–028–903, –915

3. CADASTRAL MAP: 1148197 AND 117B197

4. THOMAS BROS. GUIDE: 674–A2

5. FLOOD ZONE: SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 06037C1620F, DATED 9/26/2008, AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

6. PUBLIC EASEMENTS: THERE ARE PUBLIC EASEMENTS ON THE PROPERTY.

7. AREA
BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON, THE AREA IS:

FEE: 621,653 SQ. FT. = 14.2712 ACRES
NET: 688,396 SQ. FT. = 15.8034 ACRES

WHERE "FEE" IS DEFINED AS THE AREA OF THE PROPERTY DESCRIBED BY THE LEGAL DESCRIPTION SHOWN HEREON; "NET" IS THE "FEE" AREA PLUS ANTICIPATED STREET AND ALLEY VACATIONS AND MINUS ANTICIPATED STREET DEDICATIONS, IF ANY.

8. TREES: EXISTING TREES ON THE LAND DESCRIBED HEREON, INCLUDING THE AREA OF THE PROPOSED 39TH STREET MERGER, ARE TO BE REMOVED, EXCEPT THOSE WITHIN THE APPROXIMATE WESTERLY 43' OF THE LAND DESCRIBED HEREON (SEE NOTE THIS SHEET).

9. STREET DESIGNATIONS
VERMONT AVENUE: AVENUE I, 100 FEET WIDE
BILL ROBERTSON LANE: LOCAL STREET, 60 FEET WIDE
ALLEYS: 20 FEET WIDE
(PER CITY OF LOS ANGELES "MOBILITY PLAN 2035")

10. COMMUNITY PLAN AREA: SOUTH LOS ANGELES

11. SPECIFIC PLAN AREA: COLISEUM DISTRICT

12. GENERAL PLAN LAND USE: OPEN SPACE AND HIGH MEDIUM RESIDENTIAL

13. ZONING
EXISTING: OS–1VL, RD1.5–1 AND R4–1
NOTE: PROJECT REQUESTS AMENDMENT TO THE COLISEUM DISTRICT SPECIFIC PLAN

14. TITLE INFORMATION
FIRST AMERICAN TITLE INSURANCE COMPANY PRELIMINARY TITLE REPORTS, ORDER NO'S. NCS–811521–LA2, NCS–813279–LA2, NCS–813280–LA2 AND NCS–831514–LA2, ALL DATED FEBRUARY 15, 2017

15. PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF LOS ANGELES SYSTEMS.

16. EXISTING UTILITIES: UNDERGROUND UTILITIES SPECIFICALLY LISTED IN THE UTILITY INFORMATION TABLE ARE PLOTTED ON THIS SURVEY. OTHER UNDERGROUND UTILITIES NOT LISTED (E.G. TRAFFIC SIGNAL AND STREET LIGHTING CONDUIT, ABANDONED LINES, ETC.) HAVE NOT BEEN PLOTTED. THE LOCATION OF THOSE PLOTTED UTILITIES WERE OBTAINED FROM UTILITY MAPS AND PLANS AS LISTED UNDER THE SUBSTRUCTURE PLAN INDEX.

NOTES (CONTINUED):

17. PARKING TO BE PROVIDED PER COLISEUM DISTRICT SPECIFIC PLAN.

18. PROPERTY IS IN A SPECIAL HAZARD AREA (LIQUEFACTION).

19. STREET AND ALLEY MERGING: REQUEST IS MADE TO ABANDON AND MERGE 39TH STREET AND THE PORTIONS OF THE ALLEYS AS SHOWN HEREON. ALL UTILITIES LOCATED IN BOTH THE MERGED PORTION OF 39TH STREET AND THE MERGED PORTIONS OF THE ALLEYS ARE TO BE ABANDONED OR RELOCATED.

SHEET INDEX

SHEET 1	TITLE SHEET, PROJECT INFORMATION, EXISTING CONDITIONS
SHEETS 2–3	PROPOSED CONDITIONS
SHEET 4	ISOMETRIC AND SECTION VIEWS

PROPOSED LOT AREAS

LOT 1:	422,563 SQ. FT.
LOT 2:	422,563 SQ. FT.
LOT 3:	189,574 SQ. FT.
LOT 4:	39,341 SQ. FT.
LOT 5:	34,015 SQ. FT.
LOT 6:	189,574 SQ. FT.
LOT 7:	2,902 SQ. FT.

UTILITY INFORMATION

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	THE CITY OF LOS ANGELES	(213) 367–2751	111 NORTH HOPE STREET, NO. 829
WATER	THE CITY OF LOS ANGELES DWP	(213) 367–2751	111 NORTH HOPE STREET, NO. 829
GAS	THE GAS COMPANY	(213) 244–8438	2424 E. OLYMPIC BOULEVARD
STORM DRAIN	THE CITY OF LOS ANGELES	(213) 485–3381	200 N. SPRING STREET
SEWER	THE CITY OF LOS ANGELES	(213) 485–3381	200 N. SPRING STREET

PLAN INDEX

AGENCY	PLAN
CITY OF LOS ANGELES	SUBSTRUCTURE PLAN 183–1, 183–2, 183–7A, 183–7B, 183–8A
	DRAINAGE MAP NO. 536
	SEWER MYE MAP 117B197–SE

The only substructure information made available by public agencies and public utilities is their location within public rights–of–way. Therefore no on–site substructures are shown on this map. The location of on–site substructures should be determined and verified from other sources before the beginning of any excavation.

CALL UNDERGROUND SERVICE ALERT (USA) 1 – 800 – 227 – 2600 USA represents many, but not necessarily all, utility and oil companies that have underground lines within the project area. In order to avoid damage to these lines, contact USA two working days prior to digging or excavation. USA will assist in identifying those companies that they represent which have utility lines in the area and contacting the respective companies they represent to have those lines marked on the ground.

EASEMENT AND DOCUMENT NOTES:

(1) 15.00' WIDE EASEMENT FOR WATER PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES RECORDED 2/18/1977 AS INSTRUMENT NO. 77–178211, OR. TO BE MERGED BY FINAL MAP.

(2) 10.00' WIDE EASEMENT FOR SANITARY SEWER PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES RECORDED 1/26/1977 AS INSTRUMENT NO. 77–91597, OR. TO BE MERGED BY FINAL MAP.

(3) 10.00' AND 2.00' WIDE EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES FOR ELECTRICAL PURPOSES RECORDED 1/26/1977 AS INSTRUMENT NO. 77–178210, OR. TO BE MERGED BY FINAL MAP.

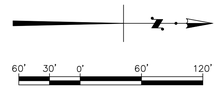
(4) S'LY LINE OF THE LAND GRANTED TO THE STATE OF CALIFORNIA PER GRANT DEED RECORDED 8/18/1975 AS INSTRUMENT NO. 3184 IN BOOK D6766 PAGE 422, OR, ESTABLISHED 30.00' N'LY OF THE CENTERLINE OF LEIGHTON AVE.

(5) 11.00' WIDE AND VARIABLE WIDTH EASEMENT FOR ELECTRICAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON RECORDED 12/4/1922 IN BOOK 1668 PAGE 151, OR. TO BE QUITCLAIMED BY SEPARATE INSTRUMENT.

(6) S'LY LINE OF THE LAND GRANTED TO THE CITY OF LOS ANGELES PER GRANT DEED REC'D 2/28/1975 AS INSTRUMENT NO. 2390 IN BOOK D6595 PAGE 702, OR.

LEGEND

. . . . . PROPERTY/BOUNDARY LINE
. . . . . STREET R/W LINE
. . . . . CURB LINE (FROM 1"=20' ON TO 1"=200')
. . . . . CURB LINE (1"=10', 1"=8', 1"=16')
. . . . . CENTER LINE
. . . . . FLOW LINE
. . . . . LOT LINE/PARCEL LINE
. . . . . EASEMENT LINE (W=WIDTH)
. . . . . CONTOUR LINE
. . . . . BUILDING FOOT PRINT LINE
. . . . . OVERHANG LINE
. . . . . CHAIN LINK FENCE LINE
. . . . . WROUGHT IRON FENCE LINE
. . . . . GUARD RAIL
. . . . . WALL
. . . . . EDGE OF ASPHALT PAVING
. . . . . CATCH BASIN W/ACCESS HOLE
MH . . . . . MANHOLE (SEWER, STORM DRAIN, POWER, TELE.)
UP/PP/TP . . . . . POWER POLE (PP)/TELEPHONE POLE (TP) UTILITY POLE (UP)
. . . . . SIGN (ALL KINDS)
. . . . . STREET LIGHT
. . . . . TRAFFIC SIGNAL
. . . . . TRAFFIC SIGNAL W/STREET LIGHT
. . . . . YARD LIGHT
. . . . . FIRE DEPARTMENT CONNECTION
. . . . . FIRE HYDRANT
DS . . . . . DOWNSPOUT
FDC . . . . . FIRE DEPARTMENT CONNECTION
PIV . . . . . POST INDICATOR VALVE
. . . . . DIRECTION OF WATER DRAINAGE FLOW
PM . . . . . PARKING METER
GM/WM . . . . . GAS/WATER METER
GV/WV . . . . . GAS/WATER VALVE
EPB/SLPB/TSPB/UPB . . . . . ELEC./STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
. . . . . TREE W/ WELL W/TRUNK DIAMETER
PL . . . . . PLANTER
GP . . . . . GUARD POST
APPR. . . . . APPROACH (DRIVEWAY)
BFP . . . . . BACKFLOW PREVENTER
CO . . . . . CLEAN OUT
CHLK . . . . . CHAINLINK (FENCE/GATE)
WI . . . . . WROUGHT IRON (FENCE/GATE)
. . . . . BENCHMARK
123.4 . . . . . TOPOGRAPHIC SPOT ELEVATION, NO LEADER
BW . . . . . BACK OF WALK ELEVATION
EC . . . . . EDGE OF CONCRETE ELEVATION
EG . . . . . EDGE OF GUTTER ELEVATION
FL . . . . . FLOW LINE ELEVATION
EP . . . . . EDGE OF PAVEMENT ELEVATION
TC . . . . . TOP OF CURB ELEVATION
TG . . . . . TOP OF GRATE ELEVATION
TW . . . . . TOP OF WALL ELEVATION
TF . . . . . TOP OF FOOTING ELEVATION
RIM . . . . . MANHOLE RIM ELEVATION
INV . . . . . MANHOLE INVERT ELEVATION
ER . . . . . ELEC RISER
EVT . . . . . ELEC VAULT
CD . . . . . CURB DRAIN
DI . . . . . DRAIN INLET
HB . . . . . HOSE BIB
WR . . . . . WATER RISER
GB . . . . . GRADE BREAK
AD . . . . . AREA DRAIN
DS . . . . . DOWN SPOUT
(2) . . . . . RECORD LOT/PARCEL NUMBER



GRAPHIC SCALE
SCALE: 1" = 60'

LEGAL DESCRIPTION:

PER FIRST AMERICAN TITLE INSURANCE PRELIMINARY TITLE REPORT ORDER NO. NCS–811521–LA2:

LOT 34, OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5037–028–915

PER FIRST AMERICAN TITLE INSURANCE PRELIMINARY TITLE REPORT ORDER NO. NCS–811521–LA2:

PARCEL 1: INTENTIONALLY DELETED

PARCEL 2:
LOT 33 OF THE SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4 PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF LOS ANGELES FOR THE WIDENING OF VERMONT AVENUE.

PARCEL 3:
LOT 37 OF THE SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4 PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF LOS ANGELES FOR THE WIDENING OF VERMONT AVENUE.

PARCEL 4:
LOTS 38, 42, 46, 50, 54, 58, 62 AND 66 OF THE SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4 PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5:
LOTS 41, 45, 49, 53, 57, 61 AND 65 OF THE SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4 PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF LOS ANGELES FOR THE WIDENING OF VERMONT AVENUE.

APN: 5037–028–915 (ALL PARCELS)

PER FIRST AMERICAN TITLE INSURANCE PRELIMINARY TITLE REPORT ORDER NO. NCS–813280–LA2:

LOTS 73 THROUGH 98, INCLUSIVE, OF THE SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THOSE PORTIONS OF LOTS 99 AND 100 OF SAID MAP LYING NORTHERLY OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY PROLONGATION OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF LEIGHTON AVENUE, SHOWN AS 48TH STREET, 60 FEET WIDE, ON MAP OF WEST PARK TRACT NO. 2, IN SAID CITY, RECORDED IN BOOK 9, PAGE 192 OF MAPS, RECORDS OF SAID COUNTY.

ALSO TOGETHER WITH THAT PORTION OF LEIGHTON AVENUE, 50 FEET WIDE, SHOWN AS INYO STREET ON SAID SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, VACATED AS ORDINANCE NO. 144,242, RECORDED FEBRUARY 23, 1973 AS INSTRUMENT NO. 3843 OF OFFICIAL RECORDS, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WESTERLY 20 FEET OF LOT 99 OF SAID TRACT, AND LYING WESTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 100 OF SAID TRACT.

ALSO TOGETHER WITH THAT PORTION OF THAT CERTAIN ALLEY, 20 FEET WIDE AS SHOWN ON SAID SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, VACATED AS ORDINANCE NO. 144,242, RECORDED FEBRUARY 23, 1973, AS INSTRUMENT NO. 3843 OF OFFICIAL RECORDS, BEING CONTIGUOUS TO SAID LOTS 73 THROUGH 100, INCLUSIVE, LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF LOT 73 OF SAID TRACT, AND LYING NORTHERLY OF SAID LINE THAT IS PARALLEL WITH AND DISTANT 30 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE EASTERLY PROLONGATION OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID LEIGHTON AVENUE, SHOWN AS 48TH STREET, 60 FEET WIDE, ON SAID MAP OF WEST PARK TRACT NO. 2.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF LOS ANGELES FOR THE WIDENING OF VERMONT AVENUE.

APN: 5037–027–923

PER FIRST AMERICAN TITLE INSURANCE PRELIMINARY TITLE REPORT ORDER NO. NCS–831514–LA2:

PARCEL 1: INTENTIONALLY DELETED

PARCEL 2: INTENTIONALLY DELETED

PARCEL 3: INTENTIONALLY DELETED

PARCEL 4 (PORTION OF APN 5037–027–927):
LOTS 103, 105, 107, 109, 111, 113, 115, 117, 119, 121 AND 123 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

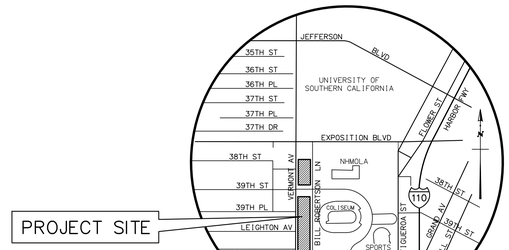
EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF LOS ANGELES FOR WIDENING VERMONT AVENUE.

PARCEL 5 (PORTION OF APN 5037–027–927):
LOT 101 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THOSE PORTIONS GRANTED TO THE CITY OF LOS ANGELES AS DESCRIBED IN DEED RECORDED FEBRUARY 28, 1975 AS INSTRUMENT NO. 3499.

ALSO EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF LOS ANGELES FOR WIDENING VERMONT AVENUE.

PARCEL 6 (PORTION OF APN 5037–027–924):
THOSE PORTIONS OF LOTS 99 AND 101 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND, 60 FEET WIDE, LYING 30 FEET ON EACH SIDE OF THE EASTERLY PROLONGATION OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY, MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF LEIGHTON AVENUE, SHOWN AS 48TH STREET, 60 FEET WIDE, ON MAP OF WEST PARK TRACT NO. 2, RECORDED IN BOOK 9, PAGE 192 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID SOUTHERLY LINE BEING ALSO THE NORTHERLY LINE OF BLOCK "E" OF SAID TRACT.



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION (CONTINUED):

ALSO, THAT PORTION OF SAID LOT 101 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID STRIP OF LAND, 60 FEET WIDE, WITH A LINE PARALLEL WITH AND DISTANT 10 FEET EASTERLY, MEASURED AT RIGHT ANGLES FROM THE EASTERLY LINE OF VERMONT AVENUE, 70 FEET WIDE, AS SHOWN ON MAP OF SAID WEST PARK TRACT 2; THENCE SOUTHERLY ALONG SAID LAST MENTIONED PARALLEL LINE A DISTANCE OF 10 FEET; THENCE NORTHEASTERLY IN A DIRECT LINE TO A POINT IN SAID SOUTHERLY LINE, SAID POINT BEING DISTANT 10 FEET EASTERLY, MEASURED ALONG SAID SOUTHERLY LINE, FROM THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF LOS ANGELES FOR THE WIDENING VERMONT AVENUE.

PARCEL 7 (APN 5037–027–925):
THOSE PORTIONS OF LOTS 100 AND 102 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND, 60 FEET WIDE, LYING 30 FEET ON EACH SIDE OF THE EASTERLY PROLONGATION OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY, MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF LEIGHTON AVENUE, SHOWN AS 48TH STREET, 60 FEET WIDE, ON MAP OF WEST PARK TRACT 2, RECORDED IN BOOK 9, PAGE 192 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID SOUTHERLY LINE BEING ALSO THE NORTHERLY LINE OF BLOCK "E" OF SAID TRACT.

ALSO THAT PORTION OF SAID LOT 102 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID STRIP OF LAND, 60 FEET WIDE, WITH THE EASTERLY LINE OF SAID LOT 102; THENCE SOUTHERLY ALONG SAID EASTERLY LINE A DISTANCE OF 10 FEET; THENCE NORTHWESTERLY IN A DIRECT LINE TO A POINT IN SAID SOUTHERLY LINE, SAID POINT BEING DISTANT 10 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, FROM THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING.

PARCEL 8 (APN 5037–27–926):
LOTS 102 AND 104 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THOSE PORTIONS OF LOT 102 DESCRIBED AS FOLLOWS INCLUDED WITHIN A STRIP OF LAND, 60 FEET WIDE, LYING 30 FEET ON EACH SIDE OF THE EASTERLY PROLONGATION OF A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY, MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF LEIGHTON AVENUE, SHOWN AS 48TH STREET, 60 FEET WIDE, ON MAP OF WEST PARK TRACT 2, RECORDED IN BOOK 9, PAGE 192 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID SOUTHERLY LINE BEING ALSO THE NORTHERLY LINE OF BLOCK "E" OF SAID TRACT.

ALSO, THAT PORTION OF SAID LOT 102 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID STRIP OF LAND, 60 FEET WIDE, WITH THE EASTERLY LINE OF SAID LOT 102; THENCE SOUTHERLY ALONG SAID EASTERLY LINE A DISTANCE OF 10 FEET; THENCE NORTHWESTERLY IN A DIRECT LINE TO A POINT IN SAID SOUTHERLY LINE, SAID POINT BEING DISTANT 10 FEET WESTERLY, MEASURED ALONG SAID SOUTHERLY LINE, FROM THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING.

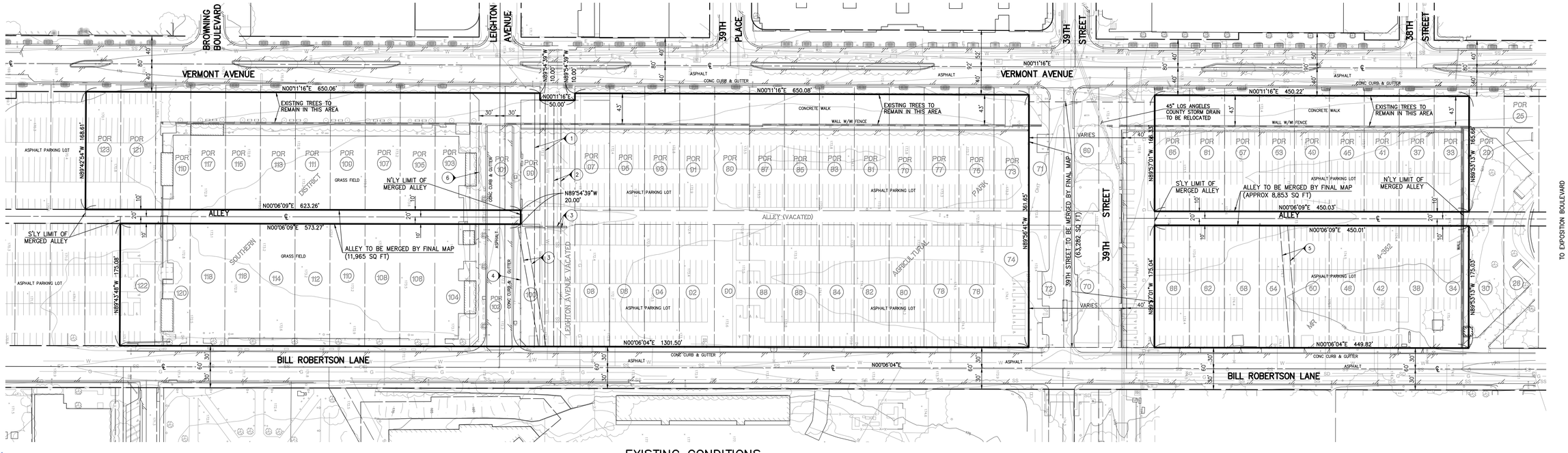
PARCEL 9 (APN 5037–027–905):
LOTS 106, 108, 110, 112, 114 AND 116 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 10 (APN 5037–027–932):
LOT 118 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 11 (APN 5037–027–928):
LOTS 120 AND 122 OF SOUTHERN DISTRICT AGRICULTURAL PARK AND ADJOINING LOTS, AS PER MAP RECORDED IN BOOK 4, PAGE 352 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 12: INTENTIONALLY DELTED

PARCEL 13: INTENTIONALLY DELTED



EXISTING CONDITIONS

M Matthew Rowe 2/21/2017

SEAL: PROFESSIONAL LAND SURVEYOR MATTHEW ROWE No. 5810 STATE OF CALIFORNIA

DESIGNED	DRAFTED	CHECKED
TPM	TPM	MJR

REV	DATE	DESCRIPTION	BY	APP'D
1	2/17/17	UPDATED TO REVISED TRACT BOUNDARY	TPM	MJR

BENCHMARK: CITY OF LOS ANGELES BENCHMARK NO.
CITY OF L.A. BM DISC IN 8IN MON; 7FT E OF E CURB LINE MENLO AVE; 21FT S/O S CURB LINE 39TH ST SOUTH RDWY *STMPD 19–R 2*

ELEVATION 174.412 FEET ADJUSTMENT 1985 (NGVD 1929)

PATH/PLOT DATE:
Feb. 21, 2017 – 16:19:21 DWG Name: W:\USC\DUSEUM\USC07102\CURVET\SUBDIVISION\EXISTXV\VL-2TEP.dwg Updated By: thomas.mcdermott

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Los Angeles, CA 90071
(213) 223–1400 (213) 223–1444 (FAX)
www.psomas.com

VESTING TENTATIVE TRACT FOR MERGER AND SUBDIVISION PURPOSES FOR:

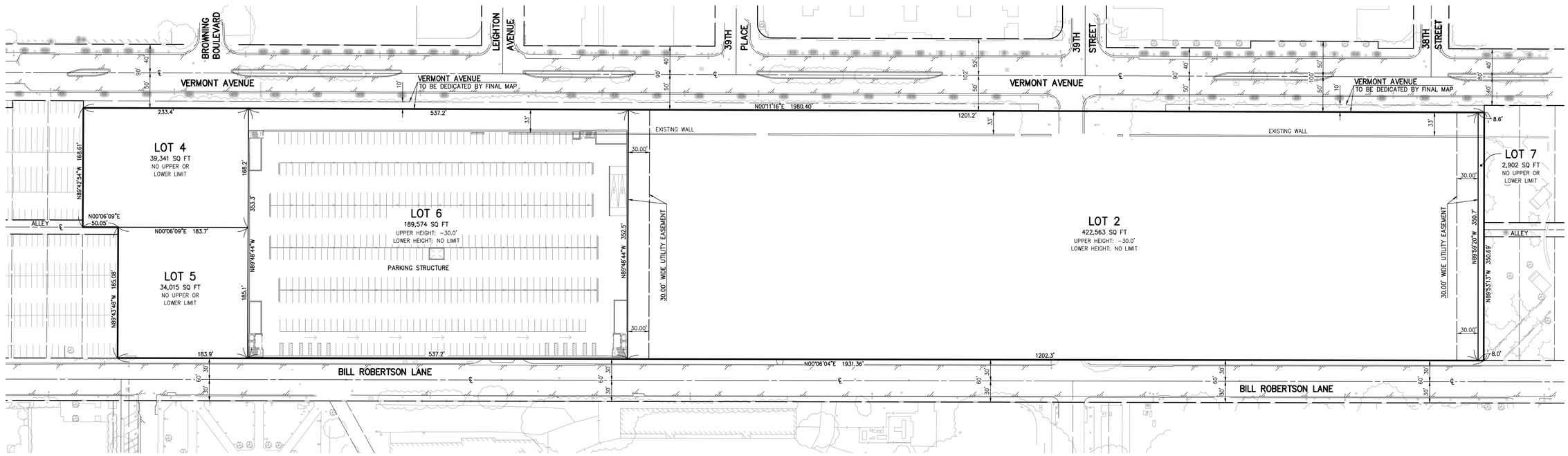
VESTING TENTATIVE TRACT NO. 74715

UNIVERSITY OF SOUTHERN CALIFORNIA

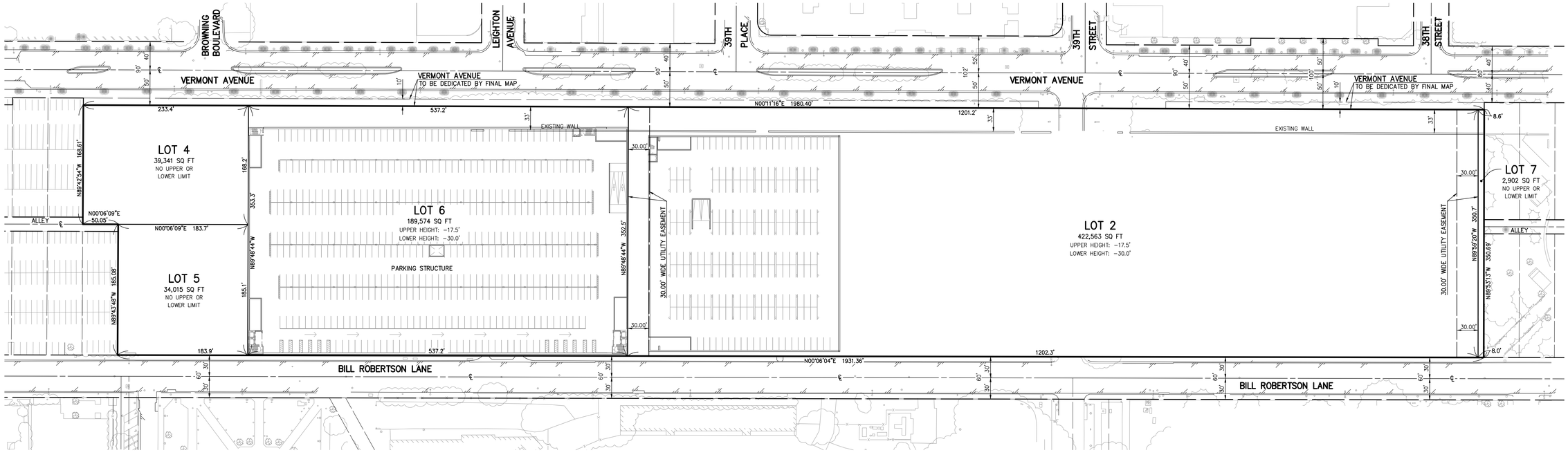
IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: OCTOBER 24, 2016
SCALE: 1" = 60'
PROJECT NUMBER: 1USC071602, TASK 100
SHEET 1 OF 4

I:\proj\USC\071602\Design\Survey\Maps\Vesting\Sheet 1.dwg, 2/21/2017 4:19:21 PM, thomas.mcdermott, HP Designjet T1700dr PS3



PARKING LEVEL B3



PARKING LEVEL B2

| V-501 | V-A2LF | V-A2LF | V-A2LF | V-T01-AL | V-B01 | Tile T150 | South Garage Level -02 | SouthGarage_Level -02 | 20170220 (ARA Parking Level -02) |

SEAL

PROFESSIONAL LAND SURVEYOR MATTHEW ROWE No. 5810 STATE OF CALIFORNIA

DESIGNED	DRAFTED	CHECKED
TPM	TPM	MJR

REV	DATE	DESCRIPTION	BY	APP'D
1	2/17/17	UPDATED TO REVISED TRACT BOUNDARY	TPM	MJR

BENCHMARK CITY OF LOS ANGELES BENCHMARK NO.

CITY OF L.A. BM DISC IN 8IN MON; 7FT E OF E CURB LINE MENLO AVE; 21FT S/O S CURB LINE 39TH ST SOUTH RDWY *STMPD 19-R 2*

ELEVATION 174.412 FEET ADJUSTMENT 1985 (NGVD 1929)

PATH/PLOT DATE:

Feb. 21, 2017 - 10:19:13 DWG Name: S:\USC\DUDEM\USC071602\SURVEY\SUBDIVISION\SVSHT01(VL)VL-2TIER.dwg Updated By: thomas.mcdermott

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VESTING TENTATIVE TRACT FOR MERGER AND SUBDIVISION PURPOSES FOR:

VESTING TENTATIVE TRACT NO. 74715

UNIVERSITY OF SOUTHERN CALIFORNIA

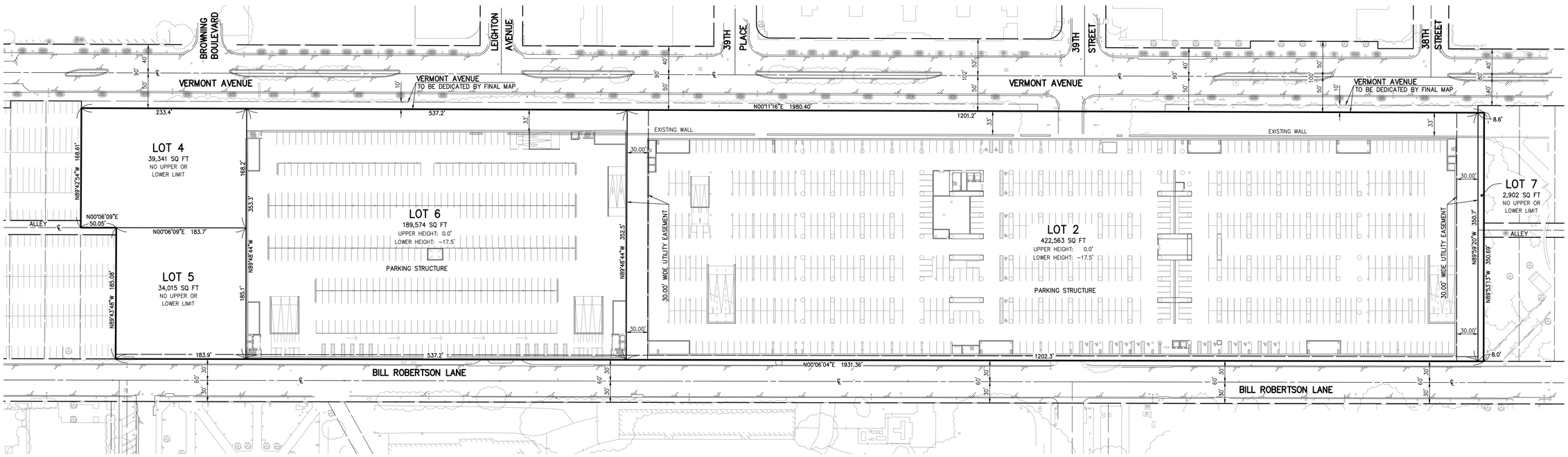
IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: OCTOBER 24, 2016

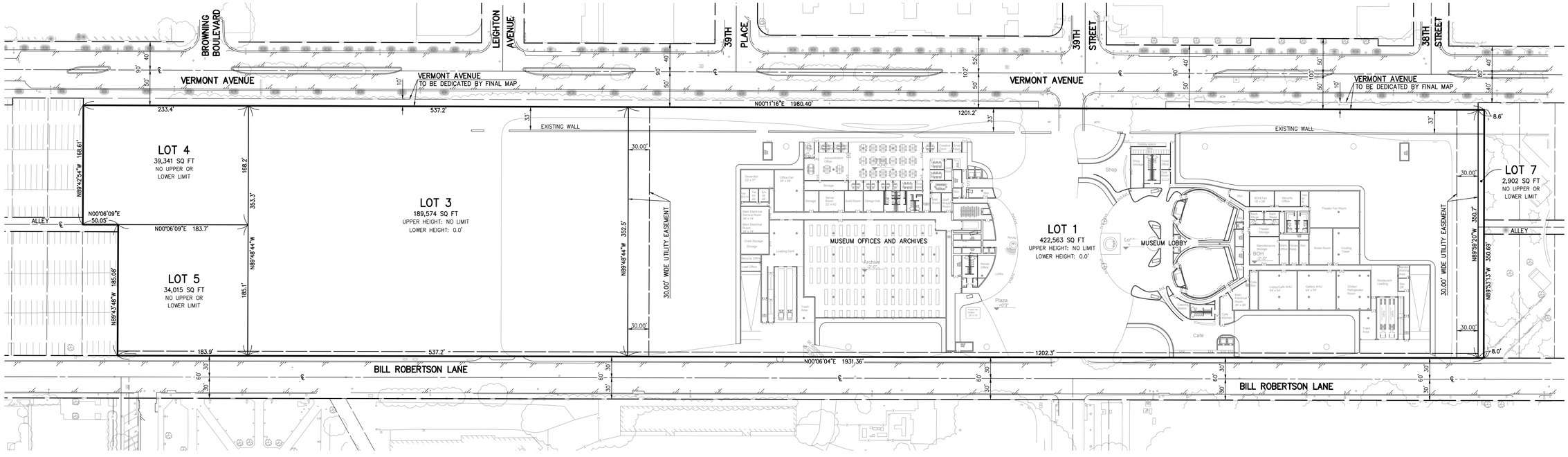
SCALE 1" = 60'

PROJECT NUMBER 1USC071602, TASK 100

SHEET 2 OF 4



PARKING LEVEL B1



LEVEL 1 (GROUND FLOOR)

GRAPHIC SCALE
SCALE: 1" = 60'

SEAL

PROFESSIONAL LAND SURVEYOR
MATTHEW ROWE
No. 5810
STATE OF CALIFORNIA

DESIGNED	REV	DATE	DESCRIPTION	BY	APP'D
TPM	1	2/17/17	UPDATED TO REVISED TRACT BOUNDARY	TPM	MJR
DRAFTED: TPM					
CHECKED: MJR					

BENCHMARK: CITY OF LOS ANGELES BENCHMARK NO.
CITY OF L.A. BM DISC IN 8IN MON; 7FT E OF E CURB LINE MENLO AVE; 21FT S/O S CURB LINE 39TH ST SOUTH RDWY *STMPD 19-R 2*

ELEVATION 174.412 FEET ADJUSTMENT 1985 (NGVD 1929)

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VESTING TENTATIVE TRACT FOR MERGER AND SUBDIVISION PURPOSES FOR:

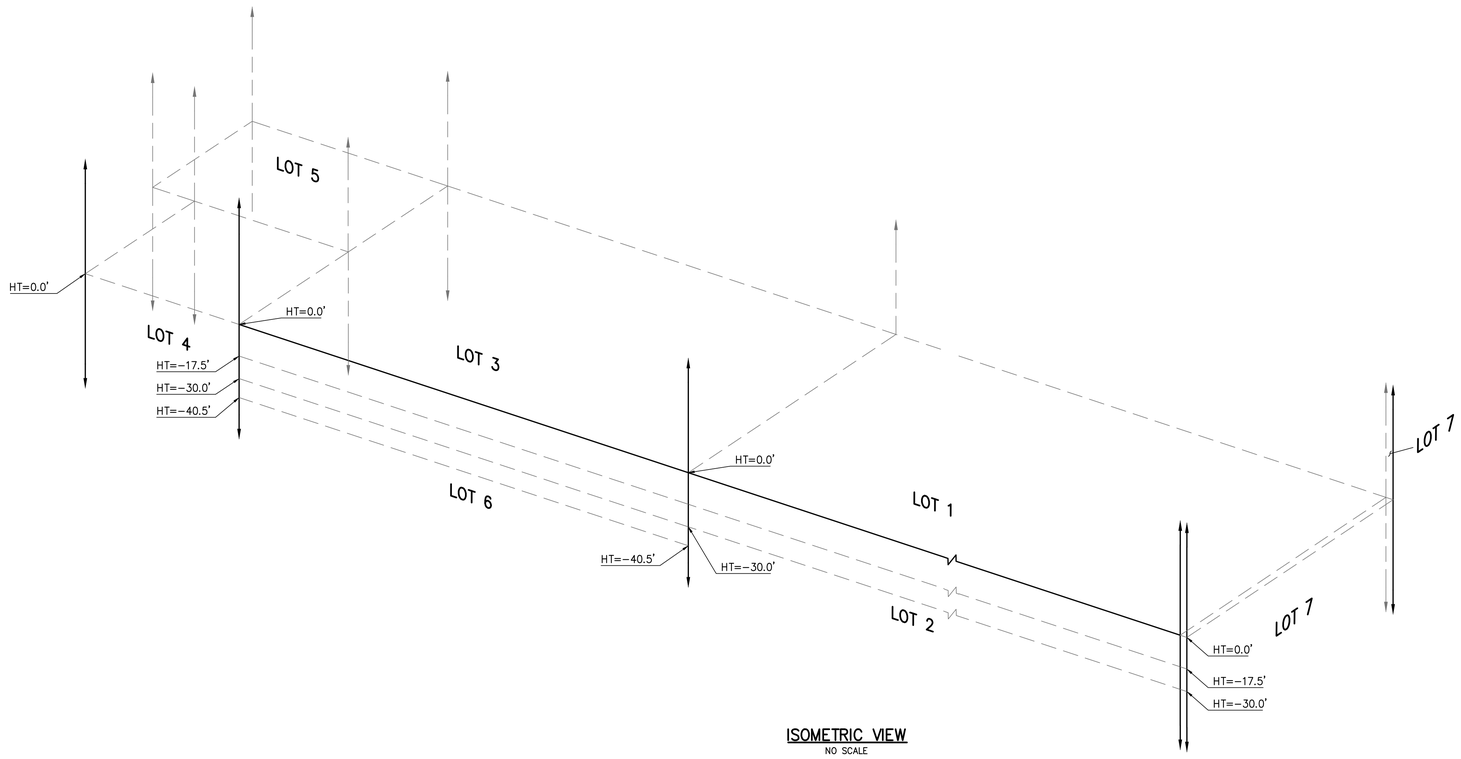
VESTING TENTATIVE TRACT NO. 74715

UNIVERSITY OF SOUTHERN CALIFORNIA

IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: OCTOBER 24, 2016
SCALE: 1" = 60'
PROJECT NUMBER: 1USC071602, TASK 100
SHEET 3 OF 4

V:\501\4\ACAD\F\V-ROW-ALL\V-5801\Tab-TTM\20170209 LAWA Overlay.dwg -01\Tab Level -01\Tab Level\Tab Level Lobby\



ISOMETRIC VIEW
NO SCALE

SECTION VIEW
NO SCALE

[36-192 | A-920 | A-921]

SEAL

PROFESSIONAL LAND SURVEYOR MATTHEW ROWE No. 5810 STATE OF CALIFORNIA

DESIGNED	REV	DATE	DESCRIPTION	BY	APP'D
TPM	1	2/17/17	UPDATED TO REVISED TRACT BOUNDARY	TPM	MJR
DRAFTED: TPM					
CHECKED: MJR					

BENCHMARK CITY OF LOS ANGELES BENCHMARK NO.
CITY OF L.A. BM DISC IN 8IN MON; 7FT E OF E CURB LINE MENLO AVE; 21FT S/O S CURB LINE 39TH ST SOUTH RDWY *STMPD 19-R 2*

ELEVATION 174.412 FEET ADJUSTMENT 1985 (NGVD 1929)

PATH/PLOT DATE:
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VESTING TENTATIVE TRACT NO. 74715

UNIVERSITY OF SOUTHERN CALIFORNIA

IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: OCTOBER 24, 2016
SCALE: AS SHOWN
PROJECT NUMBER: 1USC071602, TASK 100
SHEET 4 OF 4

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
RICHARD KATZ
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ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

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MAYOR

EXECUTIVE OFFICES
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DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

April 28, 2017

Case No. VTT-74715

LETTER OF CLARIFICATION

On April 11, 2017, in accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 74715, for the merger and resubdivision of the parcels within the project site to create two ground lots and five airspace lots and the vacation and merging of the segment of 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot wide public right-of-way, as shown on the map stamp-dated February 22, 2017. No appeals were filed. It has come to the attention of Staff that certain conditions of approval and elements of the determination require clarification for project clearance purposes.

As part of the request and the CEQA clearance, the Fourth Addendum analyzed the proposed haul route associated with the project part of the document's "Geology/Seismic Hazards", "Traffic", "Noise" and "Schools" sections and included corresponding Mitigation Measures. In addition, the haul route was discussed in the staff report and at the public hearing where it was approved by the Deputy Advisory Agency on April 11, 2017 as part of VTT-74715. However, the determination inadvertently omitted the approval language for the haul route request. As such, the proposed haul route and was analyzed and approved.

As was included in Staff's recommendation report, shown on the approved map, and discussed at the public hearing, Condition No. 12 of Bureau of Engineering - Specific Conditions was inadvertently removed from the determination letter. As such, the following Condition of Approval shall be considered Condition No. 11(c) of the determination:

c. **That the public alley within the southerly tract area and as shown on the tentative tract map be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:**

   i. **That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.**

   ii. **That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the alley area being merged**.

Subsequent to the issuance of the determination, the Recreation and Parks Commission, at their April 19, 2017 meeting, determined that the Recreation and Parks Conditions of Approval required technical clarification. As such, the following conditions have been revised (bold and underline to add, strikethrough to delete):

DEPARTMENT OF RECREATION AND PARKS.

31. ~~The Department of Recreation and Parks has reviewed the proposed project and has no recommendations regarding the project given that there will be no anticipated recreation and parks impacts~~.

c. **The Department of Recreation and Parks shall modify the Ground Lease – Athletic Field Agreement with the State of California to release Lots 101 and 102, owned by the Department of Recreation and Parks, from the lease agreement. The Department of Recreation and Parks shall transfer Lots 101 and 102 to the State.**

d. **Prior to recordation of the final map, the existing City-owned parcels comprising the former Leighton Avenue right-of-way, portions of Lots 101 and 102 as shown on Exhibit "A", shall be transferred to State ownership, or the tentative map shall be modified to include a separate parcel reflecting the City's ownership interest.**

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

32. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

~~e. Prior to recordation of the final map, the existing City-owned parcels comprising the former Leighton Avenue right-of-way, portions of Lots 101 and 102 as shown on Exhibit "A", shall be transferred to State ownership, or the tentative map shall be modified to include a separate parcel reflecting the City's ownership interest.~~ **MOVED TO CONDITION 30.b**

All other conditions of approval of VTT-74715 shall remain unchanged.

NICHOLAS HENDRICKS
Senior City Planner

FOURTH ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT

State Clearinghouse No. 1990011065

PREPARED FOR:

Department of City Planning
City of Los Angeles

PREPARED BY:

Eyestone Environmental

April 2017

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FOURTH ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT LOS ANGELES MEMORIAL COLISEUM RENOVATION PROJECT

I. Introduction/Background

This document is the Fourth Addendum to the Environmental Impact Report (EIR) prepared for the Los Angeles Memorial Coliseum Renovation Project (State Clearinghouse No. 1990011065), which was certified by the Los Angeles Memorial Coliseum Commission (LAMCC) in December 2003. This addendum specifically addresses modification to the area to the west of the Los Angeles Memorial Coliseum (Coliseum) and the Coliseum District Specific Plan to accommodate the Lucas Museum of Narrative Art proposed by the University of Southern California (USC) on behalf of The Lucas Museum Foundation.

The Draft EIR for the Los Angeles Memorial Coliseum Renovation Project evaluated the renovation of the Coliseum, which included primarily reducing the maximum seating capacity from 92,500 seats to 78,000 seats, the addition of 200 luxury suites, and the construction of two approximate 20,000-square-foot ancillary structures for retail or office use, a 19,000-square-foot press box, and approximately 35,000 square feet of new concession-related facilities. Following certification of the EIR, several modifications were proposed for the Los Angeles Memorial Coliseum Renovation Project. These modifications were addressed in three addenda to the Certified EIR that were approved by the LAMCC and relied upon by the City of Los Angeles (City). These addenda demonstrated that the modifications to the Project would not result in any new significant impacts compared to those evaluated and disclosed in the Certified EIR, or substantially increase the severity of previously identified significant impacts.

The First Addendum was approved by the LAMCC on May 2, 2006, and subsequently considered and approved by the City Planning Commission in conjunction with the approval of the modified Los Angeles Memorial Coliseum Renovation Project, Coliseum District Specific Plan Overlay, and Development Agreement between the City of Los Angeles and the LAMCC on May 16, 2006. The First Addendum evaluated changes to the architectural design, the establishment of a Coliseum District Specific Plan (CDSP) to govern the development and operation of the Coliseum under a proposed lease agreement between the Los Angeles Memorial Coliseum Commission and the National Football League, the adoption of a signage plan, and approval of the sale and service of alcoholic beverages for on-site consumption. The First Addendum also analyzed an increase in the

size of the press box from 19,000 square feet to 25,000 square feet and an additional 4,000 square feet of ancillary structures in addition to the two 20,000-square-foot ancillary structures for retail or office use. Subsequent to completion of the First Addendum, a Development Agreement between the City of Los Angeles and LAMCC was approved in August, 2006. In addition, following the adoption of an MND by the LAMCC in 2009, the City determined the MND was adequate and approved additional modifications to the Coliseum District Specific Plan, including a modification to signage regulations, and a reduction in the CDSP boundaries.

USC signed a long-term lease with the Los Angeles Memorial Coliseum Commission for use of the Coliseum in 2008 that was amended in 2013. The lease agreement, provides for renovations to the Coliseum and management of the Coliseum by USC. USC proposed the renovation of the Coliseum as previously contemplated in the Certified EIR with some modifications. Such modifications primarily included reducing the number of luxury suites, and reducing the size of the press box, concession-related facilities, and ancillary structures. The proposed modifications also included the addition of 24 outdoor loge boxes and 1,065 outdoor club seats. These modifications were addressed in a Second Addendum that was approved by the LAMCC on July 28, 2016.

In addition, a Third Addendum was prepared and approved by the LAMCC in December, 2016. The Third Addendum addressed the replacement of two video boards with two new video boards that would be better integrated into the seating bowl of the Coliseum as well as the replacement of the center Peristyle game clock with a modern smaller integrated game clock.

The Certified EIR, as referred to herein, comprises the Draft EIR, Final EIR, and the First, Second, and Third Addenda to the EIR. In addition, all references hereafter to the "Approved Project" reflect the Los Angeles Memorial Coliseum Renovation Project as evaluated in the EIR and as modified by the three addenda and other approvals.

In accordance with the California Environmental Quality Act (CEQA), this Fourth Addendum analyzes the proposed modifications to the Approved Project to determine whether such modifications would result in any new significant environmental impacts that were not identified in the Certified EIR or a substantial increase in the severity of impacts set forth in the Certified EIR or otherwise require preparation of a supplemental or subsequent EIR.

Provided below are an overview of the CEQA regulations regarding the preparation of an addendum, a description of the modifications to the Los Angeles Memorial Coliseum Renovation Project to accommodate the Lucas Museum of Narrative Art (LMNA) and

associated improvements (Modified Project), and a comparative analysis of the impacts of the Modified Project with those set forth in the Certified EIR.

II. CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

Section 15162 and 15163 of the CEQA Guidelines requires the preparation of a Subsequent or Supplemental EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, below), while the Modified Project would introduce a new museum use to Exposition Park that would attract additional annual visitors, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Furthermore, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, nor is there new information of substantial importance, that would result in a new or more severe significant impact. Therefore the modifications resulting from the Modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to PRC Section 21166 and CEQA Guidelines Section 15162 and 15163.

III. Project Description

A. Project Location and Existing Conditions

As shown in the aerial photograph provided in Figure 1 on page 5, the LMNA and associated improvements would be located within the western portion of Exposition Park. Exposition Park is comprised of approximately 160 acres of land and is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King Jr. Boulevard to the south, and Vermont Avenue to the west. Exposition Park houses the

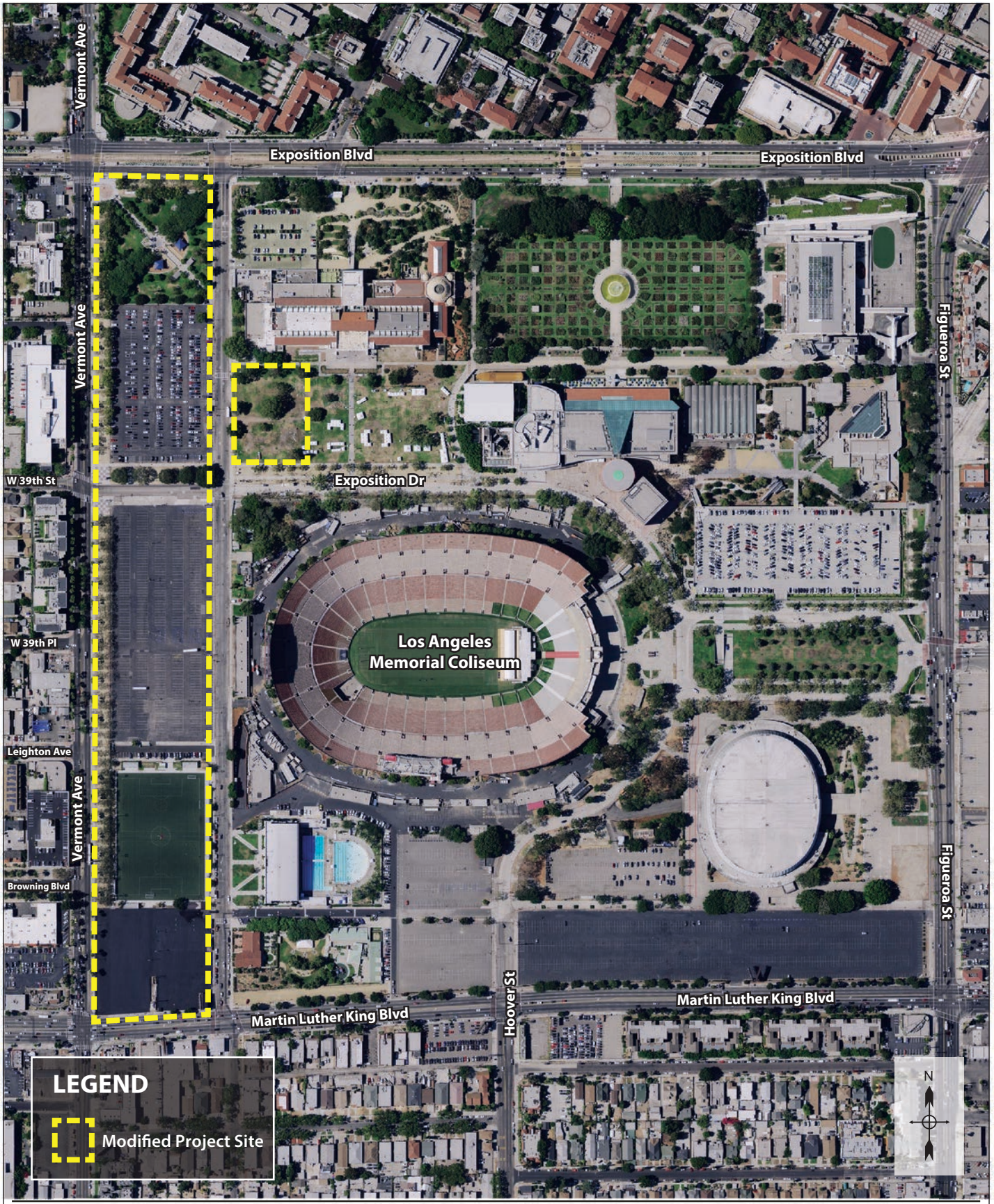

Figure 1
Aerial Photograph of Modified Project Site

Source: Apple Maps, 2017.

Los Angeles Memorial Coliseum, the California Science Center, the Dr. Theodore T. Alexander Jr. Science Center School, the California African American Museum, the Los Angeles County Natural History Museum, the Exposition Park Rose Garden, the Wallis Annenberg Building, the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school, and the future Banc of California stadium. In addition, there are approximately 6,180 parking spaces within Exposition Park, of which approximately 4,060 spaces are provided within surface lots and 2,160 spaces are provided in the parking structure located west of Figueroa Street. USC's University Park Campus lies adjacent to the north of Exposition Park.

The Modified Project improvements are proposed to be located west of the Coliseum, within a site that is generally bounded by Exposition Boulevard to the north, Bill Robertson Lane to the east, Vermont Avenue to the west, and Martin Luther King Jr. Boulevard to the south.

As shown in the aerial photograph provided in Figure 1 on page 5, the Modified Project Site is developed with surface parking lots that include approximately 1,691 parking spaces, a City operated soccer field to the south, and Jesse Brewer Jr. Park to the north. Landscaping within the site is limited to the landscape improvements in Jesse Brewer Jr. Park and street trees along portions of the periphery of the surface parking areas and soccer field.

Regional access to the Modified Project Site is provided by the Harbor Freeway (Interstate 110), located approximately 0.5 mile to the east. Major arterials in the vicinity include Vernon Avenue, Martin Luther King Jr. Boulevard, and Exposition Boulevard in the east-west direction; and Vermont Avenue, Figueroa Street, Hoover Street, and Flower Street in the north-south direction. In addition, the Metro Expo Line is located just north of the site. The Metro Expo Line runs between downtown Santa Monica and downtown Los Angeles, connecting with the Metro Blue Line, Metro Purple Line and Metro Red Line in downtown Los Angeles. In addition, the site is well-served by 13 bus lines operated by Metro and the LADOT Downtown Area Shuttle.

B. Approved Project

The Approved Project provided for the renovation of the Coliseum and several outbuildings. Modifications included reducing the maximum seating capacity from 92,500 seats to 78,000 seats; the addition of luxury suites, outdoor loge boxes and outdoor club seats; the construction of ancillary structures outside of the Coliseum; a new press box; and new concession-related facilities. In addition, the Approved Project provided for new field amenities and offices, new elevators, improved seating, and improved ADA and service access.

Under the Approved Project, the interior of the Coliseum design would continue to feature the Peristyle as the dominant element the bowl. The Peristyle would be restored and repaired along with the adjacent Coliseum Commission offices. In addition, under the Approved Project, the existing scoreboards, advertising panels, and video boards that are mounted on the Peristyle would be removed. The Approved Project would also construct a single new seating tower that would be below the height of the existing press box. However, the existing shape of the playing field would be retained. In addition, the location of the existing stairs and tunnels would be retained. Thus, the historically significant fabric of the Coliseum would remain intact.

Vehicular access to the field from the exterior of the stadium would continue to be provided via the existing service drive and tunnel from Robertson Lane. Generally, the existing parking arrangement(s) at the Coliseum as part of the Approved Project would remain unchanged except at the southwest quadrant, east of the security building, which would be utilized for media truck and player parking and an ancillary support building. The Approved Project would provide approximately 21,980 parking spaces during Coliseum events via parking structures and lots located at the Coliseum, Exposition Park, and USC.

With completion of the Approved Project, the existing event schedule at the Coliseum would continue.

C. Modified Project

As summarized above, USC, on behalf of The Lucas Museum Foundation, proposes modifications to the Los Angeles Memorial Coliseum Renovation Project to accommodate the Lucas Museum of Narrative Art (LMNA) and associated improvements (the Modified Project) within the western portion of Exposition Park, west of the Coliseum. LMNA, a non-profit museum led by filmmaker George Lucas, would be a one-of-a-kind gathering place to experience art collections, films and exhibitions dedicated to visual storytelling and the evolution of art and moving images in a setting focused on narrative painting, illustration, photography, film, animation and digital art. LMNA would present original work by world renowned and emerging artists, cutting-edge digital technologies, and daily film screenings in state-of-the-art theaters, as well as educational opportunities for students of all ages. The collections would include original, artist-made creations, from sketches to storyboards to sets and costumes from movies. LMNA would also feature public lectures and classes for all ages, hands-on workshops, after-school programs and camps, and a wide variety of additional educational opportunities.

Special tours, talks, workshops and screenings would be tailored to serve the curriculum of students from grammar school to college age. Collection and education programming would include collection presentations, temporary exhibitions, daily film

screenings, film premieres, public lectures, hands-on workshops, school tours and programs, classes for all ages, and campus-wide festivals. LMNA would also include numerous amenities such as a sit-down restaurant, state-of-the-art cinematic theaters, museum store, casual café, lecture halls of various sizes, digital classrooms, video conferencing for guest lectures and workshops, a drop-in library, several spaces available for event rental, and production quality editing classrooms

A Conceptual Site Plan for the Modified Project is provided in Figure 2 on page 9. The LMNA building would comprise approximately 299,717 square feet of floor area. The new building would include five-levels above grade rising to a maximum height of 115 feet. A two-level parking structure, referred to as the Museum Parking Garage, would be located beneath the LMNA. A separate three-level subterranean parking structure, referred to as the Replacement Parking Garage, would be located the south of the LMNA. In total, approximately 2,425 parking spaces would be provided to serve the LMNA and replace the existing surface parking.

In addition, the Modified Project would provide improvements to Jesse Brewer Jr. Park to the north and a portion of Exposition Park to the east. Improvements to Jesse Brewer Jr. Park include an updated play area, improved, water efficient plantings and paving, as well as better integration and circulation between LMNA and the park. Improvements to Exposition Park to the east include improved pedestrian circulation between Exposition Park, the Natural History Museum, the Coliseum and LMNA, as well as incorporation of water- conserving plantings, gathering spaces and improved pedestrian pathways. In addition, to provide for the Modified Project, the existing soccer field would be relocated to the south at the corner of Vermont and Martin Luther King Jr. Boulevard.

As shown in the Conceptual Renderings provided in Figure 3 and Figure 4 on pages 10 and 11, the LMNA building would be elevated at the fourth and fifth levels and would arch over 39th Street with the intent of creating a floating canopy with public park space below. The Project proposes to vacate 39th Street but would continue to use the roadway to function as a limited vehicular throughway that would also provide museum drop zones, museum entrance plazas, and would permit periodic special events in the vacated area that require closure of the throughway. At the ground level, the museum building is split into two wings with two theatres and an entrance lobby located to the north of vacated 39th Street along with a café and museum shop. The ground floor of the south wing would include archive space, and offices with educational space and classrooms located on the second floor. The third level would include a library. The two wings connect at the fourth level that would contain the LMNA's main exhibition spaces. The fifth level would feature additional exhibition space and a sit-down restaurant surrounded by a continuous public roof garden along the museum's perimeter with trees, seating areas, and

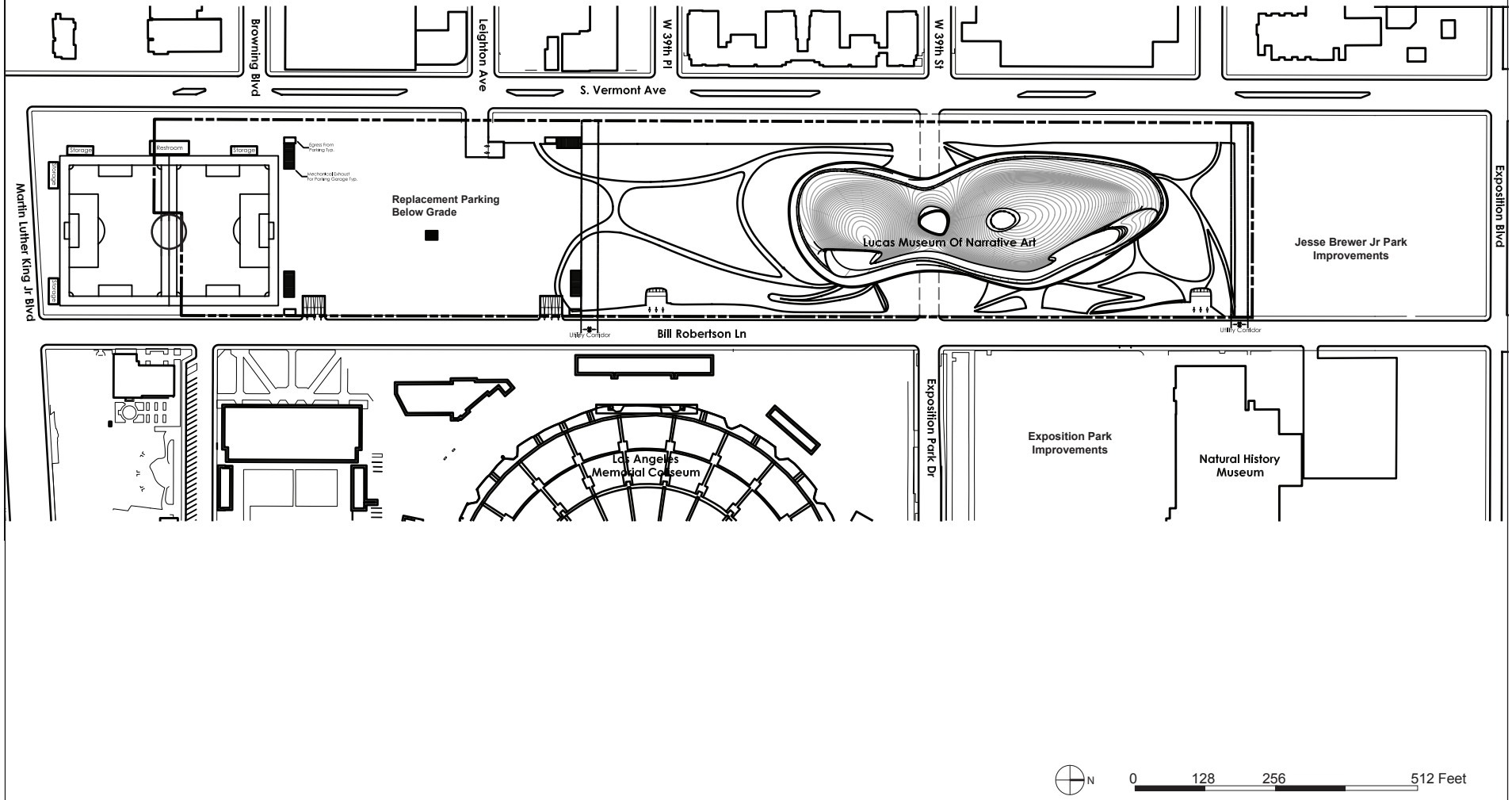

Figure 2
Conceptual Site Plan

Source: Stantec, 2017.

Figure 3
Conceptual Rendering
Bird's Eye View

Source: mad architects, 2017.

Figure 4
Conceptual Rendering View
From Exposition Park

Source: mad architects, 2017.

terraces. From the proposed public roof garden, visitors would experience panoramic views of the surrounding Exposition Park and USC campus, Downtown Los Angeles, and surrounding mountains.

The LMNA would be a focal point and civic gathering space for Exposition Park, providing public programs for the community and interactive landscape elements. The design proposes a network of proximal open spaces with public open space at the ground level comprised of contoured landscaped areas connected by a series of meandering pedestrian walkways that would share visual and functional connections with the Natural History Museum to the northeast, Exposition Park to the east, the Los Angeles Memorial Coliseum to the east, and Jesse Brewer Jr. park to the north.

It is anticipated that the LMNA will attract approximately 1.2 million annual visitors. In addition, the typical daily hours of operation of LMNA would be from 10 A.M. to 7 P.M. with additional special events in the evening from time to time. Special events would be conducted in accordance with a lease with the State of California that would include a requirement for limiting and scheduling LMNA special events to avoid conflicts with other uses in Exposition Park.

(1) LMNA Design Concept and Landscaping

As shown in the Conceptual Renderings provided in Figure 3 and Figure 4 on pages 10 and 11, the LMNA is proposed to undulate like a cloud; the design of the museum building is intended to float over a park landscape with a variety of public spaces facilitating natural social interaction, recreation, and public events. The exterior building surface would be smooth and organic, and intended to complement the surrounding neighborhoods and landscape.

Movement through the galleries is intended to be directed by a path that loops around the “floating cloud,” continuing through a variety of exhibition spaces. Within the gallery cloud, selected views to the surrounding park landscapes would become highlights. The roof landscape is designed as a topographical floating park, with paths and terraces meandering through the greenery and shading trees. The floating landscape blends into the urban scenery of Los Angeles and the views reach from the Hollywood Hills to the skyline of downtown.

As shown in the Conceptual Landscape Plan provided in Figure 5 on page 13, landscaping surrounding the LMNA is intended to provide a park setting that would be integrated with Jesse Brewer Jr. Park to the north and Exposition Park to the east.

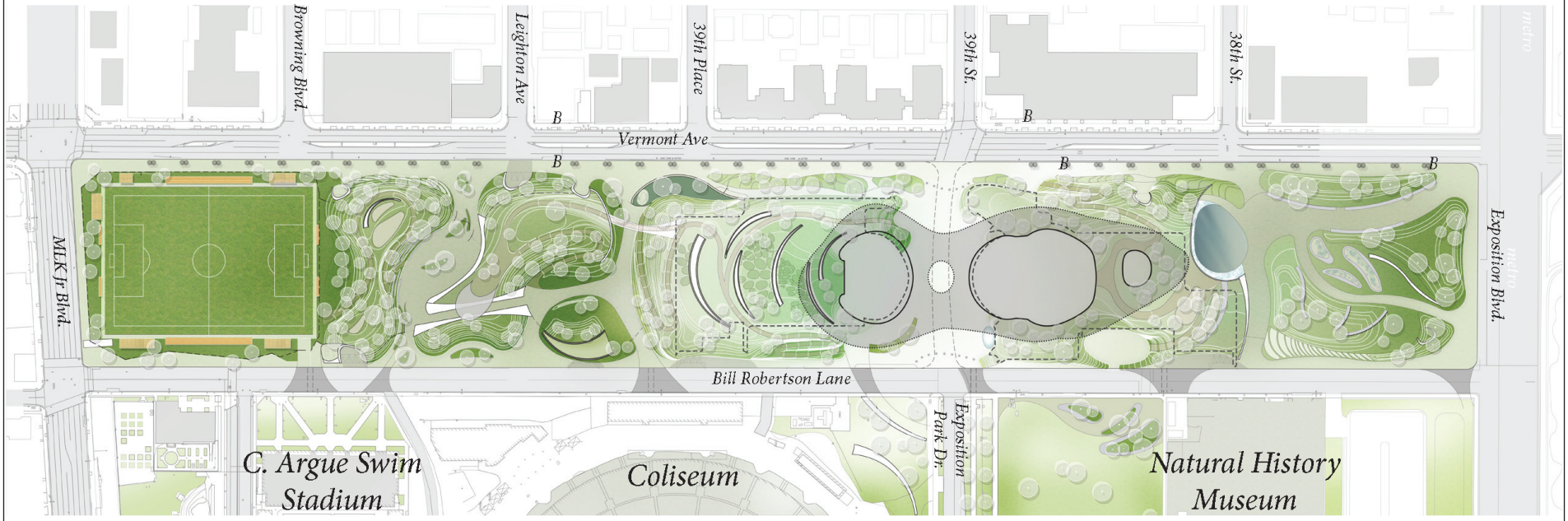

Figure 5
Conceptual Landscape Plan

Source: mad architects, 2017.

Landscaping would include undulating planted slopes that meld with the building and create a varied topography. Pathways and gathering spaces would be integrated into the landscape. Native and drought-tolerant landscaping and unique spaces would be integrated throughout.

(2) Parking and Access

The two-level Museum Parking Garage located beneath the LMNA would provide a total of up to approximately 1,025 parking spaces, including 600 spaces to satisfy LMNA's parking needs and the remainder for the use of the Natural History Museum located on the east side of Bill Robertson Lane. Two full-access driveways would be provided to Bill Robertson Lane—one north and one south of 39th Street. Service access would also be from Bill Robertson Lane. The three-level Replacement Parking Garage located to the south of the LMNA would provide a total of up to approximately 1,400 spaces. It also would provide two full-access driveways to Bill Robertson lane along with a full-access driveway to Vermont Avenue at Leighton Avenue. A new traffic signal would be installed at Leighton Avenue as part of the Modified Project. In total, the Modified Project would provide up to approximately 2,425 parking spaces, for a net increase of up to approximately 734 parking spaces when compared with the existing 1,691 spaces that are located within the Modified Project Site. The approximately up to 2,425 parking spaces would replace the existing parking spaces that would be displaced and would also provide parking for LMNA. In addition, while the net increase of 734 parking spaces would exceed the 599 code-required spaces for the LMNA by 135 spaces, the existing parking count of 1,691 does not account for the existing intermittent use of the soccer field for temporary parking that would be eliminated by the Modified Project. Under the Modified Project there would be no parking on the relocated soccer field as this would adversely impact its upgraded surface. Thus, the additional 135 permanent parking spaces would also serve to offset the loss of temporary parking spaces that would no longer be available within the soccer field.

As mentioned above, the Modified Project also includes the vacation and closure of 39th Street between Vermont Avenue and Bill Robertson Lane. Following vacation, 39th Street would continue to provide public access between Vermont Avenue and Bill Robertson Lane during major events at Exposition Park, but would generally be closed to public traffic.

(3) Lighting and Signage

Modified Project lighting would include architectural lighting for the LMNA building, and exterior lights adjacent to the building and along pathways for aesthetic, security and wayfinding purposes. Further, all exterior and interior lighting would meet high energy-

efficiency requirements utilizing light-emitting diode (LED) or efficient lighting technology. All light sources would be shielded and/or directed toward areas to be illuminated thereby minimizing spill-over onto nearby sensitive areas. In addition, new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and thus would maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would be consistent with the signage requirements of the Coliseum and Soccer Stadium Sign District, Ordinance No. 184290 (the Sign District). Proposed signage would be designed to be unobtrusive so as not to detract from the character of the new building. Proposed signage would include identification signage and pedestrian and vehicular way-finding and informational signage. Such signage would include lighted pole-mounted, building-mounted, and freestanding signs, as well as lighted kiosks with maps.

(4) Sustainability Features

The Modified Project will be designed and constructed to incorporate environmentally sustainable design features as required by California Green Building Code (CALGreen) and the Los Angeles Green Building Code (LAGBC). In addition, the Modified Project has been designed to implement features that are equivalent to the Leadership in Energy Efficiency and Design (LEED) Gold standards set forth by the U.S. Green Building Council (USGBC). Design features that are anticipated to be implemented by the Modified Project include:

Location and Transportation

- Close proximity to an abundance of public transit options; in particular, the Project would provide a direct and convenient pedestrian pathway within Jesse Brewer Jr. Park that would connect the Metro Station on Exposition Boulevard to the LMNA;
- Bicycle parking; and
- Electric vehicle charging station infrastructure provided in the parking garage in accordance with LAMC requirements.

Sustainable Sites

- Construction activity pollution prevention;
- Stormwater pollution prevention;

- Light pollution reduction in outdoor lighting; and
- New parkland replaces existing asphalt parking lots, reducing the heat island effect.

Water Efficiency

- Water-efficient landscaping for reduction in outdoor water usage;
- Weather or soil moisture-based automatic irrigation system controllers for landscaping;
- Water conserving plumbing fixtures and fittings that reduce indoor water use by at least 20 percent;
- Gray/Rainwater/Condensate recycled water that would be treated and harnessed; and
- Permanent water metering.

Building Design

- Minimum of 15 percent of roof area to have photovoltaic panels installed;
- Implementation of a landscape water feature to provide passive cooling; and
- Incorporation of a high-performance façade that will minimize heat gain/loss.

(5) Modified Project Construction

Construction of the LMNA is expected to occur over an approximate 42-month period of continuous construction activities, beginning in January 2018 with an anticipated completion date in 2021. It is estimated that the proposed improvements would require approximately 101,210 cubic yards of import and approximately 605,747 cubic yards of export. While a portion of this export would likely be utilized as fill material at other construction sites that are more proximate to the Modified Project Site, this Fourth Addendum conservatively assumes that all export would be transported to a more distant landfill. Proposed construction activities would occur in accordance with a Construction Management Plan. Construction on the replacement soccer field would start before construction of the Replacement Parking Garage, although there may be some overlap of construction.

(6) Discretionary Actions

The following discretionary actions are proposed to implement the Modified Project:

- A General Plan amendment to Mobility Plan 2035, an element of the General Plan, to change the street designation of the portion of 39th Street located between Vermont Avenue and Bill Robertson Lane within the Coliseum District Specific Plan as shown on the Citywide General Plan Circulation System Maps and the South Los Angeles Community Plan Circulation Map from a Collector Street to a Local Street;

- Specific Plan Amendment to the Coliseum District Specific Plan that would contain regulations for the development and operation of LMNA that include permitted uses, height, floor area, required parking, open space, and the sale and consumption of alcohol within the museum's restaurant and special event spaces;

- Possible Development Agreement;

- Project Permit Compliance Review for Project compliance with the Specific Plan; and

- Vesting Tentative Tract Map for the merger and resubdivision of the site to create two ground lots and for commercial condominium purposes and to vacate 39th Street between Vermont Avenue and Bill Robertson Lane and a 20-foot-wide public right-of-way, and Haul Route approval.

IV. Comparative Analysis of Modified Project Impacts

A. Aesthetics/Visual Resources

(1) Visual Character and Views

As discussed in the Certified EIR and addenda, the Approved Project would renovate the Coliseum interior and would maintain its same interior shape. In addition, the historically significant fabric of the Coliseum would remain intact. Furthermore, the primary visual alteration to the site visible from the surrounding areas would be the removal of the concession stands, restrooms and other facilities currently randomly lining the yard level of the site. As a result, improved lines of site to the historic Coliseum would be available. Overall, aesthetic and view impacts would be less than significant.

(a) Construction

Similar to the Approved Project, during construction activities for the Modified Project, the visual appearance of portions of the Modified Project Site would be altered due to the removal of surface parking areas, relocation of the soccer field, and development of the LMNA building. Related construction activities including site preparation and grading and the staging of construction equipment and materials would also alter the visual character of the site. However, the perimeter of the Modified Project Site would be screened, which would limit views of construction activities from off-site areas. Given the temporary nature of construction activities and the use of screening to limit views of construction activities, short-term construction activities would not substantially and adversely alter or degrade the existing visual character of the Project Site. Therefore, as with the Approved Project, construction of the Modified Project would not result in any significant impacts with respect to construction-related visual character and view impacts.

(b) Operation

As described above in Section III, Project Description, the Modified Project Site is developed with surface parking lots that include approximately 1,691 parking spaces, a City-operated soccer field to the south, and Jesse Brewer Jr. Park to the north. Aesthetic resources within the Modified Project Site are limited to Jesse Brewer Jr. Park and trees located within the site and along the adjacent streets. Aesthetic resources in the vicinity include the open space areas in Exposition Park and historic features and buildings including the Coliseum, the Natural History Museum, the Los Angeles Swimming Stadium and Exposition Clubhouse, the Exposition Park Rose Garden, North and South Coliseum Drives/Christmas lane and the California Aerospace Museum.

The Modified Project includes a new museum building, subterranean parking, a relocated soccer field, and improvements to Jesse Brewer Jr. Park and the open space area within Exposition Park located to the east of Bill Robertson Lane and south of the Natural History Museum. The LMNA building would comprise approximately 299,717 square feet of floor area and would include five-levels above grade rising to a maximum height of 115 feet. A two-level parking structure would be located beneath the LMNA and a separate three-level subterranean parking structure would be located to the south of the LMNA.

As shown in the Conceptual Renderings provided in Figure 3 and Figure 4 on pages 10 and 11, the LMNA building would be elevated at the fourth and fifth levels and would arch over 39th Street with the intent of creating a floating canopy with public park space below. At the ground level, the museum building would be split into two wings. The fifth level would feature a continuous public roof garden along the museum's perimeter with trees, seating areas, and terraces.

Proposed to undulate like a cloud, the design of the museum building is intended to float over a park landscape with a variety of public spaces facilitating natural social interaction, recreation, and public events. The exterior building surface would be smooth and organic, and intended to complement the surrounding neighborhoods and landscape. A proposed four-story escalator would ascend from the transparent glass museum lobby located on the ground floor beginning a path through the museum's sculptural space.

As shown in the Conceptual Renderings, while several existing trees would be removed to provide for the proposed improvements, the large surface parking areas would be replaced with an expansive park setting that would surround the LMNA and would be integrated with Jesse Brewer Jr. Park to the north and Exposition Park to the east. Landscaping would include undulating planted slopes that meld with the new building and create a varied topography. Pathways and gathering spaces would be integrated into the landscape. Native and drought-tolerant landscaping and unique spaces would be integrated throughout with extensive landscaped setbacks along all sides of the museum building. Thus, implementation of the proposed improvements would not result in significant impacts associated with removal of on-site aesthetic resources. Rather, the new building and extensive landscape improvements would result in an improvement of the aesthetic character of the site when compared with the existing setting that is dominated by surface parking.

The new museum building would be taller than the two to four-story structures located to the west of Vermont Avenue, north of Exposition Boulevard, and south of Martin Luther King Jr. Boulevard in the immediate vicinity. The LMNA building would also be taller than the existing structures to the east across Bill Robertson Lane, the closest of which are the two-story Natural History Museum and the Coliseum, which has an exterior wall that measures approximately 75 feet height (from ground level) and a press box that measures approximately 101 feet in height. However, as discussed above, the LMNA building would be setback from adjacent streets and integrated with a new topographically diverse and unique landscape setting. In addition, Jesse Brewer Jr. Park, the relocated soccer field, and the existing landscaped buffer along Vermont Avenue would separate and visually buffer the new building from other existing buildings along Exposition Boulevard, Marin Luther King Jr. Boulevard and Vermont Avenue. Furthermore, the landscape setting would connect with the Jesse Brewer Jr. Park to the north and Exposition Park to the west, thereby expanding the park setting within the vicinity. In addition, while the contemporary architecture of the LMNA building would vary from several other nearby buildings in the vicinity, the buildings in the vicinity already exhibit a wide range of architectural styles. Overall, the new building and landscape setting would be compatible with surrounding development. Thus, as with the Approved Project, the Modified Project would not result in significant impacts associated with aesthetic compatibility. Refer to Subsection IV.C,

Cultural Resources, below regarding the Modified Project's less than significant impacts associated with compatibility with historic resources.

Given the developed nature of the Project vicinity and the relatively flat topography, view resources are generally limited to elements in the vicinity and include landscaping and historic resources. As discussed above, the Modified Project would expand the park setting of Exposition Park and would also include improvements to Jesse Brewer Jr. Park and the open space area within Exposition Park to the west. Thus, while certain trees would be removed, views of landscape elements would be improved when compared with existing conditions. With regard to views of historic resources, views of the historical resources within Exposition Park are visible from Martin Luther King Boulevard, and Exposition Boulevard. Given the location and orientation of the LMNA building (see Figure 1 on page 5), views of the nearby historic buildings (e.g., the Coliseum, Swimming Stadium and Natural History Museum) would continue to be visible from Martin Luther King Jr. Boulevard and Exposition Boulevard. In addition, while the new LMNA building would be located between Vermont Boulevard and the Coliseum and Natural History Museum, views of these historic structures from Vermont Avenue are already partially blocked by the existing rows of trees that line Vermont Avenue. Furthermore, as discussed in detail in IV.C, Cultural Resources, below, the main entrance to the Coliseum faces Figueroa Street, and the approach to the building from the east is its primary view. In addition, the portion of the Natural History Museum that faces west, toward the LMNA, is utilitarian in function and contains no fenestration or architectural features. Finally, the LMNA building is far enough from the Los Angeles Swimming Stadium and Exposition Clubhouse buildings such that it would not obstruct their view from any angle. Thus, as with the Approved Project, the Modified Project would not result in significant impacts associated with views.

Overall, aesthetics and views impacts under the Modified Project would be less than significant and within the envelope of impacts set forth in Certified EIR.

(2) Light and Glare

With regard to light and glare, no changes were proposed under the Approved Project that would introduce substantial lighting within the area. In addition, all illuminated signs under the Approved Project would have internal or focused lighting and would be designed or located in order to address direct light on adjacent uses. Thus, potential light and glare impacts under the Approved Project were concluded to be less than significant.

(a) Construction

Construction lighting would be limited to short durations during the winter season and would be temporary. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, the perimeter of the Project Site would be screened and would limit views of construction activities. Therefore, uses which are not adjacent to the Project Site would not be anticipated to be substantially affected by construction light or daytime glare. As such, like the Approved Project, construction of the Modified Project would not result in any new significant impacts with respect to construction-related lighting.

(b) Operation

Modified Project lighting would include architectural lighting for the LMNA building, and exterior lights adjacent to the building and along pathways for aesthetic, security and wayfinding purposes. All exterior and interior lighting would meet high energy-efficiency requirements utilizing light-emitting diode (LED) or efficient lighting technology. In addition, all light sources would be shielded and/or directed toward areas to be illuminated, thereby minimizing spill-over onto nearby sensitive areas. Furthermore, In accordance with Chapter 9, Article 3, Div. 1, Sec. 93.0117(b) of the LAMC, no exterior light would cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units. In addition, new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and thus would maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. With regard to the relocated soccer field, the new lighting would be directed towards the field and would comply with more recent energy efficiency requirements set forth by Title 24 of the California Code of Regulations as well as the LAMC requirement described above that limits light levels and glare to no more than 2 foot-candles at sensitive residential uses.

Proposed signage would include identification signage and pedestrian and vehicular way-finding and informational signage. Such signage would include lighted pole-mounted, building-mounted, and freestanding signs, as well as lighted kiosks with maps. In accordance with Chapter 1, Article 4.4, Sec. 14.4.4 E of the LAMC, no sign would be arranged and illuminated in such a manner as to produce a light intensity greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially-zoned property.

With regard to glare, glare is typically caused by direct light sources or direct reflections of light sources. Direct reflection is typically off of highly polished surfaces such as glass, mirror, bright silver paint and even water surfaces. The skin material of the LMNA building would be comprised of a honed or matte finish. Thus, even though the color proposed would be off white, the surface texture would produce a diffuse reflection. As such, the façade would not result in significant glare impacts.

Based on the above, light and glare impacts under the Modified Project would be less than significant and within the envelope of impacts set forth in Certified EIR.

(3) Shading

As discussed above, the LMNA building would extend to up to 115 feet in height. The closest off-site shadow-sensitive use to the Modified Project Site is the open space area within Exposition Park to the east. The maximum shadows that would be generated by the LMNA building would occur during the winter and would be oriented to the north. As shown in the shadow diagrams included in Appendix A, given the location of the shadow-sensitive uses to the east of the site, the Modified Project would not shade the Exposition Park open space area for more than three hours during the winter or four hours during any of the remaining seasons. As such, as with the Approved Project, the Modified Project's potential shading impacts would be less than significant.

B. Air Quality and Greenhouse Gas Emissions

(1) Air Quality

(a) Construction

As discussed in the Certified EIR and addenda, construction-related air emissions under the Approved Project would be generated through activities including demolition, grading, construction worker travel, delivery and hauling of materials, fuel combustion from on-site vehicles, and the application of architectural coating. Construction emissions were conducted assuming an approximately 30- to 36-month construction schedule. Approximately 600,000 cubic yards of earth and approximately 40,000 to 50,000 cubic yards of building material/debris were estimated to be excavated and removed from the site during construction. These construction activities under the Approved Project would exceed the SCAQMD's significance threshold criteria for NO_X, CO, and $PM_{10,}$ while significance thresholds for ROG (equivalent to VOC) and SO_X pollutants would not be exceeded. With the implementation of mitigation measures identified in the Certified EIR and addenda, construction-related emissions would remain significant and unavoidable for NO_X and CO emissions, and PM_{10} emissions would be reduced to less than significant levels. ROG and SO_2 emissions would remain less than significant.

As with the Approved Project, construction of the Modified Project would generate construction-related air emissions through activities such as demolition, grading, construction worker travel, delivery and hauling of materials, fuel combustion from on-site vehicles, and the application of architectural coating. Under the Modified Project, construction is expected to occur over 42-month duration. In addition, it is estimated that the proposed improvements would require approximately 101,210 cubic yards of import and approximately 605,747 cubic yards of export. As shown in Table 1 on page 24, the Modified Project would not exceed any of the current SCAQMD regional and localized construction significance thresholds with incorporation of the Mitigation Measure 9, which requires that off-road diesel-powered equipment used on-site for an aggregate of 40 or more hours during any portion of the construction activities shall meet Tier 4 standards.

This analysis conservatively assumed a round trip import/export haul distance of 38 miles to Puente Hills Landfill, located at 2800 Workman Mill Road, in Whittier, CA. This is equivalent to a total daily import/export haul vehicle miles travelled (VMT) of 9,120 miles. Closer locations may be determined feasible (e.g., other projects requiring fill material) as construction begins, which could reduce overall VMT and impacts, but were not relied upon for purposes of this analysis. As pollutant emissions from haul trucks are directly proportional to VMT, the Modified Project may be able to increase the daily number of truck trips if a closer location is determined feasible, thereby limiting the daily VMT to less than 9,120 miles.

In the event that construction activities associated with the Modified Project would overlap with construction activities analyzed in the Second Addendum, the combined emissions would exceed the SCAQMD regional NO_X significance threshold, as disclosed in the Certified EIR and Second Addendum. For all other pollutants combined construction air quality impacts would remain below regional SCAQMD significance thresholds (i.e., VOC, CO, PM_{10}, and $PM_{2.5}$) and localized SCAQMD significance thresholds (i.e., NO_X, CO, PM_{10}, and $PM_{2.5}$). Furthermore, the combined impacts of the Modified Project and the Coliseum improvements would be substantially less than the impacts disclosed in the Certified EIR. As shown in Table 1, regional NO_X emissions under the Modified Project and Coliseum improvements represent approximately a 66 percent reduction in emissions in comparison to emissions set forth in the Certified EIR. This reduction is primarily a function of cleaner equipment being introduced into the off-road equipment fleet mix that were not contemplated under the Certified EIR. In addition, the Modified Project would comply with Mitigation Measure 9, which requires that off-road diesel-powered equipment used on-site for an aggregate of 40 or more hours during any portion of the construction activities shall meet Tier 4 standards. Tier 4 standards result in an approximate 80 percent reduction in NO_X emissions in comparison to the CalEEMod default off-road equipment mix.

Table 1
Unmitigated Estimate of Regional Modified Project Construction Emissions[a]

Construction Year	Pollutant Emissions (pounds per day)					
	VOC[b]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Emissions						
2018	10	99	158	<1	15	4
2019	5	39	84	<1	8	2
2020	18	37	80	<1	8	2
2021	7	62	78	<1	8	2
Maximum Construction Emissions	18	99	158	1	15	4
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over/(Under)	(57)	(1)	(392)	(150)	(135)	(51)
Exceed Threshold?	No	No	No	No	No	No
Comparison of Combined Modified Project and Coliseum Improvements to the Approved Project in the Certified EIR						
Combined Emissions	29	207	228	<1	12	7
Approved Project Emissions	57	638	349	6	214	214
Percent Decrease	(66%)	(68%)	(35%)	(94%)	(88%)	(95%)
Localized Emissions						
2018	----	10	62	----	7	1
2019	----	13	3	----	<1	<1
2020	----	13	3	----	<1	<1
2021	----	13	2	----	<1	<1
Maximum Daily Localized Emissions	----	13	62	----	7	1
SCAQMD LST[c]	----	95	1,861	----	16	8
Over/(Under)	----	(82)	(1799)	----	(9)	(7)
Exceed Threshold?	----	No	No	----	No	No

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Attachment A (CalEEMod Output) of this document.*

[b] *Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

[c] *Maximum active construction activities would conservatively occur on approximately 5 acres at a distance of approximately 25 meters from sensitive land uses (the shortest distance available for LSTs). Potential localized construction impacts were evaluated using SCAQMD's LSTs for SRA 1.*

Source: Eyestone Environmental, 2017.

Overall, under the Modified Project the significant and unavoidable regional NO_X, CO and PM_{10} impact disclosed in the Certified EIR would be less than significant. In addition, the construction-related air quality mitigation measures set forth in the Certified EIR and addenda would continue to be implemented with the Modified Project. Similar to the Approved Project, construction-related impacts regarding toxic emissions and objectionable odors would be less than significant. Overall, construction impacts under the Modified Project would be less than those set forth in the Certified EIR and addenda.

(b) Operation

The severity of potential air quality impacts under the Approved Project were directly proportional to the level of attendance and resulting numbers of vehicles attracted to the Coliseum vicinity. Under the Approved Project, the maximum seating capacity of 92,500 seats was reduced to approximately 78,000 seats. However, the number of events within the Coliseum would increase. As discussed in the Certified EIR and First Addendum, when compared with a non-event day, regional air pollutant emissions during an event day with maximum seating capacity would exceed SCAQMD thresholds for ROG, NO_X, CO, and PM_{10} emissions while the threshold for SO_X emissions would not be exceeded. Thus, significant regional air quality impacts would occur. The Approved Project would result in less than significant localized CO impacts at potentially impacted intersections.

The Modified Project would not increase number of events at the Coliseum, and would not change the seating capacity or anticipated attendance levels from the Approved Project. However, the LMNA would generate additional trips within the vicinity.

Operational emissions were calculated for the Modified Project and are included in Table 2 on page 26. As shown therein, the Modified Project would result in regional operational emissions that are below SCAQMD regional operational daily significance thresholds.

As with the Approved Project, the Modified Project would also result in less than significant localized CO impacts at potentially impacted intersections. None of the intersections analyzed in the Traffic Study for the Modified Project meet the SCAQMD criteria for requiring a local CO hotspot analysis.[1] Overall, operational impacts would be within the envelope of impact set forth in Certified EIR and addenda.

[1] *The SCAQMD recommends an evaluation of potential localized CO impacts when a project causes the level of service (LOS) at a study intersection to worsen from C to D, or if the project increases the volume-to-capacity (V/C) ratio at any intersection rated D or worse by 2 percent or more.*

Table 2
Project Regional Operational Emissions—Buildout (2021)[a]

Emission Source	Pollutant Emissions (pounds per day)					
	VOC[b]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Emissions						
Area	7	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	1	1	<1	<1	<1
Mobile	3	13	32	<1	9	2
Total Proposed Uses Emissions	10	14	33	<1	9	2
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	(45)	(41)	(327)	(149)	(141)	(53)
Exceed Threshold?	No	No	No	No	No	No
Localized Emissions						
Area	----	<1	<1	----	<1	<1
Energy (Natural Gas)	----	1	1	----	<1	<1
Maximum Daily Localized Emissions	----	1	1	----	<1	<1
SCAQMD LST[c]	----	95	1,861	----	16	8
Over/(Under)	----	(94)	(1,860)	----	(16)	(8)
Exceed Threshold?	----	No	No	----	No	No

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Attachment A (CalEEMod Output) of this document.*

[b] *Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

[c] *Maximum active operational activities would conservatively occur on approximately 5 acres at a distance of approximately 25 meters from sensitive land uses (the shortest distance available for LSTs). Potential localized operational impacts were evaluated using SCAQMD's LSTs for SRA 1.*

Source: Eyestone Environmental, 2017.

(c) Mitigation Measures

The mitigation measures that were included in the Certified EIR and addenda would continue to be implemented as part of the Modified Project. In addition, as shown in underline below, Mitigation Measure 9 has been added to the construction mitigation measures as shown in underline below.[2]

[2] *CEQA Guidelines Section 15164 allows for some necessary changes and/or additions to the Certified EIR as long as the conditions that require the preparation of a Subsequent EIR described in Section*

(Footnote continued on next page)

Construction Phase

1. Haul trucks shall be staged on-site in the vacant parking areas within Exposition Park. Haul truck staging plan shall be subject to review by the City of Los Angeles Department of Building and Safety and the Department of Transportation. Trucks shall be called to the site by radio dispatch.

2. Diesel-powered equipment shall be located as far away as possible from sensitive land uses and areas. Specifically, diesel compressors, pumps and other stationary machinery shall be located to the extent feasible on the south side of the Coliseum or within the interior of the Coliseum to avoid air pollution impacts on passive recreational spaces in Exposition Park (such as the area north of the Coliseum and south of the museum complex). **[Note that the second sentence of this Mitigation Measure is not applicable to the Modified Project]**

3. Grading activities shall be restricted on exceedingly windy days (winds in excess of 25 mph) when fugitive dust emissions are likely to be carried off-site. All truck loads of export debris shall be covered or shall provide at least 2 feet of freeboard.

4. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.

5. Contractors shall cover any stockpiles of soil, sand and similar materials.

6. Equipment engines shall be maintained in proper tune.

7. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.

8. Contractors shall discontinue construction activities during second-stage smog alerts.

9. Off-road diesel-powered equipment used on-site for an aggregate of 40 or more hours during any portion of the construction activities shall meet Tier 4 standards.

15162 and 15163 have not occurred. Changes to the mitigation measures included in the Certified EIR and addenda are permitted.

Operational Phase Mitigation

1. To reduce the traffic-related air quality impact on the affected intersections, the Proposed Project shall implement the required traffic management measures described in ~~Section IV.C.6 of the EIR (Traffic, Parking, and Access)~~ the Traffic Study.

2. The Proposed Project applicant shall comply with all requirements of the South Coast Air Quality Management District's Regulation 15, which attempts to reduce employee vehicle trips through the implementation of various transportation management strategies.

(2) Greenhouse Gas Emissions

Since the certification of the Certified EIR, numerous regulatory changes have occurred that are pertinent to the study of greenhouse gas (GHG) impacts under CEQA. In the context of these changes, the following analysis is provided.

(a) Significance Thresholds for the Modified Project

Subsequent to certification of the Certified EIR, the CEQA Guidelines were amended to add Section 15064.4, which is intended to assist lead agencies in determining the significance of the impacts of GHGs. This section recommends that lead agencies quantify GHG emissions of projects. In addition to quantification, this section recommends consideration of several other factors that may be used in the determination of significance (i.e., the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions. A lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[3] (see CEQA Guidelines Section 15130(f)).

[3] *See generally, Section 15130(f); see also Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.*

Although GHG emissions can be quantified, CARB, SCAQMD and the City of Los Angeles, have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Modified Project.[4]

The CEQA Guidelines were also amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact less than significant. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[5] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[6] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[7] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with adopted programs and/or other regulatory schemes to reduce GHG emissions.[8]

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[4] *The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2, accessed December 20, 2016. While the Working Group proposed a draft GHG threshold, the SCAQMD never adopted it.*

[5] *14 CCR § 15064(h)(3).*

[6] *14 CCR § 15064(h)(3).*

[7] *14 CCR § 15064(h)(3).*

[8] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO2e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/*

(Footnote continued on next page)

In the absence of any adopted numeric threshold, the significance of the Modified Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Modified Project complies with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted plan to reduce GHG emissions is the Southern California Associations of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. The 2016–2040 RTP/SCS is considered a "vision" plan, and even though it is not mandatory, by meeting or exceeding its standards, the Modified Project would not result in a significant environmental impact. This analysis also considers consistency with regulations or requirements adopted by the Assembly Bill (AB) 32 Climate Change Scoping Plan, and the City of Los Angeles Green Building Ordinance.

(b) Modified Project Impacts

(i) Project Emissions

As noted above, the AB 32 Climate Change Scoping Plan, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance are all applicable to the Modified Project. These plans and policies are intended to reduce GHG emissions in order to meet the targets of AB 32. In order to demonstrate the efficacy of these measures required under these applicable GHG reduction plans and policies, and thereby demonstrating consistency with AB 32, this analysis compares the Modified Project's GHG emissions to the emissions that would be generated by the Modified Project in the absence of any GHG emission reduction measures. This methodology is used to analyze consistency with the applicable GHG reduction plans and policies and demonstrate the efficacy of the measures contained therein, but it is not a threshold of significance.

Similar to the Second Addendum, the Modified Project would not increase number of events at the Coliseum, and would not change the seating capacity or anticipated attendance levels from the Approved Project. While the LMNA would generate an increase in trips, the Modified Project would take advantage of current transit services now available

ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

at the Site (i.e., the Exposition Line Light Rail transit line was planned, but not yet operational, at the time the Certified EIR was prepared).

GHG emissions associated with the Modified Project were calculated using CalEEMod, the model recommended by the SCAQMD for calculating emissions from land use projects. Model results are provided in Appendix B of this Addendum.

As summarized and shown in Table 3 on page 32, the Modified Project would result in a total of approximately 4,406 metric tons of carbon dioxide equivalent ($MTCO_2e$), representing an approximate 54-percent reduction associated with implementation of Project Features. This demonstrates the efficacy of the GHG reduction programs and measures applicable to the Modified Project. This decrease is due to the increase in use of transit services available at the Site (e.g., Exposition Line Light Rail transit line), as well as compliance with CalGreen 2016, and LEED Gold equivalency.

(ii) Consistency with Applicable Plans and Policies for Reducing GHG Emissions

As described above, compliance with a GHG emissions reduction plan renders a less-than-significant impact. The following section describes the extent the Modified Project complies with or exceeds the performance-based standards included in the regulations outlined in the *Climate Change Scoping Plan*, the Regional Transportation Plan/Sustainable Communities Strategy, and the Los Angeles Green Building Ordinance. As shown herein, the Modified Project would be consistent with the applicable GHG reduction plans and policies.

AB 32 Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (Assembly Bill 32). In 2008, CARB approved a Climate Change Scoping Plan as required by AB 32.[9] The Climate Change Scoping Plan proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."[10] The Climate Change Scoping Plan h[as a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such

[9] *Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.*

[10] *Climate Change Scoping Plan, CARB, December 2008.*

Table 3
Event Day GHG Emissions Summary
(metric tons of carbon dioxide equivalent)

Scope	Modified Project Prior to Implementation of Project Features	Modified Project with Implementation of Project Features[a]	Modified Project's Percent Reduction with Implementation of Project Features
Area	<1	<1	0%
Energy	2,886	2,296	-20%
Mobile	6,437	1,619	-75%
Waste	69	69	-0%
Water	122	97	-20%
Construction	324	324	0%
Total	**9,514**	**4,406**	**-54%**

Source: Eyestone Environmental, 2017. Calculation worksheets are included in Appendix B of this Addendum.

as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce project-related GHG emissions.

As shown in Table 3, the Modified Project would result in 4,406 $MTCO_2e$ annually. The breakdown of emissions by source category shows approximately less than 1 percent from area sources; 52 percent from energy consumption; 37 percent from mobile sources; 2 percent from solid waste generation; 2 percent from water supply, treatment, and distribution; and 7 percent from construction activities. Provided in Table 4 on page 33 is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Modified Project's design features comply with or exceed the reduction actions/strategies outlined in the *Climate Change Scoping Plan*.

SCAG's Sustainable Communities Strategy

As described in Table 4, SB 375 requires the Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. The 2016–2040 RTP/SCS is the region's transportation and sustainability investment strategy for protecting and enhancing the region's quality of life and economic prosperity through this period. The 2016–2040 RTP/SCS implementation is expected to result in regional benefits to mobility, economy, health and sustainability. The 2016–2040 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per

Table 4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
Area (Less than 1 percent of Modified Project inventory)		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**Consistent.** The Modified Project would not include wood burning devices.
Energy (52 percent of Modified Project inventory)		
California Renewables Portfolio Standard (RPS) program: Senate Bill 2X modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.	Los Angeles Department of Water and Power (LADWP)	**Consistent.** LADWP's commitment to achieve 35 percent renewables by 2020 would exceed the requirement under the RPS program of 33 percent renewables by 2020. In 2016, LADWP indicated that 21 percent of its electricity came from renewable resources in Year 2015.[a] As LADWP would provide electricity service to the site, the Modified Project would use electricity that is produced consistent with this performance based standard. Electricity GHG emissions provided in Table 3 on page 32 assume that LADWP will receive at least 33 percent of their electricity from renewable sources by the year 2020. In addition, the Modified Project would include a minimum of 15 percent of roof area to have photovoltaic panels installed.
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030 and also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[b]	State Energy Resources Conservation and Development Commission and LADWP	**Consistent.** LADWP would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. As LADWP would provide electricity service to the site, the Modified Project by 2030 would use electricity consistent with the requirements of SB 350. Project buildout would occur in Year 2021 and, therefore, the estimated GHG emissions from electricity usage provided above conservatively do not include implementation of SB 350 with a compliance date of 2030. Electricity GHG emissions presented in Table 3 on page 32 would be further reduced by 17 percent by Year 2030 as the electricity provided to the site would meet the requirements under SB 350. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
		CCR, Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, heating ventilation and air-conditioning (HVAC) systems and insulation. The Modified Project would support this action/strategy because it includes compliance with specific requirements of the Los Angeles Green Code (consistency with this regulation is discussed below). In addition, the Modified Project would include a minimum of 15 percent of roof area to have photovoltaic panels installed.
Senate Bill 1368 (SB 1368): GHG Emissions Standard for Baseload Generation prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and LADWP	**Not Applicable.** LADWP would meet the requirements of SB 1368. As LADWP would provide electricity service to the site, the Modified Project would use electricity that meets the requirements under SB 1368.
California Code of Regulations (CCR), Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.	State and CEC	**Consistent.** The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California. The Modified Project would include new appliances and lighting that comply with this energy efficiency standard.
CCR, Title 24, Building Standards Code: The 2013 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development,	State and CEC	**Consistent.** Consistent with regulatory requirements, the Modified Project shall comply with applicable provisions of the 2016 Los Angeles Green Code that in turn requires compliance with mandatory standards included in the California Green Building Standards. The 2016 Title 24 standards are 5 percent better for nonresidential construction in comparison to the 2013 standards.[c] The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under Business-as-Usual in the *Climate Action Scoping Plan*. The standards required builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Thus, the Modified Project

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.		has incorporated energy efficiency standards that are more effective than the measures identified in the *Climate Action Scoping Plan* to reduce GHG emissions.
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the Untitled States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/ Manufacturers	**Consistent.** EISA would serve to reduce the use of incandescent light bulbs for the Modified Project and, thus, reduce energy usage associated with lighting. Electricity GHG emissions provided in Table 3 on page 32 conservatively account for a 25-percent reduction in lighting electricity consumption with implementation of this regulation.
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.[d]	State/ Manufacturers	**Consistent.** As with the EISA, discussed above, the Modified Project would meet the requirements under AB 1109 because it incorporates energy efficient lighting and electricity consumption that complies with local and state green building programs.
Cap-and-Trade Program: The program establishes an overall limit on GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, and cement production). Facilities subject to the cap are able to trade permits to emit GHGs within the overall limit.		**Consistent.** As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. Therefore, GHG emissions associated with the Modified Project's electricity usage per year presented in Table 3 on page 32 would be covered by the Cap-and-Trade Program and would be consistent with AB and the Climate Change Scoping Plan.

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
Mobile (37 percent of Modified Project inventory)		
Assembly Bill 1493 (AB 1493) "Pavley Standards": AB 1493 requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California's Advanced Clean Cars program (discussed below).	State, CARB	**Consistent.** The Pavley regulations reduced GHG emissions from California passenger vehicles by about 22 percent in 2012 and are expected to reduce GHG emissions by about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular travel by the Modified Project would benefit from this regulation because vehicle trips associated with the Modified Project would be affected by AB 1493. Mobile source emissions generated by the Modified Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions provided in Table 3 on page 32 were calculated using CalEEMod which includes implementation of AB 1493 into mobile source emission factors.
Executive Order S-01-07: The Low Carbon Fuel Standard (LCFS) requires a 10-percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).[e,f]	State, CARB	**Consistent.** GHG emissions related to vehicular travel by the Modified Project would benefit from this regulation because fuel used by Modified Project-related vehicles would be compliant with LCFS. Mobile source GHG emissions provided in Table 3 on page 32 were calculated using CalEEMod, which includes implementation of the LCFS into mobile source emission factors.
Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.	State, CARB	**Not applicable.** Although this is not applicable to the Modified Project since it is a statewide program, standards under the Advanced Clean Cars Program will apply to all passenger and light duty trucks used by visitors, employees, and deliveries to the Modified Project. GHG emissions related to vehicular travel by the Modified Project would benefit from this regulation and mobile source emissions generated by the Modified Project would be reduced with implementation of standards under the Advanced Clean Cars Program consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions provided in Table 3 on page 32, conservatively do not include this additional 34-percent reduction in

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
		mobile source emissions as the CalEEMod model does not yet account for this regulation. The Modified Project would further support this regulation since the project applicant will provide at least 20 percent of the total code-required parking spaces for the LMNA to be capable of supporting future electric vehicle supply equipment (EVSE) and will provide at least 5 percent of the total code-required parking spaces with EV charging stations.
Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB Regional, SCAG	**Consistent.** SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Modified Project represents an infill development within an existing urbanized area that would concentrate new institutional uses within a HQTA. Therefore, the Modified Project would be consistent with SCAG's 2016–2040 RTP/SCS as it is located within a HQTA. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions by 2035 and 21-percent decrease in per capita GHG emissions by 2040. As project-related transportation emissions are reduced by approximately 75 percent (see Table 3 on page 32), therefore the Modified Project would be consistent with SB 375 and the 2016–2040 RTP/SCS.
Solid Waste (Two percent of Modified Project inventory)		
California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California Integrated Waste Management Act of 1989 requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.[9]	State	**Consistent.** GHG emissions related to solid waste generation from the Modified Project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Modified Project-related GHG emissions from solid waste generation provided in Table 3 on page 32 includes a 50-percent reduction in solid waste generation source emissions per goals of the City of Los Angeles. The project applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. In addition, the Modified Project would provide recycling

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.[h]		bins at appropriate locations to promote recycling of paper, metal, glass and other recyclable material.
Water (Two percent of Modified Project inventory)		
CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.	State	**Consistent.** The Modified Project shall comply with applicable provisions of the 2016 Los Angeles Green Code, which in turn requires compliance with mandatory standards included in the California Green Building Standards (20-percent overall water use reduction).
Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This in an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	State	**Consistent.** As discussed above under Title 24, the Modified Project would meet this performance based standard.
Construction (Seven percent of Modified Project inventory)		
CARB In-Use Off-Road Regulation: CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	**Consistent.** The project applicant would use construction contractors that would comply with this regulation, and all off-road diesel-powered equipment used on-site for an aggregate of 40 or more hours during any portion of the construction activities will meet Tier 4 standards
CARB In-Use On-Road Regulation: CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus	CARB	**Consistent.** The project applicant would use construction contractors that would comply with this regulation.

Table 4 (Continued)
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Modified Project Consistency Analysis
Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.		

[a] *California Energy Commission, Utility Annual Power Content Labels for 2015, www.energy.ca.gov/pcl/labels/.*
[b] *Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, Ch. 547.*
[c] *CEC, Adoption Hearing, 2016 Building Energy Efficiency Standards.*
[d] *2007b. Assembly Bill 1109 (2007–2008 Reg. Session) Stats. 2007, Ch. 534.*
[e] *CARB, Initial Statement of Reason for Proposed Regulation for The Management of High Global Warming Potential Refrigerant for Stationary Sources, October 23, 2009.*
[f] *Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.*
[g] *Cal. Pub. Res. Code § 41780(a).*
[h] *Cal. Pub. Res. Code § 41780.01(a).*
Source: Eyestone Environmental, 2017.

capita transportation emissions of 9 percent by 2020 and 16 percent by 2035.[11] Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.[12] The 2016–2040 RTP/SCS would result in an estimated 8-percent decrease in per capita GHG emissions by 2020, 18-percent decrease in per capita GHG emissions by 2035, and 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The 2016–2040 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[13] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas.[14] Specifically, the Site is located within a High-Quality Transit Area as designated by the 2016–2040 RTP/SCS.[15] The Site location provides convenient pedestrian access to several stops on the Exposition Line Light Rail Line, including the Expo Park/USC Station (0.2 mile from the Site) and the Expo/Vermont Station (0.09 mile from the Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.5 mile from the Site). The Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Site. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2016–2040 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. As shown in Table 3 on page 32, the Modified

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[11] *CARB, Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB 375, Resolution 10-31.*

[12] *SCAG, Final 2016–2040, RTP/SCS, April 2016, p. 153.*

[13] *SCAG, Final 2016–2040, RTP/SCS, April 2016, p. 114.*

[14] *In accordance with SB 743, the City of Los Angeles promotes housing and employment growth through Zoning Initiative 2542, which defines Transit Priority Areas and provides that aesthetic and parking impacts for certain project types on infill sites in such Transit Priority Areas will not be determined to be significant.*

[15] *SCAG, Final 2016–2040, RTP/SCS, April 2016, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, p. 136.*

Project results in a VMT and GHG reduction from mobile sources of approximately 75 percent in comparison to a standard project as estimated by CalEEMod, and would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS. This reduction is attributable to the Modified Project characteristics as being an infill project near transit that supports multi-modal transportation options. Overall, the Modified Project would be consistent with the 2016–2040 RTP/SCS, which is a relevant regional plan adopted for the purpose of reducing GHG emissions.

Los Angeles Green Building Ordinance

Consistent with regulatory requirements, the Modified Project shall comply with applicable provisions of the 2016 Los Angeles Green Code that in turn requires compliance with mandatory standards included in the California Green Building Standards. The 2016 Title 24 standards are 5 percent better for nonresidential construction in comparison to the 2013 standards.[16] The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under Business-as-Usual in the *Climate Action Scoping Plan*. The standards require builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Thus, the Modified Project has incorporated energy efficiency standards that comply with the Los Angeles Green Building Ordinance.

(iii) Conclusion

Given the Modified Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, as was the case with the Approved Project. Furthermore, the Modified Project would comply with plans, programs, and regulations that reduce GHG emissions. Therefore, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to GHG emissions, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR and addenda.

[16] *CEC, Adoption Hearing, 2016 Building Energy Efficiency Standards.*

C. Cultural Resources

(1) Historical Resources

As discussed in the Certified EIR and addenda, there are numerous historical resources within the vicinity, including the Los Angeles Memorial Coliseum, the Natural History Museum, and the Exposition Park Historic District. The Project as initially proposed in the Certified EIR included the removal of some of the existing Coliseum seating. Removal of the seating was determined to be a significant impact. However, as discussed in detail in the Second and Third Addenda, the design of the Project was subsequently modified to include a single new seating tower substantially smaller than the two towers originally proposed. In addition, the design was modified to retain the existing shape of the playing field and retain the two existing tunnels and stairs that were previously proposed to be closed off. Overall, most of the alterations of the Coliseum under the Approved Project would preserve and enhance the historic character-defining features of the Coliseum. Therefore, as set forth in the Second and Third Addenda, under the Approved Project, the Los Angeles Memorial Coliseum would retain sufficient physical integrity to convey its historic significance and retain its eligibility for listing as a National Historic Landmark. In addition, no other historic resources in the vicinity would be impacted directly or indirectly. Thus, potential impacts to historic resources would be less than significant under the Approved Project.

A detailed analysis of the Modified Project's potential impacts associated with historic resources was completed as part of the *Lucas Museum of Narrative Art Historical Resources Technical Report* (Historic Report), prepared by Architectural Resources Group (March 2017) and included as Appendix C of this document. A summary of the findings of the Historic Report is provided below.

(a) Background and Existing Conditions

The Modified Project site was historically developed with single-family dwellings, horse barns, multi-family residences, and commercial/industrial buildings. However, all of the buildings and structures once present at this location have been removed, and the site has served as surface parking for Exposition Park since the early 1950s. The most recent modifications within the site include the introduction of Jesse Brewer Jr. Park in 1998 and the introduction of a soccer field (Soboroff Field) in 2009. The Modified Project Site also includes numerous trees. However, none of the trees are historic or part of a historic district.

The Modified Project Site has never been formally part of Exposition Park, which historically had a western boundary of Menlo Avenue, today known as Bill Robertson Lane. Given the absence of historic buildings and structures and the lack of historical association

with Exposition Park, the Modified Project Site is not eligible for listing in the National Register, the California Register, or as a Los Angeles Historic-Cultural Monument.

Historic resources adjacent to the proposed LMNA include the Coliseum to the east across Bill Robertson Lane, and the Natural History Museum to the northeast, also across Bill Robertson Lane. The Coliseum is designated as a National Historic Landmark, as State Historical Landmark #960, and was listed in the National Register of Historic Places in 1984. In addition, the Natural History Museum is listed in the National Register. The LMNA is also adjacent to the Exposition Park Historic District, which is roughly bounded by Exposition Boulevard, Figueroa Street, Bill Robertson Lane, and Martin Luther King Jr. Boulevard. Other nearby historical resources in the Project vicinity include: North and South Coliseum Drives with Christmas Tree Lane (determined eligible for the National Register); the Exposition Park Rose Garden (listed in the National Register); the Exposition Clubhouse (determined eligible for the National Register and designated City of Los Angeles Historic-Cultural Monument No. 127); the Los Angeles Swimming Stadium (now the LA84 Foundation/John C. Argue Swim Stadium; determined eligible for the National Register and listed in the California Register); and the California Aerospace Museum (now the Air and Space Gallery; listed in the California Register).

(b) Modified Project Impacts

As discussed above, there are no historical resources within the area proposed for development of the LMNA and associated improvements. As such, the Historic Report concluded that the Modified Project would not directly impact any historical resources.

The Historic Report also provides a detailed analysis of the potential for the Modified Project to result in construction that reduces the integrity or significance of the important resources in the vicinity. A summary of the analysis is provided below:

- Los Angeles Memorial Coliseum—The southernmost portion of the LMNA building, which would be approximately 115 feet tall at its highest point, would be approximately 250 feet from the northwest corner of the Coliseum. The main entrance to the Coliseum faces Figueroa Street, and the approach to the building from the east is its primary view. The Coliseum's elaborate peristyle entrance continues to be its iconic public façade, and the allée formed by the trees along North and South Coliseum Drives (now Exposition Park Lane) and Christmas Tree Lane accentuate this view from the east. The Coliseum is also visible from Martin Luther King Jr. Blvd., to the south, and from Bill Robertson Lane, to the west, although these views are secondary to the view from Figueroa Street. The Coliseum is approximately 500 feet from Vermont Avenue at its closest point, and although it is intermittently visible from Vermont Avenue, the view is largely obscured by vegetation and fencing from most angles.

As the Modified Project Site originally contained single- and multi-family residential buildings (most of which were razed in the early 1950s to make way for surface parking), the Coliseum would not have been visible from Vermont Avenue during its historical period. Therefore, the view from the west was never a significant view of the Coliseum. Furthermore, the Coliseum has never had any significant association with the proposed site of the LMNA. Historically, the Coliseum was situated at the far western edge of Exposition Park, which culminated at Menlo Avenue (now Bill Robertson Lane), and the LMNA site remained residential in character until the 1950s. Thus, the land to the west of the Coliseum, including the site of the proposed LMNA, has never had any association with the Coliseum aside from providing surface parking for visitors in the present day. In addition, construction of the LMNA and associated improvements would not change the setting of the Coliseum in such a way that its overall integrity will be diminished. Although the Modified Project would introduce a large new building to the west of the Coliseum, the site elements with which the Coliseum has direct, historical association are to the east of the building, and these would remain unchanged. Therefore, the Modified Project would not have the potential to reduce the integrity or significance of the Coliseum.

- Natural History Museum—The Natural History Museum is located to the east of the proposed LMNA, across Bill Robertson Lane. The northern portion of the LMNA building, which would be approximately 115 feet tall at its highest point, would be approximately 250 feet from the southwest corner of the Natural History Museum. The National Register designation for the Natural History Museum focuses on the 1913 portion of the building, which has been expanded significantly with additions constructed in 1925, 1930, 1960, and 1974. The building has not been reevaluated for individual eligibility against local, state, or national criteria since the time of its designation. The portion of the building nearest to the proposed LMNA was constructed in 1960 and altered in 1974. The 1913 building is separated from the LMNA by these substantial additions. Even if the building as a whole were significant, including all of its additions dating to the 1970s, its significance and integrity would still not be reduced by the proposed LMNA. The Natural History Museum building has a long, axial footprint running east-west. The primary entrance is currently located on the south side of the building, facing an expansive lawn. Significant views of the building include the view north toward the main entrance from the south lawn, the view west toward the 1913 rotunda building from the Rose Garden, and the view south of the building from Exposition Boulevard. The portion of the building that faces west, toward the LMNA, is utilitarian in function and contains no fenestration or architectural features. There is no significant view of the Natural History Museum that would be blocked by the proposed LMNA; currently, the building is barely visible from Vermont Avenue.

  Furthermore, the Natural History Museum has never had any significant association with LMNA. Historically, the Natural History Museum was situated at

the far western edge of Exposition Park, which culminated at Menlo Avenue (today's Bill Robertson Lane), and the LMNA site remained residential in character until the 1950s. Any notable landscape features to the west of the 1913 Natural History Museum were removed with the construction of its additions in the 1920s, '30s, '60s and '70s. Construction of the LMNA would not change the setting of the Natural History Museum in such a way that its overall integrity is diminished; its integrity of setting has already been compromised. Therefore, the proposed LMNA does not have the potential to reduce the integrity or significance of the Natural History Museum.

- Exposition Park Historic District—The LMNA site has no historical association with the Exposition Park Historic District. The proposed LMNA would not reduce the integrity of any of the historic district's component parts, nor would it change any of the spatial relationships between them. The LMNA building would be located directly west of the historic district. At its highest point, the new building would be approximately 115 feet tall. The district's contributing buildings do not represent a single unified architectural style; rather, they exhibit a wide range of styles including Beaux Arts, Moderne, and Spanish Colonial Revival. There are several non-contributing buildings within the historic district boundary that are contemporary in style, including Frank Gehry's California Aerospace Museum (1982-1984). Therefore, Exposition Park is already a campus of both historic and contemporary institutional architecture without a common visual theme. The addition of a contemporary building outside of the district would not have an impact on the district in terms of the compatibility of and relationships between its component parts.

  With the exception of the Coliseum, which includes an exterior wall that measures approximately 75 feet height (from ground level) and a press box that measures approximately 101 feet in height, most of the contributing buildings in the historic district are two stories tall. The new LMNA building would exceed all of these buildings in height. However, as stated above, significant views of the historic district or its contributors would not be blocked by the LMNA building. Furthermore, the visual character of the proposed LMNA site has changed significantly since the period of significance of the adjacent historic district (identified as 1910-1932). Although the Modified Project introduce a new building adjacent to the Exposition Park Historic District, because the setting at this location has already changed and because there is no significant impact on the contributors to the historic district, there would be no further reduction in integrity or significance of the historic district.

- Los Angeles Swimming Stadium and Exposition Clubhouse—The northwestern edge of the Swimming Stadium would be approximately 900 feet from the southernmost edge of the LMNA. A new subterranean parking structure would be constructed directly to the west of the Swimming Stadium and northwest of the Clubhouse, across Bill Robertson Lane. The Los Angeles Swimming Stadium and Exposition Clubhouse are visible from Bill Robertson Lane and

Martin Luther King Jr. Blvd. The LMNA building is far enough from these two buildings such that it would not obstruct their view from any angle. Therefore, the proposed LMNA building does not have the potential to reduce the integrity or significance of the Los Angeles Swimming Stadium or Exposition Clubhouse.

- Exposition Park Rose Garden, North and South Coliseum Drives with Christmas Tree Lane, and California Aerospace Museum—The Exposition Park Rose Garden, North and South Coliseum Drives with Christmas Tree Lane, and California Aerospace Museum are all located in the eastern portion of Exposition Park. The closest of these to the LMNA improvements is the Rose Garden, which is approximately 930 feet from the northeastern-most edge of the LMNA. In all cases, there are large buildings and structures between these important resources and the LMNA improvements. Furthermore, there is no historical association between any of these buildings and the Modified Project site. Therefore, the Modified Project does not have the potential to reduce the integrity or significance of the Exposition Park Rose Garden, North and South Coliseum Drives with Christmas Tree Lane, or California Aerospace Museum.

Based on the above, the Modified Project would not result in significant impacts to the Coliseum or any other historic resources located within the vicinity. Thus, potential impacts to historic resources would be less than significant under the Modified Project and within the envelope of impacts set forth in the Certified EIR and addenda.

(2) Archaeological and Paleontological Resources

Potential impacts to archaeological and paleontological resources were not assessed in detail in the Certified EIR. However, as set forth in the Addenda, potential impacts associated with paleontological resources would be less than significant with implementation of mitigation measures, and potential impacts associated with archaeological resources would be less than significant.

Significant impacts to archaeological resources could occur if a project were to cause a substantial adverse change in the significance of an archaeological resource. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Significant impacts to paleontological resources could occur if a project were to directly or indirectly destroy a unique paleontological resource. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil

record represents the primary source of information on ancient life forms, since the majority of prehistoric species are extinct.

The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance and excavation in the past. Any archaeological and/or paleontological resources that may have existed near the surface of the Project Site are likely to have been disturbed and/or previously removed. However, excavation activities would be necessary under the Modified Project. As such, while unlikely, the potential exists for previously undiscovered archeological and/or paleontological resources to be encountered during construction of the Modified Project.

As is the case with the Approved Project, if an archaeological resource is discovered during Modified Project construction activities, work in the area would cease and deposits would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. Any discovery of human remains would be treated in accordance with Section 5097.98 of the PRC and Section 7050.5 of the Health and Safety Code. Therefore, through compliance with existing regulations, impacts with respect to archaeological resources would be less than significant under the Modified Project.

If a paleontological resource is discovered during construction of the Modified Project, Mitigation Measure 4, below, would be implemented to reflect best management practices to ensure that potential impacts would be less than significant.

Based on the above, the Modified Project would not result in any significant impacts with respect to archaeological and paleontological resources.

(3) Mitigation Measures

Mitigation Measures 1 through 4 below were included in the Certified EIR and addenda to reduce the Approved Project's impacts related to historic and paleontological resources. Mitigation Measures 1 through 3 will be implemented as part of the improvements to the Coliseum and are not applicable to the Modified Project. Mitigation Measure 4 would continue to be implemented during construction of the Modified Project.

1. Recordation. Demolition of any historic fabric shall be documented in a report consistent with Historic American Buildings Survey (HABS) standards. The report shall document the significance and physical condition of the historic resources proposed for demolition, both historic and current, photographs, written data, and text. The documentation shall include:

a. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form.

b. A site plan on 8" x 11" paper showing the location of the buildings should be included. This site plan shall include a photo-key.

c. A sketch floor plan on 8" x 11" paper shall accompany each architectural data form.

d. Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces.

e. Field photographs (35 mm) based on HABS guidelines. Views as detailed in large format photographs.

f. The report shall include copies or prints of any available original plans and historic photographs.

g. Archivally stable reproductions of any available significant historic construction drawings and photographs.

h. Archival copies of the documentation shall be submitted to the Los Angeles Memorial Coliseum Commission. **[Mitigation Measure not applicable to the Modified Project.]**

2. In accordance with Standard 7 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, the surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning materials that will damage the historic building materials shall not be undertaken. **[Mitigation Measure not applicable to the Modified Project.]**

3. The Project shall be constructed in substantial conformance with the Conceptual Historic Fabric Retention Plan provided in Appendix C of the Second Addendum. **[Mitigation Measure not applicable to the Modified Project.]**

4. A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into any older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting 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. Monitoring shall consist of visually inspecting fresh

exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

D. Geology/Seismic Hazards

The Certified EIR and addenda provided an analysis of impacts related to geology and seismic hazards such as fault rupture, ground shaking, landsliding, and liquefaction based on various geotechnical investigations. The analyses determined that the surface soils within the foundation area of the Approved Project were not expansive, collapsible, or compressible. Thus, impacts associated with geology and soil stability were determined to be less than significant. Due to the depth of the groundwater and relatively high density of the soils underlying the site, the potential for liquefaction was considered remote. In addition, the Project Site is not located near any known mapped active, potentially active or inactive faults and potential impacts from groundshaking would be addressed through compliance with regulatory requirements including Los Angeles Building Code. Overall, the analysis concluded that with compliance with regulatory requirements and proposed mitigation measures impacts associated with geology and seismic hazards would be less than significant.

The following summary of potential impacts under the Modified Project is based, in part, on the *Preliminary Geotechnical Assessment*, *Proposed Lucas Museum of Narrative Art*, dated October 27, 2016, the *Supplemental Liquefaction Hazard Information,* dated October 31, 2017, and the *Update of Preliminary Geotechnical Assessment, Proposed Lucas Museum of Narrative Art*, dated February 10, 2017. These reports, which

collectively are referred to hereafter as the Geotechnical Reports, have all been prepared by Geotechnologies, Inc. and are included in Appendix D of this Addendum.

The Modified Project would result in development within the same general vicinity as that of the Approved Project. Thus, due to the relatively flat nature of the site, no unique geologic formations would be modified and landsliding associated with significant slopes would not occur. The soils underlying the site generally consist of alluvial soils. Alluvial soils are typically medium dense to very dense, or stiff, and well consolidated, with expansion characteristics that range from very low to moderate. It is anticipated that some amount of existing fill materials overlies the native alluvium, and such fill materials are expected to be completely removed during excavation, exposing dense alluvial soils at the subgrade.

As was the case with the Approved Project, while there are known active or potentially active faults that underlie the site, the site is not located within an Alquist-Priolo Fault Zone. Thus, the potential for surface ground rupture is considered low. Groundwater was not encountered during exploration conducted to a maximum depth of 70 feet below ground surface. In addition, according to the Geotechnical Reports, the historic-high groundwater level for the site was 40 feet below ground surface. Therefore, as with the Approved Project, the liquefaction analysis for the Modified Project determined that the potential for liquefaction at the site is considered low. Similarly, the potential for subsidence on the site would continue to be low due to the depth of the groundwater table and since there are no withdrawals of oil resources or groundwater occurring on or in the vicinity of the site, as noted in the Certified EIR. Based on the Geotechnical Reports, it is anticipated that the soils underlying the site consist of alluvial soils that are comprised of a mixture of sands and silty sands with varying amounts of gravel and cobbles that are typically medium dense to very dense, or stiff. These soils have very low to moderate expansion characteristics. The existing fill materials would be removed to construct the subterranean parking structures, which would expose dense native alluvial soils. Thus, impacts resulting from soil stability and soil expansion would be less than significant. The Geotechnical Reports also concluded that the potential for dynamic settlement at the site continues to be negligible. With regard to seismic hazards, overall, the Geotechnical Reports concluded that compliance with current regulatory requirements would reduce potential impacts associated with ground shaking and associated seismic hazards to less than significant levels. The Modified Project would also continue to implement the mitigation measures regarding geology and seismic hazards that are set forth in the Certified EIR and included below. Thus, as with the Approved Project, with implementation of regulatory requirements and mitigation measures, impacts associated with geology and seismic hazards would be less than significant under the Modified Project.

(1) Mitigation Measures

Mitigation Measures 1 through 13, below, were included in the Certified EIR and addenda to reduce Approved Project impacts related to geology and seismic hazards. With the exception of Mitigation Measure 6, which is not applicable to the Modified Project, these mitigation measures would continue to be implemented under the Modified Project to ensure that potential impacts to geology and seismic hazards would be less than significant.

1. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.

2. A comprehensive geotechnical investigation shall be prepared to the satisfaction of the responsible State and/or City reviewing agencies. The investigation shall verify the soil conditions under the proposed structures and derive the pile capacities.

3. All grading activities shall be in compliance with specific recommendations and requirements provided in the geotechnical report prepared for the Proposed Project, subject to review and approval by the appropriate State and/or City responsible agencies.

4. A copy of the foundation report and/or supplements and approval letter shall be attached to the State and/or City office and field sets of plans, with one copy of the foundation report and/or supplements submitted to the State and/or City plan checker prior to the issuance of the permit.

5. During construction, all grading shall be carefully observed, mapped, and tested by the project engineer. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.

6. Artificial fills in the existing 35-foot earth berm shall not be considered suitable for the support of foundations unless excavated, recompacted, and tested to be

in compliance with the applicable State and/or City Grading Codes. **[Mitigation Measure is not applicable to Modified Project.]**[17]

7. The geologist or the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill.

8. Haul route approval for the transport of graded and excavated earth materials and removed building materials to receptor sites and/or local landfills shall be obtained from the City of Los Angeles Department of Building and Safety and/or other responsible City agencies. Haul routes for the transport of such materials shall be established, where possible, through nonresidential areas so as to minimize the effects of noise, and shall maximize, where possible, the distance traveled on major arterials.

9. Discarded building and/or earth materials containing any hazardous materials, primarily asbestos, shall be disposed of in accordance with all applicable local, state, and federal regulations.

10. To the maximum extent feasible, uncontaminated graded materials shall be transported off-site to a receptor site needing imported fill material. Landfills shall only be considered as a last resort disposal option for materials from the site.

11. Prior to the issuance of building permits, if the soils and/or perched groundwater beneath the site are found to be contaminated, the City of Los Angeles Fire Department shall be notified and provided with a summary of all local, state, county, and federally required remediation activities and submit evidence of compliance.

12. Where encountered on the site, perched groundwater or saturated soils should be removed to the extent feasible or necessary.

13. During the construction plan and haul route approval process, the project contractor shall consult with the LAUSD Transportation Branch to address potential impacts upon existing pedestrian and school bus routes. Contractors must guarantee that safe and convenient pedestrian routes to school are maintained. The project contractor shall install appropriate traffic controls (signs and signals) as needed to ensure pedestrian and vehicular safety. The project contractor shall fund crossing guards for safety of students, as needed, during construction activities at impacted crossings.

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[17] *The earth berm is not located on the Modified Project Site. As such, this mitigation measure is not applicable.*

E. Land Use

(1) Land Use Compatibility

As set forth in the Certified EIR and addenda, the Approved Project would modify various aspects of the Coliseum, but would maintain the site's existing character and use as an outdoor sports and multi-purpose stadium. Thus, the use of the Coliseum under the Approved Project would be compatible with the surrounding environment, including the uses within Exposition Park and impacts associated with land use compatibility would be less than significant.

The Modified Project would not alter the Coliseum's existing use as an outdoor sports and multi-purpose stadium. Rather, the Modified Project would develop a new building with approximately 299,717 square feet of new floor area for museum and ancillary uses, including restaurant, theater, retail, classroom, and event spaces. The types of land uses proposed are consistent and compatible with the Approved Project and with other land uses within and around Exposition Park. Specifically, land uses within Exposition Park include museums, event centers, educational facilities and associated office/administration, conference, and concession spaces. The Modified Project Site has been used for a variety of uses, the most recent of which includes surface parking for uses within Exposition Park, a soccer field, and a community park. As discussed above, the soccer field would be relocated within the site and the park would be improved. In addition, new parking would be provided to serve the LMNA and replacement parking spaces would be provided to serve existing uses. In particular, when accounting for the code parking required for the LMNA and the replacement parking, a net increase of up to 135 permanent parking spaces would be available. Thus, as with the Approved Project, the Modified Project would be compatible with surrounding uses, including uses within Exposition Park, and potential impacts would be less than significant.

(2) Consistency with Land Use Plans and Zoning

As discussed in the Certified EIR and addenda, the continued use of the Coliseum as an outdoor sport and multi-purpose stadium would be consistent with the Open Space land use designation of the site set forth by the City of Los Angeles General Plan. In addition, as set forth in the Certified EIR and addenda, the Approved Project would support the land use objectives of the California Museum of Science and Industry Exposition Park Master Plan (Exposition Park Master Plan), the South Los Angeles Community Plan (Community Plan), the City of Los Angeles General Plan Framework (Framework Element), and the Hoover Redevelopment Plan. In particular, the Approved Project would support policies supporting revitalization of Exposition Park and preserving cultural monuments. In addition, the Approved Project would be consistent with the Coliseum District Specific Plan (Specific Plan) and LAMC. Therefore, as discussed in the Certified EIR and First

Addendum, impacts associated with consistency with relevant land use plans would be less than significant.

The Modified Project is also subject to the Exposition Park Master Plan, the Framework Element, the Community Plan, the LAMC, the Specific Plan, as well as the Southern California Association of Governments' (SCAG) recently adopted 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS); SCAG's Compass Growth Vision, adopted in 2004, and SCAG's 2008 Regional Comprehensive Plan (RCP) and Specific Plan.[18] The Modified Project's consistency with these plans and regulations is addressed below.

The Exposition Park Master Plan was prepared in 1992 to guide land use planning for State-owned property and uses within Exposition Park. The Master Plan includes goals and objectives oriented around developing, preserving, and restoring the following areas within Exposition Park: (1) the California Museum of Science and Industry; (2) the Science Museum School; (3) the Science Educational Resource Center; (4) the California African-American Museum; (5) park landscaping and open space areas; (6) parking and circulation facilities; and (7) ancillary infrastructure improvement areas. As detailed in the Section III, Project Description, the Modified Project would develop a new museum building within Exposition Park. Similar to the Approved Project, the Modified Project would support Objective 1 of the Master Plan to reinforce the dual role of Exposition Park as a regional and community resource by developing a one-of-a-kind gathering place to experience art collections, films, and exhibitions. In addition, the Modified Project would include more enhanced landscape and pedestrian improvements as compared to the Approved Project by creating a park landscape around the new building, developing a variety of public spaces, and installing improvements to the Jesse Brewer Jr. Park and Exposition Park, which would support Objective 2 of the Master Plan to enhance the character and landscape features in Exposition Park by increasing the area available for passive and active recreational uses and Objective 3 to provide pedestrian transit linkages. Development of the new LMNA building would also support Objective 3 of the Master Plan to create new employment, recreational, educational, and cultural opportunities. In addition, the Modified Project would not diminish the historical legacy of Exposition Park.

[18] *Most of the Modified Project is located on a site owned by the Sixth District Agricultural Association (State of California) orl the Coliseum Commission. Accordingly, most of the Modified Project, including the museum and its associated parking, is not subject to the requirements of the Exposition/University Park Redevelopment Plan (formerly Hoover Redevelopment Plan).. However, the City owns the now vacated portion of Leighton Drive running through the Modified Project Site. This portion will be developed with a portion of the Replacement Parking Structure, which will be consistent with the Redevelopment Plan's Public Use designation for this City-owned property. Moreover, that portion of the Modified Project will obtain any necessary approvals or clearances from the CRA successor agency prior to building permit issuance.*

Rather, the addition of the new museum would attract more visitors to the area to appreciate the significance of Exposition Park; thereby supporting Objective 4. Finally, the Modified Project would support Objective 5, to establish consistent and compatible design standards for Exposition Park by relocating the parking spaces removed by the Modified Project within two subterranean parking structures and creating additional landscaping and open spaces on-site. Therefore, consistent with the conclusions in the Certified EIR for the Approved Project, the Modified Project would be consistent with the relevant objectives of the Master Plan.

The Land Use Chapter of the Framework Element provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories which are broadly described by ranges of intensity/density, heights, and lists of typical uses. These land use categories do not connote land use entitlements or affect existing zoning for properties in the City and are intended to serve as a guideline for the Community Plans. The Land Use Chapter indicates portions of Martin Luther King Jr. Boulevard and Vermont Avenue near the Modified Project Site are designated as a Mixed Use Boulevard. Mixed Use Boulevards are described as connections between the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. The Modified Project would implement the intent of the Framework Element by maintaining and enhancing pedestrian connections, reinvigorating the community experience within Exposition Park by providing a new cultural facility and improvements to Jesse Brewer Jr. Park, and providing uses that would be compatible in scale with the Coliseum and other nearby uses. In addition, as discussed in Section IV.A, Aesthetics, above, the scale, mass, and height of the proposed LMNA building would be compatible with surrounding uses within and adjacent to Exposition Park. Therefore, the Modified Project would be consistent with the intent of the Framework Element.

The South Los Angeles Community Plan functions as the Land Use Element of the City's General Plan that is applicable to the Modified Project Site. With the exception of the southernmost portion of the Modified Project Site that is designated for Community Commercial and High Medium Residential uses, the Community Plan designates the majority of Modified Project Site and all of Exposition Park as Open Space (OS), and also identifies Exposition Park as a "major opportunity site." The OS designation permits parks, community centers and public serving facilities under the ownership or operation of a public agency. The portions of the Modified Project Site that are designated as Open Space are owned by the Sixth District Agricultural Association, a state agency (also referred to as Expo Park), or the City of Los Angeles. Moreover, the corresponding zones for Community Commercial and High Medium Residential allow the uses under the Modified Project

proposed in those land use designations. The proposed uses under the Modified Project would be consistent with the Open Space, Community Commercial, and High Medium Residential land use designations of the Project Site. The Modified Project would also support the relevant land use objectives and policies of the Community Plan. Specifically, the development of LMNA would provide new employment opportunities and strengthen the economic base of the area consistent with Objective 2-3. The proposed design of the Modified Project would improve the appearance of the Modified Project Site, provide additional landscaping, and preserve the character, scale, and architectural diversity of Exposition Park and the surrounding area consistent with Policies 2-5.1 and 2-5.2. Implementation of the Modified Project would also preserve and enhance existing recreational facilities, park space, and pedestrian connections within Exposition Park, consistent with Policies 4-1.1 and 4-1.2. In addition, the design of the new LMNA building would provide a variety of public spaces consistent with Policy 5-1.2. As with the Approved Project, the Modified Project would preserve the historic character of the Coliseum and the construction of the museum would be complimentary to the Coliseum consistent with Community Plan Objective 1-4 and Policies 1-4.1, and 19-2.1. The LMNA would be located just south of the Metro Expo Line Expo/Vermont Station and is served by numerous bus lines operated by Metro consistent with Policy 13-1.1. Furthermore, the Modified Project would provide a new amenity within Exposition Park consistent with Objective 20-1 and Policies 20-1.1 and 20-1.2.

The Modified Project Site is zoned OS-1XL (Open Space, Extra Limited Height District 1), RD1.5-1 (Restricted Density Multiple Dwelling Zone, and C2-1L (Commercial, Height District IL) under LAMC. In addition, the Modified Project is also located within the boundaries of the Coliseum District Specific Plan. The Specific Plan provides additional land use regulations applicable development of property within the Specific Plan area. As explained in Section 3.B of the Specific Plan, "[w]henever this Specific Plan contains provisions that establish regulations... which are different from, more restrictive or more permissive than what would be allowed pursuant to the provisions contained in the LAMC [Los Angeles Municipal Code], this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances." Therefore, the land use regulations of the Specific Plan supersede those of the LAMC.

The Specific Plan currently permits a variety of uses in the Specific Plan area, including the operation of sports, entertainment and public gathering facilities; the sale of concessions and alcoholic beverages for consumption on-site; the sale of merchandise and other retail uses; offices; restaurants; bars; cafes; outdoor eating areas; museums; special events; telecommunication facilities; facilities for motion picture and television broadcasting; and parking facilities. In accordance with existing Specific Plan requirements, front, side, or rear yards or building setbacks are not be required. The Specific Plan also requires that 850 parking spaces be retained within the Specific Plan

area. In addition, the Coliseum and Soccer Stadium Sign District (Sign District) has been established that regulates signage within the Specific Plan area. The Modified Project proposes an amendment to the Specific Plan to provide applicable development parameters for the Modified Project Site. Specifically, the Specific Plan Amendment would contain regulations for the development and operation of LMNA, including permitted uses, height, floor area, required parking, and the sale and consumption of alcohol within the museum's restaurant and special event spaces. Although the Modified Project is proposing a Specific Plan Amendment, the Modified Project is compatible with the Specific Plan's generally permitted uses. In addition, at least 850 parking spaces would continue to be provided within the Specific Plan Area. In addition, with regard to signage, the Modified Project is not seeking to amend the Sign District. Therefore, all signage would comply with the applicable LAMC requirements.

SCAG's 2016 RTP/SCS, adopted on April 7, 2016, presents a long-term transportation vision through the year 2040 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The mission of the 2016 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians." The 2016 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2016 RTP/SCS. Like the Approved Project, the Modified Project is located in proximity to public transit opportunities (e.g., Expo Light Rail, Harbor Transitway BRT station), thereby minimizing vehicle trips, vehicle miles traveled (VMT), and resulting air pollution. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2016 RTP/SCS. In addition, the Modified Project would include energy conservation, water conservation, and waste reduction features that would exceed the requirements and commitments applicable to the Approved Project. Therefore, the Modified Project would be consistent with the applicable goals and principles set forth in the 2016 RTP/SCS.

As discussed in the Certified EIR, SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Compass Growth Vision is driven by four key principles: (1) Mobility—Getting where we want to go; (2) Livability—Creating positive communities; (3) Prosperity—Long-term health for the region; and (4) Sustainability—Preserving natural surroundings. SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the key principles would best serve the goals of the Compass Growth Vision to improve mobility for all residents, foster livability in all communities, enable

prosperity for all people, and promote sustainability for future generations. Since certification of the Certified EIR, the 2% Strategy Opportunity Areas have been effectively replaced with the High-Quality Transit Areas established in the 2016 RTP/SCS, as discussed above. The Modified Project is located in an area with an abundance of transit opportunities. In addition, the Modified Project would include water and energy conservation features and would also preserve and enhance the surrounding area within Exposition Park. Thus, the Modified Project would also be consistent with the principles set forth in the Compass Growth Vision.

As discussed above, the Modified Project also includes the vacation and closure of 39th Street between Vermont Avenue and Bill Robertson Lane. Following vacation, 39th Street would continue to provide public access between Vermont Avenue and Bill Robertson Lane during major events at Exposition Park, but would generally be closed to public traffic. In order to vacate 39th Street, a general plan amendment to change the street designation of 39th Street between Vermont and Bill Robertson Lane from a Collector Street to a Local Street is required. Also required to implement the Modified Project are Project Permit Compliance Review for Project compliance with the Specific Plan as well as a Vesting Tentative Tract Map for the merger and resubdivision of the site.

Based on the above, the Project would comply with applicable land use plans. In addition, with approval of the Specific Plan Amendment, Project Permit Compliance Review, Vesting Tentative Tract Map, and General Plan Amendment for the vacation of 39th Street, the Modified Project would comply with relevant planning and zoning regulations. Thus, land use impacts under the Modified Project would continue to be less than significant and would be within the envelope of impact set forth for the Approved Project in the Certified EIR and addenda.

F. Noise

(1) Noise and Vibration Background

The Modified Project Site is located in a highly urbanized environment. Primary noise sources in the vicinity include events at the Coliseum, traffic on the adjacent streets (i.e., Vermont Avenue, Exposition Boulevard, Martin Luther King Jr. Boulevard, and the Exposition Metro Light Rail (along Exposition Boulevard). The passive recreational open spaces and outdoor soccer field are also sources of noise.

Noise-sensitive receptors within the vicinity of the Modified Project Site include residential uses located west of Vermont Avenue and south of Martin Luther King Jr. Boulevard. Noise-sensitive uses within Exposition Park also include passive recreational areas, museums, and educational facilities. To establish baseline noise conditions within

the vicinity of the Modified Project Site, existing daytime and nighttime ambient noise levels were measured at seven locations as shown in Figure 6 on page 60. Table 5 on page 61 provides the measured ambient noise levels at the receptor locations. As indicated therein, the daytime ambient noise levels within the Project Site vicinity range from 53.7 dBA L_{eq} at the Theodore T. Alexander Jr. Science Center School (Receptor Location R4) to 75.0 dBA L_{eq} at the residential uses along Martin Luther King Jr. Boulevard (Receptor Location R7). In addition, the nighttime ambient noise levels range from 50.9 dBA L_{eq} at Receptor Location R4 to 74.1 dBA at Receptor Location R7.

With regard to existing groundborne vibration, the typical sources of groundborne vibration in the vicinity of the Project Site include roadway truck traffic and buses. These vehicles typically generate groundborne vibration velocity levels of approximately 63 vibration decibels (VdB), with levels reaching 72 VdB where the vehicles pass over bumps in the road. In addition, the Exposition Metro Light Rail also generates groundborne vibration of approximately 75 VdB at 48 feet from the track centerline.[19]

(2) Construction-Related Noise

As set forth in the Certified EIR and addenda, construction of the Approved Project would result in a relatively short-term and temporary noise impact for nearby sensitive receptors. Sensitive receptors are located within Exposition Park and within 100 feet of the proposed active construction areas. Under the Approved Project, without mitigation, sensitive receptors would experience significant noise levels above 75 dBA that would occur during improvements outside of the Coliseum and during renovations of the stadium. In addition, off-site construction noise would likely result from the ingress and egress of haul trucks used to transport excavated materials. However, with implementation of mitigation measures provided below and compliance with the City of Los Angeles Noise Ordinance, construction-related noise impacts under the Approved Project would be reduced to less than significant levels.

Under the Modified Project, construction activities would be associated with building the new parking structures, the LMNA building, relocation of the soccer field, and landscape and access improvements within Jesse Brewer Jr. Park to the north and the western portion of Exposition Park south of the Natural History Museum. Construction of the LMNA and associated improvements would include the following six phases: (1) demolition; (2) grading; (3) grading/foundation overlap; (4) foundation/building construction overlap; (5) building construction; and (6) site finishing (paving/landscaping). It is anticipated that the types of construction equipment that would be used for

[19] *Los Angeles County Metro, Mid-City/Westside Transit Draft EIS/EIR, April 2001, Table 3.9-14.*

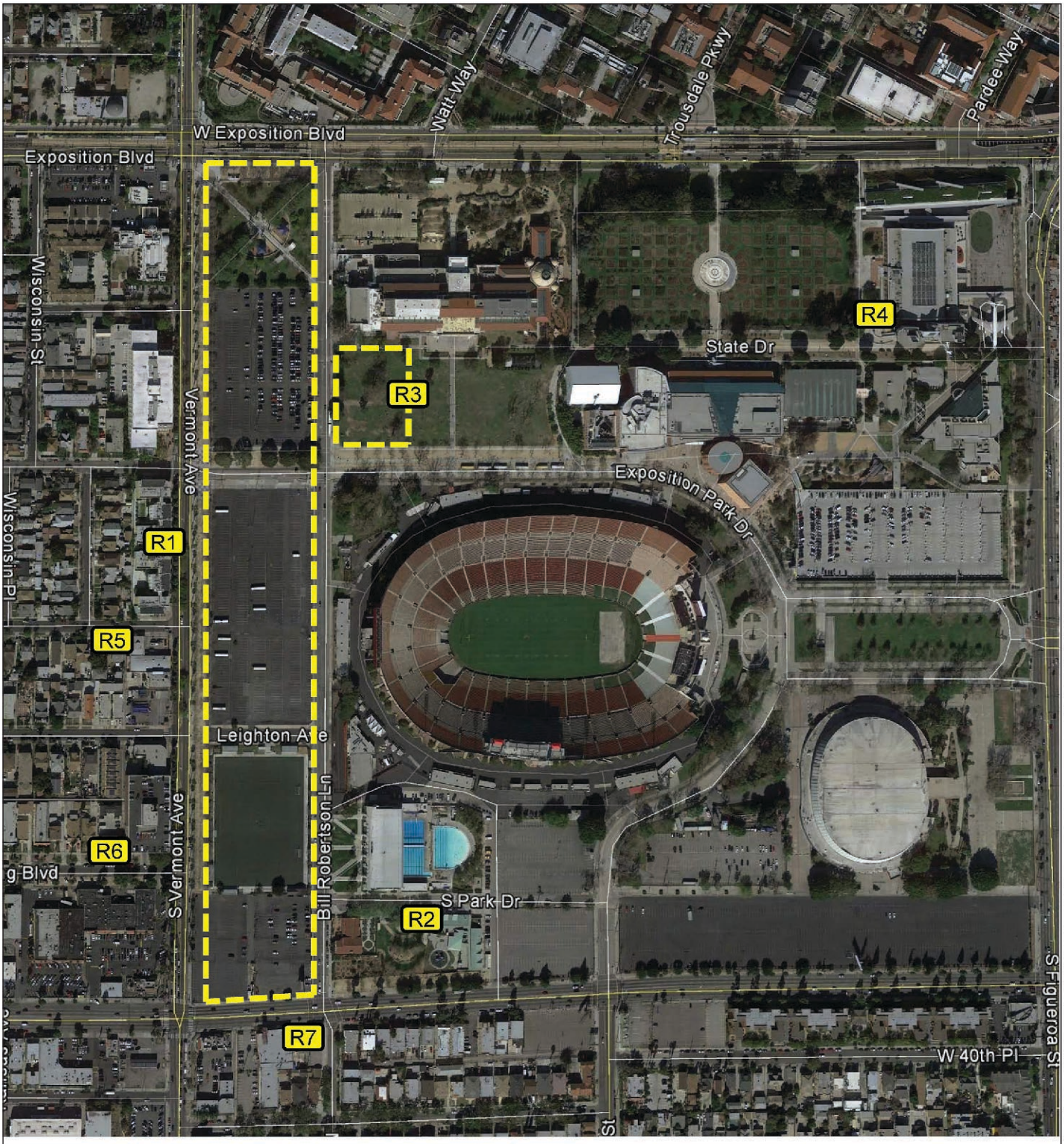

Figure 6
Noise Monitoring Locations

Source: Eyestone Environmental, 2017.

Table 5
Existing Ambient Noise Levels

Receptor Location	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}	
		Daytime	Nighttime
R1	Vermont Senior Housing on the west side of Vermont Avenue, west of the Project Site	68.6	65.6
R2	Ralph M. Parsons Preschool located within the Expo Center, southeast of the Project Site	58.1	51.8
R3	Exposition Park Natural History Museum open space, east of the Project Site	56.0	55.2
R4	Theodore T. Alexander Jr. Science Center School	53.7	50.9
R5	Residential use on 39th Place west of Vermont Avenue, west of the Project Site	62.6	55.3
R6	Residential use on Browning Boulevard west of Vermont Avenue, west of the Project Site	58.3	57.4
R7	Residential use Martin Luther King Jr. Boulevard, south of the Project Site	75.0	74.1

Source: AES, 2017.

construction of the proposed improvements would be similar to those used for the Approved Project. A detailed construction noise model was created and included in Appendix E of this Addendum to calculate the construction-period noise levels at the off-site sensitive receptors, using the construction equipment reference noise levels provided by the Federal Highway Administration (FHWA).[20] The average (hourly L_{eq}) noise level associated with each construction phase is calculated based on the anticipated quantity and type of equipment that would be used during each construction phase. Table 6 on page 62 provides the estimated construction noise levels for various construction phases at the Project Site's off-site noise-sensitive receptors. To represent the maximum construction noise levels at the off-site sensitive receptors, all construction equipment was assumed to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. As indicated in Table 6, the estimated construction-related noise would exceed the significance threshold (existing ambient plus 5 dBA) at all off-site noise-sensitive uses, with the exception of Receptor Location R4. However, with implementation of Mitigation Measures MM 1 through MM 5 below, such impacts would be reduced to less than significant levels.

[20] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 6
Estimated Construction Noise Levels

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels by Phases, dBA L_{eq}						Significance Threshold[a] dBA L_{eq}
		Demolition	Grading	Grading/ Foundation Overlap	Foundation/ Building Construction Overlap	Building Construction	Site Finishes	
R1	125	80.0	77.8	77.8	78.6	80.2	80.5	73.6
R2	375	73.3	60.3	60.3	60.0	53.0	73.9	63.1
R3	250	73.3	71.2	71.2	70.9	73.2	73.9	61.0
R4	1,785	51.9	49.8	49.8	49.5	51.9	52.5	58.7
R5	260	71.4	69.3	69.3	69.0	62.2	72.1	67.6
R6	260	71.4	64.3	64.3	64.0	54.9	72.1	63.3
R7	100	81.1	68.1	68.1	67.9	61.1	70.9	80.0

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

Source: AES, 2017.

With regard to potential construction-related impacts associated with off-site traffic noise, based on the Project's Traffic Study, the maximum number of construction-related truck trips would occur during the grading phase, where there would be a maximum of 550 daily truck trips (275 incoming and 275 leaving).[21] Based on an 8-hour haul day and even distribution of haul trucks, there would be approximately 68 haul truck trips (34 incoming and 34 leaving) per hour. It is anticipated that the haul trucks would travel to and from I-110 via Bill Robertson Lane and Exposition Boulevard. There would also be approximately 40 workers onsite during the grading phase. However, the workers would typically arrive on-site prior to the start of the construction and leave following construction finished. The estimated noise level from construction-related trucks would be approximately 58.9 dBA L_{eq} at Receptor Location R3 facing Bill Robertson Lane, which would be 2.9 dBA above the existing ambient noise level of 56.0 dBA (measured Receptor Location 1). The construction-related truck noise generate noise level of approximately 64.7 dBA L_{eq} along Exposition Boulevard would be consistent with the existing ambient noise level of approximately 68.6 dBA L_{eq} (based on measured ambient noise level at Receptor Location R1).[22] Thus, the estimated noise levels from the construction-related traffic along the anticipated haul routes (Bill Robertson Land and Exposition Boulevard)

[21] *Gibson Transportation Consulting, Inc., "Traffic Impact Study for the Lucas Museum of Narrative Art," March 2017.*

[22] *Ambient noise level along Exposition Boulevard is estimated based on the measured ambient noise level along Vermont Avenue, which has similar traffic volume.*

would be below the significance threshold of 5 dBA L_{eq} above ambient.[23] Therefore, similar to the Approved Project, noise impacts associated with off-site construction under the Modified Project would be less than significant. No mitigation measures are required.

With regard to vibration during construction, under the Modified Project, the closest receptor to on-site construction activities would be Receptor Location R7 south of the Project Site. Based on an approximate distance of 100 feet, the construction-related vibration level at this location would be approximately 69 VdB. This vibration level is less than the FTA's vibration impact threshold of 72 VdB, applicable to residential uses.[24] In addition, the construction trucks would generate a vibration level of up to 70 VdB at the sensitive receptors along the haul route (i.e., the USC residence building on the north side of Exposition Boulevard and the residential building at the northeast corner of Figueroa Street and Exposition Boulevard). Therefore, ground-borne vibration impacts associated with construction would also be less than significant. No mitigation measures are required.

(3) Operational Noise

As discussed in the Certified EIR, the Approved Project would involve the renovation of an existing recreational facility that already creates significant noise impacts, and would not increase the intensity of crowds. Thus, event-related noise impacts associated with the Approved Project would be less than significant. In addition, as set forth in the Certified EIR and addenda, the Approved Project, which includes a reduction in Coliseum attendees on an event day, would not result in new significant traffic event noise impacts.

Provided below is an analysis of potential impacts of the Modified Project associated with use of outdoor open spaces, special events, parking facilities, loading dock areas, mechanical equipment, and the relocated soccer field. As demonstrated by these analyses, like the Approved Project, impacts associated with operation of the Modified Project would be less than significant.

(a) Use of Outdoor Spaces

The Modified Project would include additional landscaped open space areas at the lower outdoor levels below the LMNA building as wells as an expansive roof garden within the upper level of the LMNA building. Noise sources associated with outdoor uses typically include noise from people gathering and conversing. For this analysis, reference noise levels of 65 dBA for a male and 62 dBA for a female speaking in a raised voice were used

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[23] *City of Los Angeles, "L.A. CEQA Thresholds Guide," 2006, Chapter I.1 Construction Noise.*

[24] *FTA, "Transit Noise and Vibration Impact Assessment," May 2006.*

to analyze potential noise impacts from people gathering at the outdoor spaces.[25] In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. For the noise analysis, it was assumed that up to approximately 6,320 people would gather at within the open space areas to the south of the LMNA building and up to approximately 1,270 people would gather within the upper rooftop level. Another potential noise source associated the upper rooftop level of the LMNA would be the use of an outdoor amplified sound system. It was assumed that the amplified program sound system would have a maximum noise level of 80 dBA L_{eq} at a distance of 25 feet from the speaker locations. Table 7 on page 65 presents the estimated noise levels from the Project outdoor spaces. As indicated in Table 7, the estimated noise levels at all off-site receptors would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. As such, noise impacts from use of the outdoor spaces would be less than significant. Mitigation Measure 6 has been included below to ensure that the noise levels at the speaker would not exceed 80 dBA L_{eq} at a distance of 25 feet from the speaker locations.

(b) Special Events

The Project proposes to vacate the portion of 39th Street between Vermont Avenue and Bill Robertson Lane, which would allow for periodic special events within the vacated area. For the noise analysis, it was assumed that up to approximately 2,000 people would gather within this area and that an amplified sound system may be used. It was assumed that the amplified program sound system would have a maximum noise level of 88 dBA L_{eq} at a distance of 25 feet from the speaker locations. As indicated in Table 8 on page 66, the estimated noise levels at all off-site receptors would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. As such, noise impacts associated with the special events at this location would be less than significant. Mitigation Measure 6 has been included below to ensure that the noise levels at the speaker would not exceed 88 dBA L_{eq} at a distance of 25 feet from the speaker locations.

(c) Parking Facility

The Modified Project would include a two-level parking structure, located beneath the LMNA building along with a separate three-level subterranean parking structure located to the south of the LMNA building. Since the parking structure would be fully enclosed, noise associated with the parking structure would be shielded from the off-site sensitive receptors. In addition, any mechanical equipment within the structure would be shielded and would comply with the noise limitation requirements set forth in Section 112.02 of the

[25] *Harris, Cyril M., Handbook of Acoustical Measurements and Noise Control, Third Edition, 1991, Table 16.1.*

Table 7
Noise Levels from Use of Outdoor Spaces

Receptor Location	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from the Outdoor Uses, dBA L_{eq}	Ambient Plus Outdoor Uses Noise Levels, dBA L_{eq}	Significance Threshold,[a] dBA L_{eq}
R1	68.6	53.0	68.7	73.6
R2	58.1	36.7	58.1	63.1
R3	56.0	53.3	57.9	61.0
R4	53.7	36.7	53.8	58.7
R5	62.6	48.7	62.8	67.6
R6	58.3	28.9	58.3	63.3
R7	75.0	42.6	75.0	80.0

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*
Source: AES, 2017.

LAMC. Thus, noise associated with the new parking structure would be less than the noise levels associated with the existing above grade surface parking lot. Therefore, noise impacts associated with the parking facility would be less than significant.

(d) Loading Dock Activities

The Modified Project would include two loading docks and two trash collections areas, located with the northeast and southeast corners of LMNA building. The two loading docks would be located within the ground level of the LMNA building and would be shielded from the off-site residential uses. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compactors could generate noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq}, respectively, at a distance of 50 feet.[26] Table 9 on page 67 presents the estimated noise levels at the off-site receptor locations from operation of the loading dock and trash compactor. As indicated in Table 9, the estimated noise levels from the loading dock and trash compactor at all off-site receptor locations would be below the significance threshold of 5 dBA L_{eq}. Therefore, noise impacts associated with loading dock and trash compactor operations under the Modified Project would be less than significant and no mitigation measures would be required.

[26] *RK Engineering Group, Inc., Wal-Mart/Sam's Club Reference Noise Level Study, 2003.*

Table 8
Noise Levels from Special Events

Receptor Location	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from the Outdoor Uses, dBA L_{eq}	Ambient Plus Outdoor Uses Noise Levels, dBA L_{eq}	Significance Threshold, [a] dBA L_{eq}
R1	68.6	63.3	69.7	73.6
R2	58.1	43.7	58.3	63.1
R3	56.0	58.6	60.5	61.0
R4	53.7	39.3	53.9	58.7
R5	62.6	40.7	62.6	67.6
R6	58.3	28.5	58.3	63.3
R7	75.0	44.0	75.0	80.0

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*
Source: AES, 2017.

(e) Mechanical Equipment

The operation of mechanical equipment such as air conditioners, fans, and related equipment may generate audible noise levels. However, all mechanical equipment would be designed with appropriate noise control devices, such as sound screen/parapet walls, to comply with the noise limitation requirements set forth in Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping and filtering equipment from exceeding the noise level on the premises of other occupied properties by more than 5 dBA. Therefore, operation of new mechanical equipment would not exceed the thresholds of significance identified above. Impacts would be less than significant, and no mitigation measures are required.

(f) Relocated Soccer Field

The proposed Project would relocate the existing soccer field to the southern portion of the site, at the corner of Vermont Avenue and Martin Luther King Jr. Boulevard. Noise levels from the existing soccer field was measured on January 17, 2017, and used to model the noise associated with the new location. Table 10 on page 68 presents the estimated noise levels from the soccer field with the field at the existing and at the future relocated locations. As indicated therein, the estimated noise levels from the soccer field at the future relocated location would be lower than existing noise levels at Receptor Locations R1, R3, R4 and R5. The estimated soccer field noise levels at Receptor Locations R2, R6 and R7 would be somewhat higher with the relocated soccer. However, the estimated noise levels at these receptor locations would be consistent with the existing

Table 9
Noise Levels from Loading Docks and Trash Compactors

Receptor Location	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from the Loading Dock/Trash Compactor, dBA L_{eq}	Ambient Plus Loading Dock/Trash Compactor Noise Levels, dBA L_{eq}	Significance Threshold,[a] dBA L_{eq}
R1	68.6	30.1	68.6	73.6
R2	58.1	21.6	58.1	63.1
R3	56.0	52.7	57.7	61.0
R4	53.7	34.9	53.8	58.7
R5	62.6	26.3	62.6	67.6
R6	58.3	18.2	58.3	63.3
R7	75.0	13.3	75.0	80.0

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*
Source: AES, 2017.

ambient and well below the significance threshold of 5 dBA Leq above ambient noise levels. Therefore, noise associated with the relocation of the soccer field would be less than significant. No mitigation measures are required.

(g) Off-Site Traffic

Twenty one (21) roadway segments were selected to evaluate potential traffic noise impacts associated with the Modified Project. These segments were selected based on proximity to noise-sensitive uses along the roadway segments and potential increases in traffic volumes from the proposed Project. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Project's Transportation Report. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly L_{eq} levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.). The Modified Project is expected to be operational in 2021. Thus, to determine the Project-related noise impacts, the roadway noise levels under "Future (2021) Without Project" conditions were calculated and compared to noise levels that would occur with implementation of "Future (2021) Plus Project" conditions set forth in the Project's Transportation Report.

Table 10
Noise Levels from Soccer Field

Receptor Location	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from the Soccer Field, dBA L_{eq}		Significance Threshold,[a] dBA L_{eq}
		With Field at Existing Location	With Field at Future Location	
R1	68.6	57.0	53.8	73.6
R2	58.1	54.6	62.3	63.1
R3	56.0	51.5	48.8	61.0
R4	53.7	37.5	34.5	58.7
R5	62.6	50.4	44.8	67.6
R6	58.3	55.3	61.3	63.3
R7	75.0	59.3	66.7	80.0

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*
Source: AES, 2017.

The calculated off-site roadway noise levels in the vicinity of the site for the Future (2021) Without Project and Future (2021) Plus Project conditions are provided in the noise calculation worksheets (see Appendix E of this Addendum). The calculated CNEL levels are applicable to receptors with a direct line-of-sight to the roadways and do not account for the presence of any physical sound barriers or intervening structures. Traffic volumes from the Modified Project would result in a maximum noise increase of up to 0.2 dBA (CNEL) for a typical weekday, and up to 0.5 dBA (CNEL) for a typical weekend, along Exposition Boulevard. The noise increase along other analyzed roadway segments would be lower. The increase in traffic noise levels is considered negligible and would be well below the 3-dBA significance threshold (applicable when noise level falls within the normally unacceptable category (70 CNEL or greater at noise-sensitive uses). Therefore, off-site traffic noise impacts associated with the proposed Project would be less than significant. Thus, similar to the Approved Project, noise impacts associated with off-site roadways under the proposed Project would be less than significant. No mitigation measures are required.

(4) Mitigation Measures

The Certified EIR included mitigation measures 1 through 5 below to ensure that potential construction-related impacts would be less than significant. The Modified Project would continue to implement these mitigation measures with changes shown as ~~strikethrough~~ or underline. In addition, Mitigation Measure 6 has been added to ensure

that potential impacts associated with future amplified sound systems would be less than significant.

1. The Applicant shall comply with the construction hours as specified by the City LAMC Noise Ordinance, Chapter IV, Section 41.40, which prohibits construction before 7:00 A.M. or after ~~6:00~~ 9:00 P.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday or any national holiday, and at anytime on Sunday.

2. The Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. Haul trucks shall not be permitted to travel along local residential streets.

3. Adjacent museums and residents shall be given regular notification of major construction activities and their durations. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

4. During construction, the Project contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

5. The perimeter of the Project Site (including the ancillary outbuildings proposed to be demolished) shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction. The noise barrier shall provide a minimum 5 dBA reduction at Receptor Locations R5 and R7, a minimum 8-dBA reduction at Receptor Location R1, a minimum 9-dBA reduction at Receptor Location R6, a minimum 11-dBA reduction at Receptor R2, and a minimum 13-dBA reduction at Receptor Location R3.[27]

6. The outdoor amplified sound systems shall be designed so as not to exceed a maximum noise level of 80 dBA $L_{eq\text{-}1hr}$ at a distance of 25 feet

[27] *Generally, an 8-foot-tall barrier would provide a noise reduction of approximately 5 dBA; a 10-foot-tall barrier would provide a noise reduction of approximately 8 to 9 dBA; a 12-foot-tall barrier would provide a noise reduction of approximately 11 dBA; and a 14-foot-tall barrier would provide a noise reduction of approximately 13 dBA.*

from the amplified sound systems within the fifth level outdoor space and 88 dBA $L_{eq\text{-}1hr}$ at a distance of 25 feet for the amplified sound system associated with special events at the ground level.

As with the Approved Project, implementation of the mitigation measures would ensure that potential noise impacts under the Modified Project would be less than significant.

G. Public Services

(1) Fire Protection

As evaluated in the Certified EIR and Addenda, the Approved Project would not alter the existing administrative fire protection procedures in place at the Coliseum and in the immediate surrounding area. In addition, the Approved Project would not require changes to the existing fire flow conditions as the Coliseum is an existing use and fire flow is maintained at an acceptable level. Furthermore, development of the Approved Project would not exacerbate existing adverse conditions with respect to traffic congestion during Coliseum events. Thus, Approved Project impacts associated with fire protection services would be less than significant and no mitigation measures were required.

As stated in the Certified EIR, three fire stations provide initial response to the Project vicinity: Fire Station No. 15, Fire Station No. 46, and Fire Station No. 14. Fire Station No. 15, which was located at 915 W. Jefferson Boulevard at the time the Certified EIR was prepared, has been moved to 3000 Hoover Street, approximately 1 mile from the Modified Project. Fire Station No. 46, located at 4370 S. Hoover Street, is approximately 1.1 miles from the Modified Project, and Fire Station No. 14, located at 3401 S. Central Avenue, is approximately 2.3 miles from the Modified Project. These three stations would continue to serve the site. At the time the Certified EIR was prepared, Fire Station No. 15 had a staff of 14 and was a task force station with a truck and engine company, a paramedic ambulance, an EMT ambulance. Fire Station No. 46 had a staff of eight and was a single engine company with a paramedic ambulance. Fire Station No. 14 had a staff of 14 and was a task force station with a truck and engine company, a paramedic ambulance, and an EMT ambulance. Based on current data from the City of Los Angeles Fire Department (LAFD), Fire Station No. 15 is equipped with two engines, two ambulances, and a truck, and has a staff of 14; Fire Station No. 46 is equipped with one engine and three ambulances, and has a staff of 10; and Fire Station No. 14 is equipped with one engine, two ambulances, and has a staff of 24.[28] Therefore, current equipment

[28] *Based on telephone conversations with Captain Marshall Rodgers (Fire Station No. 46), Captain Nicholas Avila (Fire Station No. 15), and Captain Mario Trujillo (Fire Station No. 14) on September 23, 2016.*

and staffing levels at the fire stations serving the Modified Project Site are commensurate with the levels that were assessed in the Certified EIR.

Construction activities have the potential to result in accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. However, in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements, Modified Project construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site during Modified Project construction. Furthermore, construction of the Modified Project would occur in compliance with all applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous waste. Thus, compliance with applicable regulatory requirements would effectively reduce the potential for construction activities under the Modified Project to expose people to the risk of fire or explosion related to hazardous materials. Therefore, as with the Approved Project, impacts related to fire protection services during construction would be less than significant under the Modified Project.

With regard to fire flow requirements, the Modified Project would fall within the Commercial category, which has a required fire flow of 6,000 gallons per minute (gpm) from hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi) as set forth in Section 57.507.3 of the LAMC. This demand translates to a required flow of 2,000 gpm each from three hydrants. An Information of Fire Flow Availability Request (IFFAR) was submitted to the City of Los Angeles Department of Water and Power (LADWP) regarding available fire hydrant flow to demonstrate compliance with the requirements of LAMC. As shown by the IFFAR, the three existing hydrants near the Modified Project flowing simultaneously can deliver combined flows of 6,000 gpm with a minimal residual pressure of 71 psi. In addition, the Modified Project would incorporate a fire sprinkler suppression system to reduce or eliminate public hydrant demands. Therefore, similar to the Approved Project, there is adequate fire flow available and the Modified Project would comply with the requirements of Section 57.507.3 of the LAMC. Furthermore, Section 57.507.3.3 of the LAMC provides that the maximum response distance from fire stations with an engine company is 1 mile and the maximum response distance from fire stations with a truck company is 1.5 miles for land uses in the Commercial category. Thus, as with the Approved Project, the Modified Project would fall within the maximum response distances from fire stations.

As with the Approved Project, the Modified Project would not alter the existing administrative fire protection procedures in place at the Coliseum. In addition, all

improvements would be constructed in compliance with the design and emergency access requirements set forth by the LAFD. In particular, as with other existing parking subterranean parking structures in the vicinity and throughout the City, the proposed subterranean parking structures would comply with LAFD's design and access requirements. Furthermore, an emergency response plan would be implemented as part of operation of the LMNA. Thus, based on the response distance standards set forth by the LAFD, and compliance with LAFD's requirements related to design, access, and fire flows, the Modified Project would not be anticipated to impact existing fire services and facilities necessitating the addition of a new fire station or an increase in equipment or personnel. Thus, the Modified Project would not create any new fire impacts and impacts would continue to be less than significant. Impacts would therefore be within the envelope of impact set forth in Certified EIR.

(2) Police Protection

As evaluated in the Certified EIR and Addenda, the Los Angeles Police Department (LAPD) would provide police protection services for the Approved Project. The Certified EIR determined that the Approved Project would not place an increased burden on police services in the Southwest Area and would not have any adverse impact on the ability of officers to respond to calls at the Coliseum. In addition, the Approved Project would not change the existing police protection personnel arrangement in place at the Coliseum, and off-duty police officers and private civilian security personnel would continue to be used during events. Furthermore, under the Certified EIR and First Addendum, mitigation was included that required a Security Plan and other security measures to be developed and implemented by the Project Applicant to minimize the potential for on-site crime and the need for LAPD services. Thus, with the implementation of the mitigation measures listed below, the Approved Project was determined to result in a less-than-significant impact on police protection services.

As discussed in the Certified EIR, the Project vicinity is served by the Southwest Community Police Station located at 1546 W. Martin Luther King Jr. Boulevard, approximately 1.2 miles west of the Project Site. At the time the Certified EIR was prepared, staff at the Southwest Area Police Station included 327 sworn officers and 26 civilian support staff. The staff at this police station currently consists of 352 sworn personnel and 32 civilian personnel serving a population of approximately 165,000 (or approximately 1 officer per 469 residents).[29] Thus, the staffing levels at the Southwest Community Police Station have increased since the preparation of the Certified EIR.

[29] *Los Angeles Police Department, About Southwest, www.lapdonline.org/southwest_community_police_station/content_basic_view/1639, accessed March 17, 2017.*

Additionally, at the time the Certified EIR was prepared, the average response time for emergency calls in the Southwest Area was 11.1 minutes. Based on current data provided by LAPD, in 2015, the average response time for emergency calls in the Southwest Area was 4.0 minutes.[30] Thus, average response time for the Southwest Area have significantly decreased since the preparation of the Certified EIR.

On-site construction activities associated with the development of the Modified Project could result in an increased demand for police protection services due to the potential for theft and vandalism. The Certified EIR for the Approved Project included a mitigation measure which requires security features such as guards, fencing, and locked entrances on the construction site. The Modified Project would also continue to implement this mitigation measure to reduce the demand for police protection services during construction. Therefore, consistent with the conclusions in the Certified EIR for the Approved Project, impacts with respect to police protection services during construction would be less than significant under the Modified Project with implementation of the mitigation identified in the Certified EIR. No additional mitigation measures are required.

The Modified Project would develop approximately 299,717 square feet of museum floor area on the Modified Project Site, which could increase the demand for police protection services on-site. However, the Modified Project would implement the same mitigation measures provided in the Certified EIR that include consultation with LAPD and implementation a wide range of security measures through a comprehensive Security Plan. The museum would include specific security measures, such as the use of security personnel, implementation of a surveillance system, security and parking lot lighting and installation of locks and alarms. In addition, the mitigation measures also require the implementation of an Emergency Procedures Plan outlining guidelines and procedures in the event of civil disturbance, evacuation or other types of emergencies. Thus, the Modified Project would not result in significant impacts associated with police protection services. Overall, under the Modified Project, impacts related to police protection services would continue to be less than significant with incorporation of mitigation measures and such impacts would be within the envelope of impacts set forth in the Certified EIR.

(a) Mitigation Measures

The following mitigation measures were included in the Certified EIR and addenda to ensure that impacts related to fire safety and police protection would be less than

[30] *Written correspondence from Ruby Flores, Captain, Commanding Officer, Community Relationship Division, Los Angeles Police Department, October 28, 2016.*

significant. These mitigation measures would continue to be implemented as part of the Modified Project.

1. Plot plans for the proposed renovation shall be submitted to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented to the extent feasible.

2. Building plans shall be filed with the LAPD Southwest Area Commanding Officer. Plans shall include access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.

3. Security features shall be provided on the construction site(s), such as guards, fencing, and locked entrances.

4. Landscaping shall not be planted in a way that could provide cover for persons tampering with doors or windows of commercial facilities, or for persons lying in wait for pedestrians or parking lot users.

5. Additional lighting shall be installed where appropriate as determined in consultation with the LAPD.

6. Safety features shall be incorporated into Proposed Project to assure pedestrian safety, assist in controlling pedestrian traffic flows, and avoid pedestrian/ vehicular conflicts on-site. Safety measures may include provision of security and traffic control personnel; clearly designated, well-lighted pedestrian walkways on-site; special street and pedestrian-level lighting; physical barriers (e.g., low walls, landscaping), particularly around the perimeter of the Coliseum, to direct pedestrians to specific exit locations that correspond to designated crosswalk locations on adjacent streets.

7. A Security Plan shall be developed and implemented by the Applicant, in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Proposed Project. Security features may include but are not limited to the provision of a private on-site security force, implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, "spotters" to survey parking lots, and maximum accessibility for emergency service personnel. The plan shall be reviewed by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

8. An Emergency Procedures Plan shall be established and implemented by the Applicant outlining guidelines and procedures in the event of civil disturbance, evacuation, and other types of emergencies. The plan shall be subject to review by the LAPD, and any provisions pertaining to access shall be subject to review

by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.

9. Traffic control personnel may be provided on adjacent roadways and in parking areas during Coliseum events and immediately preceding and following events to help prevent vehicles and pedestrians from obstructing emergency access.

H. Public Utilities

The following analysis is based, in part, on the *Lucas Museum of Narrative Art Utility Infrastructure Technical Report: Water, Wastewater, and Energy* (Utility Technical Report) prepared for the Project by KPFF Consulting Engineers, on March 28, 2017. This report is included as Appendix F of this Addendum.

(1) Energy

The Certified EIR stated that the LADWP's regional infrastructure would deliver the peak electrical requirement to the site and would not be expected to be severely affected by implementation of the Approved Project. However, additional power facilities would possibly be required in order to serve the load growth associated with the Approved Project. The Certified EIR and addenda also stated that such improvements could be made with minimal impact upon the surrounding land uses. In addition, a mitigation measure was included in the Certified EIR that required consultation with LADWP with regard to energy efficiency measures to be implemented. Thus, impacts to electricity infrastructure and supply were determined to be less than significant

With regard to natural gas, the Certified EIR confirmed that the Southern California Gas Company (SoCal Gas) would have the capacity to meet the natural gas demand of the Approved Project and the regional infrastructure would not be expected to be severely affected. Thus, impacts to natural gas services were determined to be less than significant.

Under the Modified Project, electricity would be consumed to construct the proposed building and facilities. Typical uses of electricity include temporary power for lighting, equipment, construction trailers, etc. The demand would be supplied from existing electrical services or a new temporary service and would not affect services to surrounding areas. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. No use of natural gas infrastructure is expected to occur during construction. Therefore, impacts on electricity and natural gas supply associated with short-term construction activities of the Modified Project would be less than significant.

The development of approximately 299,717 square feet of new floor area under the Modified Project would increase the demand for electricity and natural gas resources. As with the Approved Project, energy and natural gas demand associated with the Modified Project would be met by the LADWP and SoCal Gas.[31,32] The Modified Project's estimated net electrical consumption of 5.1 megawatts (MW) would account for approximately 0.09 percent of LADWP's available capacity for the buildout year. The Modified Project's estimated new daily natural gas consumption of 0.1 million cubic feet per day would account for approximately 0.002 percent of SoCal Gas's available capacity for the buildout year. In addition, the proposed LMNA building would be required to comply with the 2016 Building Energy Efficiency Standards, which took effect January 1, 2017. These new regulations would result in additional energy savings when compared to the regulations that were in place when the Approved Project was proposed. Furthermore, the Modified Project would include solar panels and has been designed to implement features that are equivalent to the Leadership in Energy Efficiency and Design (LEED) Gold standards set forth by the U.S. Green Building Council. The Modified Project would also implement the same mitigation measure recommended by the LADWP for the Approved Project to further reduce impacts. Overall, in accordance with Appendix F of the CEQA Guidelines, the Project would not result in inefficient, wasteful, or unnecessary consumption of energy. Thus, the impacts to energy supply would continue to be less than significant and such impacts would be within the envelope of impacts set forth in the Certified EIR.

(a) Mitigation Measure

The following mitigation measure was recommended by LADWP to be incorporated into the final design as feasible, to reduce the Project's demands for energy resources and was included in the Certified EIR and addenda. This mitigation measure would continue to be implemented as part of the Modified Project.

1. During the design process, the Applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations.

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[31] *Will-Serve Letter from LADWP, dated October 26, 2016. See Exhibit 4 of the Utility Technical Report included as Appendix F to this Addendum.*

[32] *Will-Serve Letter from SoCal Gas, dated March 17, 2017. See Exhibit 5 of the Utility Technical Report included as Appendix F to this Addendum.*

(2) Water

As evaluated in the Certified EIR, the Approved Project would require approximately 468,000 gallons per event with the development of the Approved Project, assuming maximum levels of attendance at all events, and 7,200 gallons of water per day on non-event days. This would result in a total of approximately 24 million gallons of water consumed by the Approved Project per year, based on 46 events per year and daily use of the ancillary structures. Water service for the Coliseum would continue to be provided by LADWP from the existing infrastructure. In addition, several mitigation measures were included in the Certified EIR that require consultation with LAFD and LADWP as well as incorporation of numerous water conservation features. Consequently, impacts to water service were considered to be less than significant.

Water would be used during the construction of the Modified Project for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd). As discussed below, the LADWP would have sufficient capacity to service the Modified Project during operation. Thus, it is reasonable to assume that the existing water infrastructure would be able to meet the more limited and temporary water demand associated with construction of the Modified Project. Construction of the Modified Project would include new on-site water distribution lines to serve the new building, as well as potential relocation of existing lines. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the lines below surface. Installation of new water infrastructure would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. No upgrades to public water mains are anticipated. Prior to ground disturbance, contractors would coordinate with LADWP to identify the locations and depth of all lines. Furthermore, LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Therefore, Project impacts on water supply and infrastructure during construction would be less than significant.

The Modified Project would not increase the number of events or maximum attendance at the Coliseum when compared with the Approved Project. However, the Modified Project would result in the development of approximately 299,717 square feet of new floor area, which would increase the on-site domestic and fire flow water demand. The Modified Project improvements would connect to the existing 12-inch water main located in Vermont Avenue with a lateral that would be adequately sized to accommodate the expected water demand. As shown in Table 11 on page 78, the expected water demand for the Modified Project is approximately 21,255 gpd. In addition, as previously discussed, the Modified Project has a required fire flow of 6,000 gallons per minute from

Table 11
Proposed Water Demand

Use	Size/Unit	Generation Factor[a]	Average Daily Water Demand
Museum/Education/Operation/Public Spaces/Archive[b]	193,615 sf	36 gpd/1,000 sf	6,970 gpd
Shop[c]	2,973 sf	30 gpd/1,000 sf	89 gpd
Theater	600 seats	3.6 gpd/seat	2,160 gpd
Restaurant/Café	184 seats	36 gpd/seat	6,624 gpd
Event Space[d]	9,433 sf	420 gpd/1,000 sf	3,692 gpd
Office[e]	11,946 sf	144 gpd/1,000 sf	1,720 gpd
Total Proposed Water Demand			**21,255 gpd**

gpd = gallons per day
sf = square feet
[a] *Based on 120 percent of the sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (BOS, 2012).*
[b] *The standard BOS facility description of "Museum" was used to best represent the proposed Museum/Education/Operation/Public Spaces/Archive uses.*
[c] *The standard BOS facility description of "Retail" was used to best represent the proposed Shop use.*
[d] *The standard BOS facility description of "Banquet" was used to best represent the proposed Event Space use.*
[e] *The standard BOS facility description of "Museum: Office" was used to best represent the proposed Office use.*
Source: KPFF, Lucas Museum of Narrative Art, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, March 17, 2017.

hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch. LADWP has concluded that the municipal water system has sufficient capacity and infrastructure to service the Modified Project Site. A Service Advisory Request (SAR) Report was completed for the Modified Project, which demonstrated that a flow of up to 5,000 gallons per minute (gpm) can be delivered to the Project Site with a residual pressure of 59 psi to meet the Modified Project's domestic and fire flow water demand.[33] An Information of Fire Flow Availability Request (IFFAR) was also submitted to LADWP, which confirmed that the three existing public hydrants near the Modified Project flowing simultaneously can deliver combined flows of 6,000 gpm with a minimal residual pressure of 71 psi.[34] Furthermore, the Modified Project would incorporate a fire sprinkler

[33] *LADWP—Water System, SAR Number 56324, dated November 8, 2016. See Exhibit 2 of the Utility Technical Report included as Appendix F to this Addendum.*

[34] *LADWP—Water System, Information of Fire Flow Availability, revised December 21, 2016. See Exhibit 1 of the Utility Technical Report included as Appendix F to this Addendum.*

suppression system to reduce or eliminate public hydrant demands. Therefore, the SAR and the IFFAR confirm that LADWP has sufficient water infrastructure capacity to accommodate the Modified Project.

Compared to the Approved Project, the Modified Project would implement more stringent water conservation measures set forth by recent water regulations to reduce water consumption. Additionally, the Modified Project would implement the same mitigation measures as the Approved Project to address water conservation. As such, impacts to water supply and infrastructure capacity would continue to be less than significant under the Modified Project and such impacts would be within the envelope of impact set forth in Certified EIR.

(a) Mitigation Measures

The following mitigation measures were included in the Certified EIR and addenda to ensure impacts related to water supply and demand would be reduced to a less than significant level. These mitigation measures would continue to be implemented as part of the Modified Project.

1. The Project Applicant shall be required to comply with any improvements necessary to meet Los Angeles Fire Department fire-flow requirements for the Proposed Project.

2. The Proposed Project shall incorporate water saving techniques as required by the City of Los Angeles' mandatory water conservation program (Ordinance Nos. 166,080 and 163,532). Water conservation measures described in the ordinance include, but are not limited to, the following:

    a. As necessary, the Project Site shall be landscaped with drought-tolerant/ indigenous species (xeriscape).

    b. Low flow flush valves and shower head water-conservation devices shall be installed in all restroom and/or locker room facilities.

In addition, the City of Los Angeles Department of Water and Power recommends the following water conservation measures:

3. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

4. Reclaimed water should be investigated as a source to irrigate large landscaped areas, including the grass playing field.

5. On-site recycling of drainage from water used for playing field irrigation should be investigated.

6. Recirculating hot water systems which can reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet should be investigated.

7. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

(3) Sanitary Sewers

As set forth in the Certified EIR and addenda, the Approved Project would generate approximately 390,000 gallons of sewage per event. Ancillary uses would generate approximately 6,000 gallons of wastewater per day. As described in the Certified EIR and addenda, existing infrastructure, including the Hyperion Treatment Plant, would have adequate capacity to accommodate the waste water flows. Thus, impacts related to sanitary sewers under the Approved Project would be less than significant, and no mitigation measures were required.

Construction activities for the Modified Project would result in a temporary increase in wastewater generation as a result of construction workers on-site. However, the wastewater generated during construction would be temporary and nominal when compared to the amount of wastewater generated during operation of the Modified Project. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. As discussed below, the existing public sewer system would have capacity to accommodate the estimated wastewater flows from the Modified Project during operation. Thus, it is reasonable to assume that the existing public sewer system would be able to meet the limited and temporary flows associated with construction of the Modified Project. Construction of the Modified Project would include new on-site infrastructure to serve the new building, relocation of existing infrastructure, and potential upgrade and relocation of existing infrastructure. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and connections to public infrastructure. Installation of wastewater infrastructure would be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main. Overall, construction impacts would be short-term and would cease to occur once the installation of the required infrastructure is complete. Therefore, as with the Approved Project, impacts to wastewater capacity and infrastructure during construction would be less than significant.

The Modified Project would not include an increase in the number of seats or the number of events at the Coliseum when compared with the Approved Project. However, the Modified Project would result in the development of approximately 299,717 square feet of new floor area of museum space, including galleries, restaurant, theater, educational, and office uses, which would increase the wastewater generation on-site. According to the Utility Technical Report, there is an existing eight-inch sewer line in Vermont Avenue and an 8-inch sewer line in Bill Robertson Lane, each with a capacity of approximately 0.709 cubic feet per second, or 458,149 gpd. As shown in Table 12 on page 82, the Modified Project would generate approximately 17,938 gpd of wastewater. A Sewer Capacity Availability Report (SCAR) was submitted and approved for the Modified Project, which confirmed that the existing public sewer system would have capacity to accommodate the estimated wastewater flows from the Modified Project.[35] The 17,938 gpd of wastewater flow from the Modified Project would represent less than five percent of the capacity of the existing sewer lines in Vermont Avenue and Bill Robertson Lane. Furthermore, the wastewater flow generated by the Modified Project represents less than one percent of the Hyperion Treatment Plant's capacity, which is approximately 550 million gallons per day. Thus, potential impacts associated with wastewater would continue to be less than significant and such impacts would be within the envelope of impact set forth in the Certified EIR.

(4) Solid Waste and Disposal

As set forth in the Certified EIR and addenda, the Approved Project would generate a net increase of approximately 1,023,600 pounds (or approximately 512 tons) of solid waste per event. As the Approved Project would represent a relatively low increase in annual solid waste generation at the Project Site compared to existing conditions, the regional landfill capacity was determined to have adequate capacity for solid waste generated by the Approved Project. Impacts would be less than significant and no mitigation measures were required.

Construction of the Modified Project would involve demolition and building construction activities. These activities would generate construction and demolition wastes (e.g., wood, concrete, asphalt, cardboard, brick, glass, plastic, and metal) that would be recycled or collected by private waste haulers contracted by the Applicant and taken to a City-certified waste processing facility for sorting and final distribution, including disposal at the County's unclassified landfill. Since construction and demolition waste would be hauled by a private construction contractor permitted by the City, the Project would not result in the

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[35] *Sewer Capacity Availability Request (SCAR) and approval letter, March 6, 2017. See Exhibit 3 of the Utility Technical Report included as Appendix F to this Addendum.*

Table 12
Proposed Wastewater Generation

Use	Size/Unit	Generation Factor[a]	Average Daily Water Demand
Museum/Education/Operation/Public Spaces/Archive[b]	193,615 sf	30 gpd/1,000 sf	5,808 gpd
Shop[c]	2,973 sf	25 gpd/1,000 sf	74 gpd
Theater	600 seats	3 gpd/seat	1,800 gpd
Restaurant/Café	184 seats	30 gpd/seat	5,520 gpd
Event Space[d]	9,433 sf	350 gpd/1,000 sf	3,302 gpd
Office[e]	11,946 sf	120 gpd/1,000 sf	1,434 gpd
Total Proposed Wastewater Generation			**17,938 gpd**

gpd = gallons per day
sf = square feet
[a] *Based on the sewage generation rates provided by BOS (2012).*
[b] *The standard BOS facility description of "Museum" was used to best represent the proposed Museum/Education/Operation/Public Spaces/Archive uses.*
[c] *The standard BOS facility description of "Retail" was used to best represent the proposed Shop use.*
[d] *The standard BOS facility description of "Banquet" was used to best represent the proposed Event Space use.*
[e] *The standard BOS facility description of "Museum: Office" was used to best represent the proposed Office use.*

Source: KPFF, Lucas Museum of Narrative Art, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, March 17, 2017.

need for an additional solid waste collection route. Pursuant to Sections 66.32–66.32.5 of the Los Angeles Municipal Code (Ordinance No. 181,519), the Modified Project's construction contractor would be required to deliver construction and demolition waste generated by the Project to a Certified Construction and Demolition Waste Processing Facility for processing and recycling. Thus, the amount of demolition and construction waste generated by the Modified Project that would be disposed at the Azusa Land Reclamation Landfill, the County's only permitted inert waste landfill, would be significantly reduced. The total amount of construction and demolition waste generated by the Modified Project is anticipated to be only a fraction of the Azusa Land Reclamation Landfill's existing remaining disposal capacity of 57.56 million tons.[36] Therefore, construction impacts to solid waste facilities would be less than significant.

[36] *County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan, 2015 Annual Report, December 2016.*

The Modified Project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. The Modified Project would not result in an increase in events, maximum seating or ancillary uses at the Coliseum. However, the Modified Project would develop a new museum use with approximately 299,717 square feet of floor area, which would increase the amount of solid waste generated on-site. The *L.A. CEQA Thresholds Guide* provides a solid waste generation factor of 10.53 pounds per employee per day to evaluate solid waste impacts. The number of employees per 1,000 square feet of proposed use is calculated based on employment generation factors provided by the Los Angeles Unified School District in Table 12 of the *2012 Developer Fee Justification Study* (February 9, 2012). Since museum uses are not included as a category in the *2012 Developer Fee Justification Study*, this analysis conservatively assumes a generation factor of 4.79 employees per 1,000 square feet for "Standard Commercial Office." Based on this conservative factor, the proposed 299,717 square feet of museum uses would result in approximately 1,436 employees, which equates to approximately 15,121 pounds (or approximately 7.6 tons) of solid waste per day that would be potentially generated by the Modified Project. Solid waste generated by the Modified Project would be recycled or collected by private waste haulers contracted by the Applicant and permitted by the City, and taken for disposal at one of the County's Class III landfills open to the City of Los Angeles.[37] According to the *Countywide Integrated Waste Management Plan 2015 Annual Report*, the estimated remaining capacity for the County's Class III landfills that are open to the Modified Project is approximately 101.53 million tons.[38] The approximately 7.6 tons of solid waste generated by the operation of LMNA would be a fraction of the remaining disposal capacity of these Class III landfills. Thus, potential impacts associated with solid waste would continue to be less than significant and such impacts would be within the envelope of impact set forth in the Certified EIR.

I. Traffic and Circulation

The analysis of the Modified Project's potential impacts associated with transportation and circulation is based on *Transportation Impact Study for the Lucas Museum of Narrative Art, Los Angeles, California* (Traffic Study), prepared by Gibson

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[37] *Private solid waste haulers hold individual contracts with landfill operators for the disposal of waste. Thus, it is unknown at this time which landfills would ultimately receive Project-generated waste. However, it is assumed that Project-generated waste would generally be disposed of at a Class III landfill open to the City of Los Angeles.*

[38] *Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Burbank, Pebbly Beach, and San Clemente). Total excludes the Calabasas Landfill, as its wasteshed does not include the Project Site. See Appendix E-1 and Appendix E—2, Table 1 of the Countywide Integrated Waste Management Plan 2015 Annual Report.*

Transportation (March 2017) and included as Appendix G of this document. On March 30, 2017, the Department of Transportation issued a memorandum stating that the transportation study prepared by Gibson Transportation adequately evaluated the proposed project's traffic impacts on the surrounding community and that none of the study intersections would be significantly impacted by project-related traffic. The Traffic Study evaluates the potential for impacts caused by the Modified Project on the street system surrounding the Modified Project Site. Consistent with Transportation Impact Study Guidelines (LADOT, December 2016), the following traffic conditions were developed and analyzed within the Traffic Study:

- Existing Conditions (Year 2016)—The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions (Year 2016) analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts were collected in January and September 2015, July 2016 (Saturday counts only), and September 2016 and represent existing conditions. Fieldwork (lane configurations and signal phasing) for the analyzed intersections was collected in September 2016.

- Existing With Project Conditions (Year 2016)—This analysis condition projects the potential intersection operating conditions that could be expected if the Modified Project were completed and operational under existing conditions. This analysis evaluates the potential Modified Project-related traffic impacts as compared to Existing Conditions (Year 2016).

- Future Without Project Conditions (Year 2021)—This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by year 2021. The Future Without Project (Year 2021) traffic conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions (Year 2016). This analysis provides the conditions by which the Modified Project impacts are evaluated in the future at full buildout.

- Future with Project Conditions (Year 2021)—This analysis projects the potential intersection operating conditions that could be expected if the Modified Project were completed and operational in the projected buildout year. This analysis identifies the potential incremental impacts of the Modified Project at full buildout on projected future traffic operating conditions by adding the Modified Project-generated traffic to the Future Without Project (Year 2021) traffic forecasts.

(1) Traffic

(a) Construction

The Certified EIR did not include a construction traffic impact analysis. However, Second Addendum provided a construction traffic impact analysis for the Approved Project and determined that construction-related traffic impacts would be less than significant with implementation of a Construction Management Plan.

The following provides a summary of the construction traffic impacts for the Modified Project that is provided in the Traffic Study. The Modified Project is anticipated to be constructed over an approximately 42-month period between years 2017 and 2021. Typical construction activity would occur between 7:00 A.M. and 3:00 P.M. on weekdays and Saturdays. Under the Modified Project, peak haul truck activity would occur during excavation and peak worker activity would occur during building construction, though most days there would be far fewer workers than on the peak day. Thus, both these phases were evaluated.

(i) Excavation and Grading Phase

The peak period of truck activity during construction would occur during excavation of the Modified Project Site, which is anticipated to last approximately six months. Based on projections compiled for the Modified Project, a maximum of 275 haul truck trips would leave the site each day. Haul trucks would travel from to and from I-110 via Bill Robertson Lane and Exposition Boulevard, which is the most direct route to the freeway.

Haul activity would occur uniformly over an 8-hour haul day, resulting in approximately 34 hourly haul truck departures from the Modified Project Site. Similarly, there would be 34 hourly haul truck arrivals. Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have an effect on traffic that is greater than a passenger vehicle's effect. The Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Assuming a PCE factor of 2.0, there would be a total of approximately 68 hourly arriving and 68 hourly departing PCE trips attributable to haul trucks between the hours of 7:00 A.M. to 3:00 P.M. Monday through Saturday. Haul truck trips would not affect the evening commuter peak hour but would occur during the weekday morning commuter peak hour and the Saturday midday peak hour.

During the excavation and grading phase, up to 40 workers would be on-site. Using an average vehicle occupancy (AVO) of 1.135 persons per vehicle as provided in *CEQA*

Air Quality Handbook (South Coast Air Quality Management District, 1993), 40 workers would result in a total of 35 vehicles that would arrive and depart from the Modified Project Site each day. As the hours of construction are expected to be from 7:00 A.M. to 3:00 P.M., workers would typically arrive on-site prior to the weekday morning commuter peak period and leave prior to the evening commuter peak period. On Saturdays, the workers would leave following the Saturday midday peak period. Therefore, construction worker trips would not affect peak-hour traffic conditions.

In total, peak haul activity would result in 68 hourly arriving and departing PCE trips traveling along the haul route identified above and affecting only the streets along the haul route. The number of trips generated by the Modified Project's haul activity would be substantially lower than the 163 inbound and 245 outbound trips identified for the Saturday midday peak hour during operation. In addition, each of the study intersections along the haul route identified above currently operates at LOS A during the Saturday midday peak hour. Based on a review of other recent traffic studies and available traffic data, each of those intersections operates at LOS C or better during the morning peak hour, and the addition of the Modified Project's haul trips would not trigger any of the City's significance thresholds for intersections. Therefore, no temporary significant traffic impact would occur during the excavation and grading phase as a result of haul truck and worker trips.

(ii) Building Construction Phase

According to construction projections prepared for the Modified Project, a maximum of approximately 400 workers could be on the construction site at one time during building construction. On most days during the 32-month building construction phase, far fewer workers would be on-site. Daily construction schedule would be from 7:00 A.M. to 3:00 P.M. Thus, construction workers would typically arrive before the weekday morning peak period and depart before the weekday evening peak period, and would not affect traffic conditions during the weekday commuter peaks. Similarly, construction workers would not affect the Saturday midday peak hour, which ends prior to 3:00 P.M. Therefore, construction worker traffic would not result in significant traffic impacts.

During building construction, there would be a maximum of approximately 170 delivery trucks (including concrete trucks) to and from the Modified Project Site per day. These trucks would typically arrive regularly throughout the day, resulting in approximately 21 trips in and out during each hour of the 8-hour workday, which is equivalent to 42 PCE trips each direction based on a PCE of 2.0 for concrete or delivery trucks. This is fewer truck trips than estimated during the peak haul truck activity, which as determined above, would not to result in temporary significant impacts. Therefore, peak worker activity also would not result in temporary significant impacts.

(iii) Potential Construction-Related Impacts Associated with Access, Transit and Parking

Most construction activities would be primarily contained within the Modified Project Site boundaries. However, it is expected that construction fences would encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Modified Project Site on Bill Robertson Lane in order to accommodate deliveries, haul trucks, concrete trucks, and other equipment.

Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. Bill Robertson Lane does not allow on-street parking, and is wide enough to accommodate construction encroachment without restricting traffic in the travel lanes. Therefore, travel lanes would be maintained in each direction throughout the construction period, and emergency access would not be impeded. The use of the public right-of-way on Bill Robertson Lane would require temporary rerouting of pedestrian traffic to the east side of the street, as the sidewalks fronting the Modified Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering). There is no public transit on Bill Robertson Lane and, therefore, transit operations would not be affected by construction activities.

During construction, Exposition Park would provide adequate parking to accommodate construction workers (likely in Lots 4 and/or 5, which are located directly south of the Coliseum) in addition to regular daily parking demand for museums, athletic facilities, etc. Parking structure construction would be scheduled so as to make the new parking available for major events as quickly as possible, prior to completion of building construction. In addition, the proposed parking structures could also accommodate construction workers once a Certificate of Occupancy has been issued. Nonetheless, to the extent that major events (e.g., football games at the Coliseum) occur prior to completion of replacement parking, the Parking Management Plan to be developed as a component of the Construction Management Plan would reduce the effects of the loss in parking.

Modified Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) would be incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the

Construction Management Plan set forth in Mitigation Measure 8, below, would further reduce those impacts.

(b) Operation

(i) Intersections

The Certified EIR and addenda evaluated a total of 26 intersections under weekend pre-event conditions, weekend post-event conditions, and week-day pre-event conditions. Impacts were identified using City of Los Angeles Department of Transportation's (LADOT) significant impact criteria based on the difference between non-event conditions and event conditions, as if Coliseum events were new to the area. This resulted in a very conservative analysis, since Coliseum events were already occurring and, with the Approved Project, the maximum capacity of those events would be reduced due to the seating reduction. The weekend analysis was based entirely on traffic counts conducted on Saturday, November 30, 2002 during a USC football game with 87,944 fans in attendance. The "without Project" condition was identified based on the lowest hourly total volume between 2:00 P.M. and 5:00 P.M. at each intersection. The "pre-event peak hour" was identified based on the highest hourly total volume between 2:00 P.M. and 5:00 P.M. and the "post-event" peak hour was the hour between 8:30 P.M. and 9:30 P.M. Impacts were identified based on the difference between the "without Project" condition and the pre-event and post-event peak-hour conditions.

The weekday analysis was conducted based on projected traffic volumes for the pre-event peak hour assuming a 78,000-person stadium event. These event traffic projections were added to weekday traffic counts conducted in April 2003. The 2003 EIR identified the following significant intersection impacts for the three event conditions:

- 8 intersection impacts during the weekend pre-event peak hour
- 6 intersection impacts during the weekend post-event peak hour
- 23 intersection impacts during the weekday pre-event peak hour

The Certified EIR included seven mitigation measures to address traffic impacts, which are listed further below. As these measures were already in place, the Certified EIR concluded that traffic impacts would be significant and unavoidable.

The LMNA (the only trip generating component of the Modified Project) would be ancillary to Coliseum facilities, and although it would host events from time to time, the patronage of these events would be a fraction the size of events hosted at the Coliseum. On a typical day without a major event in Exposition Park, the LMNA would generate traffic

commensurate with a typical museum, as documented in Chapter 6 of the Traffic Study. It is anticipated that the LMNA would experience a decrease in exclusive patronage (that is, visitors solely attending the LMNA) on days when major events occur in Exposition Park, since traffic congestion during those events can deter local visitors who have the option to come at any time.

The Traffic Study for the Modified Project is ancillary to the analysis conducted for the Approved Project, as the Modified Project does not substantively modify the major event conditions analyzed for the Approved Project. Thus, the Traffic Study includes a fully updated analysis of existing and future baseline traffic conditions for the Study Area developed for the Modified Project, which is defined in the Traffic Study as a geographic area approximately 1.0 mile (north-south) by approximately 1.2 miles (east-west) that is generally bounded by Jefferson Boulevard to the north, I-110 to the east, Martin Luther King Jr. Boulevard to the south, and Normandie Avenue to the west. The Study Area includes the 20 signalized intersections listed in Table 1 and shown in Figure 2 of the Traffic Study. The potential Modified Project-generated trips are added to the existing and future baseline traffic conditions to evaluate potential intersection impacts under existing conditions and projected future conditions in year 2021 (buildout year) as a result of the Modified Project. Potential intersection impacts were evaluated for typical weekday evening (3:00 P.M. to 6:00 P.M.) and Saturday midday (11:00 A.M. to 3:00 P.M.) peak periods. The typical weekday morning (7:00 A.M. to 10:00 A.M.) peak period was not evaluated since LMNA would not be open prior to 10:00 A.M.

Existing Conditions (Year 2016)

Intersection turning movement counts were conducted at the 20 study intersections during the weekday evening (3:00 P.M. to 6:00 P.M.) and Saturday midday (11:00 A.M. to 3:00 P.M.) peak periods. As shown in Table 5 of the Traffic Study, under Existing Conditions (Year 2016), all 20 study intersections operate at LOS D or better during both the weekday evening and Saturday midday peak hours.

Future Without Project Conditions (Year 2021)

As discussed in detail in the Traffic Study, the existing traffic volumes were factored by an annual ambient growth rate to approximate regional growth and development. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by proposed, approved, and under construction projects in and around the Study Area was also added to estimate the Future Without Project (Year 2021) traffic conditions. The future conditions analysis includes proposed modification of Figueroa Street within the Study Area identified in the MyFigueroa Streetscape Project, and the narrowing of Jefferson Boulevard proposed in the Jefferson Boulevard Streetscape Plan. Since the proposed infrastructure improvements contained in

Mobility Plan 2035 and the 2010 Bicycle Plan would not be implemented by year 2021, these improvements were not assumed in the future conditions analysis.

As summarized in Table 7 of the Traffic Study, 19 of the 20 study intersections are projected to operate at LOS D or better during both the weekday evening and Saturday midday peak hours under Future Without Project Conditions (Year 2021). Intersection No. 14, Figueroa Street & Martin Luther King Jr. Boulevard, is projected to operate at LOS F during the weekday evening peak hour.

Existing With Project Conditions (2016)

Trip generation estimates for the Modified Project are based on the expected attendance level during a Design Day, which represents a 90th percentile attendance day. According to the Traffic Study, it is estimated that LMNA will attract approximately 1.2 million visitors per year. The 90th percentile attendance day is estimated to be approximately 0.53 percent of the annual attendance. Thus, the Design Day attendance for LMNA is approximately 6,400 visitors, which is applicable to both weekdays and Saturdays. Based on an assumption of 6,400 daily visitors, as well as the travel mode splits and hourly arrival and departure pattern assumptions detailed in Chapter 6 of the Traffic Study, the Modified Project is expected to generate a net total of 245 new weekday evening peak-hour trips (82 inbound, 163 outbound) and 408 new Saturday midday peak-hour trips (163 inbound, 245 outbound). The 245 new weekday evening peak-hour trips and 408 new Saturday midday peak-hour trips generated by the Modified Project, as well as the redistributed trips from 39th Street, were added to the existing weekday evening and Saturday midday peak-hour traffic volumes to determine the potential intersection impacts as a result of the Modified Project. As shown in Table 11 of the Traffic Study, all study intersections would continue to operate at LOS D or better during the weekday evening and Saturday midday peak hours with the addition of traffic volumes generated by the Modified Project. In addition, none of the study intersections would be significantly impacted by the Modified Project under the Existing With Project Conditions (Year 2016), and therefore no mitigation measures are required.

Future With Project Conditions (Year 2021)

The weekday evening and Saturday midday peak-hour traffic volumes generated by the Modified Project were added to the Future Without Project (Year 2021) peak-hour traffic volumes. The 39th Street redistribution volumes, were also added in after increasing them by 5.10 percent to account for ambient traffic growth. The resulting volumes represent Future With Project Conditions (Year 2021) after development of the Modified Project. Table 12 of the Traffic Study summarizes the results of the Future with Project Conditions during the weekday evening and Saturday midday peak hours for the 20 study intersections. As shown, 19 of the 20 study intersections would continue to operate at LOS

D or better during the weekday evening and Saturday midday peak hours under Future With Project Conditions (Year 2021). The addition of traffic generated by the Modified Project to these intersections would not result in a change to the volume-to-capacity (V/C) ratio that would exceed the significance thresholds. Intersection No. 14, Figueroa Street & Martin Luther King Jr. Boulevard, is forecast to operate at LOS F during the weekday evening peak hour; however, as previously discussed, Intersection No. 14 is projected to operate at LOS F during the weekday evening peak hour under Future Without Project Conditions (Year 2021). The addition of traffic generated by the Modified Project to Intersection No. 14 under Future With Project Conditions (Year 2021) would not result in a change to the V/C ratio that would exceed the significance thresholds. Thus, none of the study intersections would be significantly impacted by Modified Project under the Future With Project Conditions and no mitigation measures are required.

(ii) Caltrans Facilities

An analysis of Caltrans facilities was included in the Traffic Study because the Modified Project met one or more of the screening thresholds identified in the *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (Amended December 2015). Caltrans facilities, including three freeway mainline segments and the express lanes on I-110, six Caltrans intersections, five freeway off-ramps, and five freeway on-ramps were analyzed based on the methodology described in detail in Chapter 9 of the Traffic Study. The analysis considered the following three scenarios with and without the addition of the traffic generated by the Modified Project: Existing Conditions (Year 2016); Future Conditions (Year 2021); and Long Range Conditions (Year 2035).

As concluded in the Traffic Study, the Modified Project would not cause the LOS to worsen at any of the freeway mainline segments analyzed, and would have negligible effects on traffic density at each segment under all three scenarios. The Modified Project also would not cause the LOS to worsen at any intersection analyzed, and would have negligible effects on delay at each location under all three scenarios. The Modified Project's effect on queue lengths at off-ramps under all three scenarios would be negligible. Furthermore, the Modified Project would not substantially increase the on-ramp volumes at any location under any scenario analyzed. Therefore, the Modified Project would not result in a significant impact to Caltrans facilities and no mitigation measures are required.

(iii) Congestion Management Program

The Congestion Management Plan (CMP) does not identify any arterial monitoring intersections within the Study Area. The nearest arterial monitoring intersection is at Alameda Street and Washington Boulevard, nearly 3 miles east of the Modified Project. Thus traffic generated by the Modified Project would have a negligible effect on the

intersection. Therefore, because the Modified Project would not add 50 or more peak-hour trips to any arterial monitoring intersection, no further analysis was conducted in the Traffic Study.

According to the Certified EIR, the Approved Project would significantly impact two regional CMP freeways near the Project Site: the I-10 freeway at Budlong Avenue; and the I-110 freeway at Slauson Avenue. However, the Modified Project would add a maximum of 73 trips to I-110 in the northbound direction, including at the CMP freeway mainline monitoring location at Slauson Avenue, and would generate far fewer trips on the I-10 at Budlong Avenue freeway mainline monitoring location. Therefore, as the Modified Project would not add 150 trips to any segment in a single direction during a peak hour, no further analysis was conducted in the Traffic Study.

As discussed in Chapter 2 of the Traffic Study, the Study Area is served by numerous established transit routes. Based on Metro ridership data from March 2015 for the bus system and October 2016 for the rail system, there is capacity within the system to accommodate an additional 7,500 riders during the weekday evening peak hour and 3,363 riders during the Saturday midday peak hour. According to the Traffic Study, a total of 1,472 daily visitors to LMNA are expected to use public transit, which equates to approximately 221 transit riders during the weekday evening peak hour and approximately 368 transit riders during the Saturday midday peak hour. Even with potential growth in transit ridership by year 2021, the Modified Project's peak-hour transit ridership would be easily accommodated within the available capacity of the transit system. Therefore, the Modified Project is not anticipated to result in regional transit impacts.

(iv) Site Access

Vehicular access to LMNA would be provided via two full-access driveways on Bill Robertson Lane, one north and one south of 39th Street. Each of these driveways would lead to the Museum Parking Garage. The Replacement Parking Garage, which serves to replace the surface parking displaced by the Modified Project, would have three access points: two full-access driveways to Bill Robertson Lane and one driveway to Vermont Avenue at Leighton Avenue. The access point at Leighton Avenue would have a new traffic signal to safely permit left- and right-turns into and out of this driveway during events. Service access would also be provided on Bill Robertson Lane.

The Modified Project would include the vacation and regular closure of 39th Street between Vermont Avenue and Bill Robertson Lane, which is currently used for access to Exposition Park. With the closure, traffic would be redirected to Exposition Boulevard or Martin Luther King Jr. Boulevard to reach Bill Robertson Lane. However, 39th Street would be available for access to Exposition Park during major events at the Coliseum.

Pedestrian access to the Modified Project Site would be provided via existing sidewalks and proposed pedestrian plazas on the Modified Project Site. There is also a wide pedestrian parkway (approximately 60 feet in width) along the east edge of Vermont Avenue, between Vermont Avenue and the Modified Project. The open design on the ground level of LMNA would offer direct pedestrian access to and from this pedestrian parkway as well as to and from the rest of Exposition Park to the east.

Bicycle access to the Modified Project Site would be provided by a network of existing and proposed bicycle facilities on many of the streets within the Study Area, including those directly adjacent to the Modified Project. Bill Robertson Lane is designated for bicycle friendly street treatments, and bicycle lanes are proposed on Vermont Avenue, Exposition Boulevard, and Martin Luther King Jr. Boulevard.

Based on the *L.A. CEQA Thresholds Guide* procedures the analysis of impacts to access and circulation considers the operating conditions of the intersections nearest the primary access points. As previously discussed, 19 of the 20 study intersections are projected to operate at LOS D or better during both analyzed peak hours, under Future Without Project Conditions (Year 2021) and would continue to operate at LOS D or better during both analyzed peak hours under Future With Project Conditions (Year 2021). Intersection No. 14, Figueroa Street & Martin Luther King Jr. Boulevard, is forecast to operate at LOS F during the weekday evening peak hour without and with the addition of traffic generated by the Modified Project. However, this intersection is not adjacent to any of the access points identified above. In addition, all access points would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. Therefore, the Modified Project would not result in a significant access and circulation impact in the Study Area.

(v) Parking

As set forth in the Certified EIR, the Approved Project would not include major changes to the existing parking facilities at the Coliseum, Exposition Park, or the USC Campus. A total of 27 parking lots in the vicinity of the Project Site that were in regular use for Coliseum events at that time were identified. These included 10 parking lots within Exposition Park, a lot operated by the County of Los Angeles, a number of private parking lots, the Department of Motor Vehicles lot on the east side of the I-110 Freeway, and 8 lots and structures north of Exposition Park, including on USC's campus. Together, these lots provided a total of 19,820 parking spaces. Further, the Certified EIR anticipated the imminent construction of the structure immediately east of the Coliseum, which provides 2,210 parking spaces (of which 2,160 are available for Coliseum use). Thus, with the increase in parking and the reduction in stadium seating, parking impacts under the Approved Project would be less than significant.

Under the Modified Project, the three existing on-site surface parking lots, which provide a total of 1,691 spaces would be removed. The Modified Project would construct two subterranean parking structures with a total of up to 2,425 parking spaces, which equates to a net increase of 734 parking spaces within Exposition Park. Approximately 1,025 spaces would be provided in the two-level Museum Parking Garage beneath LMNA, which would serve the Modified Project and the adjacent Natural History Museum. The Replacement Parking Garage would provide up to 1,400 spaces in three subterranean levels. The Modified Project would also provide 30 short-term and 30 long-term bicycle parking spaces.

LAMC requires one space per 500 square feet of gross floor area for museum uses. As the Modified Project would include up to 299,717 square feet of floor area, a maximum of 599 parking spaces would be required. The LAMC also requires bicycle parking at a rate of one short-term and one long-term bicycle parking space for each 10,000 square feet of gross floor area. For the Modified Project, a total of up to 30 short-term and 30 long-term spaces would be required. Based on the number of vehicle parking spaces provided in the Museum Parking Garage and the Replacement Parking Garage, and the bicycle parking spaces provided on-site, the Modified Project would satisfy both the vehicular and bicycle parking requirements specified by LAMC. Therefore, the Modified Project would not result in significant impacts to parking.

(c) Mitigation Measures

Mitigation Measures 1 through 8, below, were included in the Certified EIR and addenda to reduce Approved Project impacts related to traffic. With the exception of Mitigation Measures 2, 4 and 6 that are not applicable to the Modified Project, these mitigation measures would continue to be implemented as part of the Modified Project.

1. To facilitate movement of vehicles, the LAPD and LADOT staff shall have the authority to implement turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage. There shall be a temporary command post available on the site to control and monitor traffic conditions. The area shall be split up into zones, with an engineer assigned to each zone. These engineers would have the authority to react to situations and change restrictions if necessary.

2. Electronic ticketing shall replace parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot back-up. In addition, season and regular ticket holders could be issued speed passes and assigned parking at specific lots. **[Mitigation Measure not applicable to the Modified Project.]**

3. Real time radio alerts and broadcasts via Highway Advisory Radio (HAR) shall be located where LADOT deems appropriate.

4. In conjunction with the aforementioned measures, Changeable Message Signs (CMS) shall be used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots. At least eight or more signs would be needed for results to be noticeable and coordinated. **[Mitigation Measure not applicable to the Modified Project.]**

5. Project implementation shall include the development of a carpool incentive system to reduce the number of overall vehicle trips.

6. Alternate parking sites located away from the Coliseum shall be made available, as well as transportation to and from these parking areas and the Coliseum. **[Mitigation Measure not applicable to the Modified Project.]**

7. Turn prohibitions shall remain in place on game days. Such prohibitions are changed both within and between game days based on the most current traffic conditions and to reflect current best practices based on the City's extensive experience implementing traffic control for Coliseum events.

8. Prior to the start of construction, a Construction Management Plan shall be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. 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:

    - Provision of on-site parking for all construction workers.

    - Staging of all construction vehicles, equipment, and materials on the Project Site.

    - Scheduling of construction activities (worker schedules, haul truck traffic, and deliveries) to reduce the effect on traffic flow on surrounding arterial streets.

    - Scheduling of construction-related deliveries, haul trips, etc. so as to occur outside the commuter peak hours to the extent feasible.

    - Coordinate construction activities with LAFC construction to minimize traffic and other cumulative impacts.

V. Effects Not Found to Be Significant

A. Agricultural Resources

According to the Certified EIR and addenda, there have been no agricultural uses on the site since before 1921. Similar to the Approved Project, the Modified Project would not involve any changes to the use of the Coliseum, which would continue hosting the same type of events as it currently does. The Modified Project would construct a new building with approximately 299,717 square feet of museum and ancillary uses in an area that is currently used for vehicle parking. In addition, the Modified Project includes the relocation of a soccer field to an area currently used for surface parking. Thus, the Modified Project would not convert an agricultural use to a non-agricultural use, and would not impact potential future agricultural uses on the site. Therefore, similar to the Approved Project, the Modified Project would not impact agricultural resources.

B. Biological Resources

Under the Certified EIR, impacts to biological resources were concluded to be less than significant. The Modified Project is located within a highly urbanized area. The project site is developed with paved surface parking lots and a soccer field and does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife. In addition, the Modified Project would not result in the filling of a federally protected wetland and would not affect a wildlife corridor or native nursery site. Therefore, consistent with the conclusions in the Certified EIR for the Approved Project, no impacts to sensitive species, designated natural communities, wetlands, wildlife corridors or nursery sites, or habitat conservation plans would occur as a result of the Modified Project.

The City of Los Angeles Protected Tree Ordinance (Ordinance 177,404) regulates the relocation or removal of Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as “protected” by the City of Los Angeles. Trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a 2:1 basis with trees that are of a protected variety. In addition, the Board of Public Works has a policy that requires replacement of street trees at a ratio of 4:1.

According to the *Exposition Park Tree Inventory & Evaluation* (Tree Report) prepared by Arborgate Consulting, Inc., included as Appendix H, there are no protected trees on the Modified Project site. The Tree Report inventoried 187 trees on-site and along 39th Street, Leighton Avenue, Bill Robertson Lane, Vermont Avenue, and Martin Luther King Jr. Boulevard. This inventory included the condition of each tree and recommendations for removal or retention. As part of the Modified Project, all trees on-site and along Leighton Avenue, 39th Street, Bill Robertson Lane, and Martin Luther King Jr. Boulevard noted in the inventory would be removed. The majority of the trees along Vermont Avenue are anticipated to remain. None of the trees designated for removal are of species that are protected under the City's Protected Tree Ordinance. However, the on-site trees would be replaced on a 1:1 basis. In addition, consistent with the Board of Public Works policy, the Modified Project would replace all street trees at a ratio of 4:1. The new street tree species would be drought-tolerant and/or of a climate-adapted nature and would primarily require moist to dry soil conditions. Thus, the planting of new street tree species would be selected to enhance the pedestrian environment, convey a distinctive high quality visual streetscape, and complement trees in the surrounding area. Based on the above, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Although unlikely, trees on the Modified Project Site that are proposed for removal could potentially provide nesting sites for migratory birds. Construction activities under the Modified Project would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this existing regulatory requirement, potential impacts to nesting raptors would be less than significant under the Modified Project.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to biological resources. Therefore, similar to the Approved Project, the Modified Project would not have a significant impact on biological resources.

C. Hazard and Hazardous Materials

The following analysis is based, in part, on the following reports prepared by Converse Consultants, which are included as Appendix I of this Addendum:

- Phase I Environmental Site Assessment Report, Parking Lots 1 and 1A, Northeast Corner of Martin Luther King Jr. Boulevard & Vermont Avenue, Los Angeles, California, February 6, 2017

- Phase II Environmental Site Assessment Report, Parking Lot 1 Northeast Corner of West Martin Luther King Jr. Boulevard & South Vermont Avenue, Los Angeles, California, March 22, 2017

- Phase I Environmental Site Assessment Report, Los Angeles Coliseum, Sports Arena, and Parking Lots 2, 3, 4, 5, and 6, Los Angeles, California, January 24, 2012

- Phase II Environmental Site Assessment Report, Parking Lot 2 and 3 Located North and South of 39th Street/Exposition Park Drive Between Vermont Avenue and Bill Robertson Lane, Los Angeles, California, December 8, 2016

The Certified EIR concluded that the Approved Project would not result in impacts associated with hazards. The types of construction activities under the Modified Project would be similar to those under the Approved Project. During demolition and building construction, fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be used, handled, and stored on-site. All potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and would not include materials beyond what is generally used in typical construction activities, thereby reducing the risk of hazardous materials use. In addition, the Modified Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials. Thus, there is limited potential for construction activities to expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard in excess of regulatory standards. Furthermore, based on the results of the Phase I and II Environmental Site Assessments (ESA) for the Modified Project site, there are no significant quantities of hazardous substances on-site or evidence of hazardous environmental conditions.

Operation of the Modified Project would involve the limited use of potentially hazardous materials typical of those used in museum, retail, and restaurant operations, including cleaning agents, paints, pesticides, and other materials used for landscaping. With implementation of appropriate hazardous materials management at on-site and continued compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, significant impacts associated with the use, storage, and management of hazardous materials during operation of the Project would not occur.

Based on the information contained in the Phase I ESAs, the Modified Project site is currently used as a soccer field (Lot 1A) and parking lots (Lots 1, 2, and 3). There are no recognized environmental conditions (REC) within the site. However, on-site and adjacent historical uses include auto-related businesses, a battery repair facility, dry cleansers, gas stations, manufacturing, and agricultural-related uses. These historical uses were considered potential environmental concerns; therefore, Phase II ESAs were conducted for the Modified Project to assess the extent to which the on-site soils may have been impacted by the historical uses and to determine the presence or absence of underground storage tanks (USTs). The Phase II ESAs concluded that no concentrations of volatile organic compounds (VOCs) were detected in any of the soil samples analyzed and that all reported levels of total petroleum hydrocarbons (TPH) were below the screening levels. With the exception of arsenic and lead, all of the reported metal concentrations were below their respective screening levels for residential land use. Of the soils samples that contained arsenic concentrations that exceeded the screening level for residential use, all but one are less than the level determined by the Department of Toxic Substances Control to be an average naturally occurring level for the region. The Phase II ESA for Lot 1 concluded that the source of arsenic may have been from a surficial application of a product for weed control. The soil samples that were reported to have lead concentrations that exceeded the screening levels for residential land use had concentrations that are less than the screening levels for commercial/industrial land use such as the Modified Project. In addition, according to the Phase II ESAs, all concentrations of VOCs detected in the soil vapor samples were below the calculated soil-vapor screening levels for future residential and commercial land uses. Furthermore the geophysical survey conducted did not reveal the presence of any suspected USTs. Based on these results, the Phase II ESAs concluded that the historical on-site and off-site uses have not significantly impacted the Modified Project site. Therefore, similar to the Approved Project, the Modified Project would not have a significant impact to hazards and hazardous materials.

D. Hydrology and Water Quality

The Certified EIR included a discussion of several environmental topics, including hydrology and water quality, that were not found to be significant and thus, were not discussed in detail in the Certified EIR. The Second Addendum to the Certified EIR did provide an analysis of potential impacts associated with hydrology and water quality. That analysis concluded that the Approved Project's impacts associated with hydrology, water quality, and groundwater would be less than significant

The following analysis for the Modified Project is based, in part, on the *Lucas Museum of Narrative Art Water Resources Technical Report* (Water Resources Technical Report) prepared for the Project by KPFF Consulting Engineers, dated March 10, 2017. This report is included as Appendix J of this Addendum.

The types of construction activities under the Modified Project would be similar to those under the Approved Project. However, the Modified Project would have a depth of excavation of approximately 30 feet compared to the Approved Project's depth of excavation of 40 feet. As the Modified Project site would be greater than 1 acre in size, coverage under the NPDES General Construction stormwater permit would be required. Compliance with this permit would require the implementation of a stormwater pollution prevention plan (SWPPP) that specifies Best Management Practices (BMPs) and erosion control measures to be used during construction to manage runoff flow and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction by containing and treating stormwater or construction watering. Furthermore, the Modified Project would be required to comply with all applicable City grading and permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Therefore, the Modified Project would not substantially alter the drainage patterns in such a manner that would result in substantial erosion, siltation, or flooding. Furthermore, the Modified Project would not result in discharge that would violate any water quality or waste discharge standards, or otherwise substantially degrade water quality. As such, construction-related impacts to surface water hydrology and surface water quality would be less than significant.

As noted in the Water Resources Technical Report, previous boring explorations immediately west of the Modified Project Site did not encounter groundwater to a depth of 70 feet below grade. An additional investigation conducted 0.25 mile east of the Modified Project Site did not encounter groundwater to a depth of 130 feet below grade. As noted above, the Modified Project would have a depth of excavation of approximately 30 feet below ground surface. Therefore, construction activities are unlikely to encounter groundwater due to the limited depth of excavation associated with the Modified Project and dewater operations are not expected. However, construction activities could increase the opportunity for hazardous materials such as fuels, paints, solvents, and concrete additives to be released into the groundwater. Compliance with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous wastes would reduce the potential for hazardous materials to contaminate groundwater during construction of the Modified Project. Therefore, construction related impacts to groundwater hydrology and water quality would be less than significant.

The area proposed for construction of the LMNA is currently nearly 100 percent impervious With the exception of Jesse Brewer Jr. Park, the open space area that would be improved within Exposition Park, and the southern portion of the relocated soccer field, the portions of the site that would contain landscaping and pervious groundcover would be located above a subterranean parking structure. Thus, new drainage systems would be implemented to collect stormwater runoff from the landscape areas. According to the Water Resources Technical Report, the existing peak flow rate for a 50-year storm event is

approximately 28.6 cubic feet per second (cfs). Post-development, the peak flow rate for a 50-year storm event would remain at 28.6 cfs, indicating that there would be no increase in stormwater runoff. Thus, the Modified Project would not increase the rate or volume of stormwater runoff into the existing storm drain system during operation. The Modified Project would be required to implement a Standard Urban Stormwater Mitigation Plan (SUSMP) and comply with the Low Impact Development (LID) ordinance, which requires BMPs to capture and treat a portion of the stormwater volume. The site currently does not have structural BMPs for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, the implementation of BMPs proposed by the Modified Project would result in a substantial improvement in surface water quality runoff from the site during operation. As such, operational impacts to surface water hydrology and surface water quality would be less than significant.

The Modified Project would not result in the infiltration of stormwater that could impact groundwater levels or flows. In addition, the Modified Project would not include the installation or operation of water wells, which could result in a net deficit of aquifer volume or lower the groundwater table. Operational activities that could impact ground water quality include spills of hazardous materials and leaking underground storage tanks. The Modified Project would not include the installation of underground storage tanks, and there are no known underground storage tanks in the vicinity of the site. Furthermore, the Modified Project would comply with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous materials to reduce the potential for contamination. Therefore, operational impacts to groundwater hydrology and groundwater quality would be less than significant.

The Modified Project Site is not located within a 100-year flood plain or within an area that could be impacted by a seiche, tsunami, or mudflow. Therefore impacts related to those potential issues would be less than significant.

Based on the above, as with the Approved Project, potential impacts associated with hydrology, groundwater, and water quality would be less than significant under the Modified Project.

E. Mineral Resources

According to the Certified EIR and addenda, the site area does not include land containing significant mineral deposits. Additionally, the site area does not contain potential petroleum resources. Thus, similar to the Approved Project, the Modified Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource

recovery site. Therefore, as with the Approved Project, the Modified Project would have no impact on mineral resources.

F. Population and Housing

No residential properties are located on the Modified Project site and none were planned as part of the Approved Project. The Modified Project would not include the construction of residential uses on-site. Thus, the Modified Project would not result in a permanent population increase nor would it displace any existing housing in the area. In addition, the Modified Project Site is adjacent the Metro Expo Line and the site is also well-served by 13 bus lines operated by Metro and the LADOT Downtown Area Shuttle. Given the proximity to an abundance of public transit options and the types of employment that would be created, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project. Thus, any indirect increase in population resulting from employees that would relocate to the vicinity would be limited. Therefore, similar to the Approved Project, the Modified Project would have no impact on population and housing.

G. Schools

The Modified Project is located within the boundaries of the Los Angeles Unified School District (LAUSD). While the Modified Project would not generate residents, the additional employment generated by the Modified Project would have the potential to generate new students that may attend LAUSD schools. However, as discussed above, the Modified Project Site is adjacent the Metro Expo Line and the site is also well-served by 13 bus lines operated by Metro and the LADOT Downtown Area Shuttle. Given the proximity to an abundance of public transit options and the types of employment that would be created, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project. Thus, the potential for actual student generation is anticipated to be limited. Moreover, any increase in LAUSD enrollment that may occur under the Modified Project would be dispersed across many LAUSD schools, as school attendance is primarily a function of an employee's location of residence rather than his or her place of work, and Modified Project employees are anticipated to live in many different areas within LAUSD's jurisdiction. Pursuant Senate Bill 50, the Applicant would be required to pay school fees prior to the issuance of building permits to offset costs associated with school facilities made necessary by new construction. Pursuant to Government Code Section 65995, the payment of these fees by the Applicant serves to fully mitigate all potential project impacts on school facilities from implementation of a project to a less-than-significant level. Through compliance with this regulatory requirement, the Modified Project's potential impacts with regard to school facilities would be less than significant and no mitigation

measures are required. Furthermore, during construction, the Modified Project would implement a Construction Management Plan, subject to LADOT approval, which would establish proposed haul routes and staging areas for the transportation of materials and equipment with consideration for sensitive uses in the neighborhood, including schools. Therefore, the Modified Project would not result in any significant impacts to schools.

H. Parks and Recreation

The Modified Project would not generate residents; however, the additional employment generated by the Modified Project would have the potential to increase the use of parks and recreational facilities by on-site workers and employees during the construction and operation of the Modified Project. During construction of the Modified Project, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is potential for construction workers to spend their lunch breaks at the parks and recreational facilities located in proximity to the site. However, any such use would be temporary and nominal and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. The additional employment generated by the operation of the Modified Project would have the potential to generate an increased demand for parks and recreation facilities. However, this potential is anticipated to be limited because it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the site. In addition, the Modified Project includes expansive new open space areas for use by employees, visitors, and the community. Thus, the Modified Project would not create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Therefore, operation of the Modified Project would not result in a substantial adverse impact to parks and recreational facilities, and impacts would be less than significant. No mitigation measures are required.

I. Libraries

Library services within the Project area are provided by the Los Angeles Public Library (LAPL). The closest library to the site is the Exposition Park–Dr. Mary McLeod Bethune Regional Library located at 3900 S. Western Avenue, approximately 1.2 miles west of the site. The residential population of a library's service area is the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth. Since the Modified Project would not develop residential uses, implementation of the Modified Project would not result in a direct increase in the number of residents within the service population of the Exposition Park–Dr. Mary McLeod Bethune Regional Library.

During construction of the Modified Project, it is unlikely that construction workers would utilize the libraries that serve the site on their way to/from work or during their lunch hours because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. While new employment at the LMNA would have the potential to generate an indirect demand for library services, this potential demand is anticipated to be limited because it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the LMNA. Although employees could spend their lunch breaks at nearby libraries or visit them after work, any such use would be for limited periods and would not be anticipated to create an increased demand for libraries that could result in the need for new or physically altered facilities. As such, the Modified Project would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered LAPL facilities, and impacts would be less than significant. No mitigation measures are required.

Exhibit F

Public Correspondence

Board of Directors

California Science Center and Exposition Park

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Ana M. Lasso,
General Manager Exposition Park

March 27, 2017

Attention: Ms. Heather Bleemers
Los Angeles City Planning Department,
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

SUBJ: PC-2016-4121-SP-SPP—SUPPORT

Dear City Planning Department,

The members of the California Science Center & Exposition Park Board of Directors strongly support the plan before you to develop the Lucas Museum of Narrative Art (LMNA) in Exposition Park.

The LMNA, centered on visual storytelling and the evolution of art and moving images, will be an exciting addition to Exposition Park, complementing in a very creative way the existing world-class educational, cultural and recreational facilities operating in and near the Park. As such, the Lucas Museum will thrill, energize and spark the imagination of visitors who come from near and far today and well into the future. LMNA will operate in concert with the other museums and sports venues, and continue the revitalization of downtown Los Angeles and is reflective of the diversity and creativity that defines the City.

Given the LMNA's mission of education, the opportunity to collaborate with the nearby museums, local schools and USC increases outreach and benefits to the community.

The architectural design of the museum is exciting and definitive. The expanded green park space will be a major benefit to the community, and, through the underground parking and other improvements, nearly 11 acres of asphalt will become green. The existing youth sports field on site will be

moved and upgraded, with any potential disruption to playing soccer during construction mitigated.

For all the reasons stated above, we urge approval of the Lucas Museum of Narrative Art's development plan, as submitted.

Appointed by the Governor, the nine-member Board of Directors supports the California Science Center and Office of Exposition Park Management (OEPM) by providing policy direction, guidance and approval of leases and contracts as they relate to the respective missions, goals and objectives.

Thank you for your consideration.

Sincerely,

Fabian R. Wesson

Billie Greer

Fabian Wesson

Chair

Billie Greer

Vice-Chair

Copy: Thomas Gibson, Undersecretary Natural Resources Agency;
Ana M. Lasso, General Manager Exposition Park;
Board of Directors, California Science Center and Exposition Park

California Science Center

700 Exposition Park Drive, Los Angeles, CA 90037
Telephone 323.SCIENCE (724.3623)
Fax 213.744.2034
www.californiasciencecenter.org

Mach 28, 2017

Los Angeles City Planning Department, Expedited Processing Section
Attention: Heather Bleemers
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

On behalf of the California Science Center, I am writing in support of the Lucas Museum of Narrative Art proposed to be located in Exposition Park. The addition of the Lucas Museum to Exposition Park will further make it one of the most significant destinations in the nation.

The Lucas Museum of Narrative Art will not only include two state-of-the-art theaters and feature original works of art from renowned artists, it will offer extensive educational opportunities for students of all ages. The Museum will have a publicly accessible research library and plans for robust educational programming for preschool-aged children to adults. We are looking forward to the infinite possibilities of collaboration between all of the institutions in the park to provide many unique learning experiences.

The Science Center strongly supports the Lucas Museum of Narrative Art's arrival to Exposition Park.

Sincerely,

Jeffrey N. Rudolph
President and CEO

CaliforniaScienCenter

March 28, 2017

Los Angeles City Planning Department, Expedited Processing Section
Attention: Heather Bleemers
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

On behalf of the California African American Museum, I am writing in support of the Lucas Museum of Narrative Art proposed to be located in Exposition Park.

One of the great aspects of the Expo Park campus is the diversity and culture reflected in the community. On any day at the campus, you will find people from all cultures and socio-economic backgrounds that are there for history, art, entertainment, and the opportunity to learn something new. There is no better place for a museum that would truly reflect the diversity of Los Angeles.

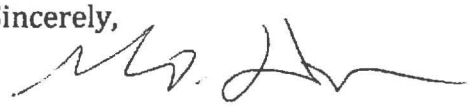
The Lucas Museum of Narrative Art will be a strong partner to Expo Park and our museum because of the opportunities it will bring. It will be accessible to everyone and seeks to teach a new perspective on art that embodies elements for all to enjoy. The museum will also feature innovative classrooms, workshops, state-of-the-art theaters, original art pieces from renown artists, and an accessible research library.

At the California African American Museum, our mission is to enrich the public about African American history, art, and culture. We look forward to the opportunities for collaboration between our two museums to provide unique, diverse, and enriching experiences to educate students, aspiring artists, and other museum goers.

In addition to the educational and cultural benefits, the Lucas Museum will also add 11 acres of publicly accessible green and garden space by converting asphalt parking spaces that currently sit in its place. This new space adds greater value to the campus and our museum and will maintain the park's accessibility for families and the rest of the community.

The benefits and opportunities from this project are one-of-a-kind and we look forward to welcoming the Museum as a new partner to Exposition Park.

Sincerely,



George O. Davis
Executive Director
California African American Museum

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

866 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 / (213) 974-2222

MARK RIDLEY-THOMAS
CHAIRMAN OF THE BOARD
SUPERVISOR, SECOND DISTRICT

March 31, 2017

Ms. Heather Bleemers
Los Angeles City Planning Department, Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

RE: SUPPORT FOR THE LUCAS MUSEUM OF NARRATIVE ART PROJECT

Dear Ms. Bleemers:

I write to express my strong support for the Lucas Museum of Narrative Art (the Lucas Museum), which is proposed to be located at Exposition Park in South Los Angeles. As presiding Supervisor over this area, I am enthused by the potential economic, educational and social benefits that the community will enjoy as a result of the construction and operation of this Museum.

The Museum proposes to have robust educational programming with classes for all age groups, ranging from preschool-aged children to adults. The Lucas Museum also includes a free, publicly-accessible research library. These resources will add to the educational enrichment of the children and families living in the surrounding neighborhoods. Moreover, the Museum development includes the addition of 11 acres of park and garden space to the area. This is an amenity that is much needed in the County of Los Angeles and particularly in South Los Angeles.

The economic development impact to the greater Exposition Park community will be realized through construction jobs, an increase in business ventures that will naturally develop from the presence of the Lucas Museum, and the permanent jobs that the Museum and new businesses will create.

Lastly, the Lucas Museum will be built and maintained at no cost to taxpayers. This gift is considered the largest ever given to an American city and I am thrilled that it is being made in the heart of South Los Angeles.

I urge the Los Angeles City Planning Department to promptly approve this catalytic project.

With hope,

Mark Ridley-Thomas

MARK RIDLEY-THOMAS
Supervisor, Second District

REGINALD BYRON JONES-SAWYER, SR.
ASSEMBLYMEMBER 59TH DISTRICT

CAPITOL OFFICE
P.O. BOX 942849
SACRAMENTO, CA 94249-0059
PHONE: (916) 319-2059
E-MAIL: ASSEMBLYMEMBER.JONES-SAWYER@ASSEMBLY.CA.GOV

DISTRICT OFFICE
700 EXPOSITION PARK DRIVE
LOS ANGELES, CA 90037
PHONE: (213) 744-2111
WEBSITE: WWW.ASSEMBLY.CA.GOV/JONES-SAWYER

March 24, 2017

Los Angeles Planning Department, Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: CPC-2016-4121-SP-SPP

Dear Members of the Los Angeles Planning Department, Expedited Processing Section:

I am pleased to submit my letter in support of the proposed Lucas Museum of Narrative Art, a state-of-the-art and unique art museum that would be located in the heart of Exposition Park. The Lucas Museum of Narrative Art will add to an already thriving educational and cultural center located in Exposition Park. Furthermore, the museum will create and improve park space, give children within the surrounding areas a new place to visit and explore the wonders of art, and attract tourists from all over the world. Just as important, no public funding will be used to pay for this project.

I believe this project is one of the next steps forward in the improvement of the 59th District. It is also one of the largest gifts to any major city with the Lucas family donating $1.2 billion dollars for the construction, collection, and operating endowment. Moreover, the artistic vision of Ma Yansong of Mad Architects will attract millions of eyes as both residents and tourists pass by the museum.

While the grandeur and brilliance of the museum's physical aesthetic would, by itself, be a welcome addition to our community, it is the museum's environmental and educational impacts that really make this project attractive. With over 100 K-12 schools surrounding the museum, the project gives an opportunity for thousands of primary school students an opportunity to explore and learn. With promises of public lectures, hands-on workshops, a public research library, hands-on and digital classrooms, and after-school programs and camps, it is clear that the museum is making it a priority to contribute to the education of our children.

I strongly urge you to give this project your consideration and, eventually, approval.

Sincerely,

Reginald Byron Jones-Sawyer, Sr.

REGINALD BYRON JONES-SAWYER, SR.
Assemblymember, 59th District
Chair, Public Safety Committee
Chair, California Legislative Black Caucus

Cc: Los Angeles City Councilmember Curren Price

STATE CAPITOL
ROOM 5080
SACRAMENTO, CA 95814
(916) 651-4030

DISTRICT OFFICE
Wallis Annenberg Building
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LOS ANGELES, CA 90037
(213) 745-6656

WEBSITE:
http://sd30.senate.ca.gov/

California State Senate

HOLLY J. MITCHELL

SENATOR, THIRTIETH DISTRICT

COMMITTEES

Committee on Budget and Fiscal Review (Chair)
Committee on Public Safety
Committee on Health
Committee on Insurance
Committee on Labor and Industrial Relations
Joint Legislative Committee
Rules

Select Committee on Women and Inequality (Founder)

April 3, 2017

Los Angeles City Planning Department, Expedited Processing Section
Attention: Heather Bleemers
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

I write to offer my support for the Lucas Museum of Narrative Art's location in South Los Angeles. This museum will enhance the cultural gravitas of the 30th District which I represent while also bringing to our community a new cohort of visitors and patrons.

The 11 acres of visitor-friendly park space that the Lucas Museum will bring to this district are critical in an area of Los Angeles that is relatively poor in urban green space, yet which our families need and will appreciate. The new museum increases the attractiveness of Exposition Park as one of the major urban free spaces in which both learning and leisure can take place.

Children of the local urban schools will especially derive educational opportunity from the Lucas Museum amenities. With a publicly accessible research library, new classrooms, and a variety of programs and workshops, the museum will provide our youth with the tools, resources, and outlets to express creativity, while exploring art and innovation.

As a gift from the Lucas Family, this $1.2 billion museum will be the largest gift Los Angeles has ever received. The economic stimulus is needed in South LA and will be welcome citywide. I strongly urge for the approval of this Museum. Thank you.

Sincerely,

HJmitchell

Senator Holly J. Mitchell
30th District

LOS ANGELES AREA
CHAMBER OF COMMERCE

April 3, 2017

Ms. Heather Bleemers
Los Angeles City Planning Department, Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

On behalf of the Los Angeles Area Chamber of Commerce, which represents more than 1,650 organizations and 650,000 employees in the region, I am writing to express our support for the Lucas Museum.

The Lucas Museum is the first of its kind for the public to experience storytelling in a new light. These exhibits are dedicated to the art of storytelling across all media, including paintings, illustrations, and moving images. This museum will hugely benefit our community through their features of original works of art, cutting-edge digital technologies, and educational opportunities for everyone.

There is no cost to taxpayers to build this museum, as the Lucas family will fully fund the estimated $1.2 billion cost for construction, collection, and operating endowment. In addition, this project will create nearly 11 acres of new public green park space and will upgrade Soboroff Field with technologically advanced turf and new amenities. This project will be located in the heart of the South Los Angeles Promise Zone, where it will feature public lectures, classes, hands-on workshops, after-school programs and camps, and other education opportunities for our students to enjoy.

We are excited to be part of the largest gift to an American city by the Lucas family. This enormous project is a win-win for our community, with absolutely no cost to tax-payers and for the entire community to enjoy. The Chamber supports this project and believes this will be an incredible asset to our community.

Sincerely,

Gary Toebben

Gary Toebben
President & CEO

350 S. Bixel St. | Los Angeles, CA 90017 | P: 213.580.7500 | F: 213.580.7511 | lachamber.com

Ward
Economic Development Corporation
PO Box 7231 – Los Angeles, CA 90007

213/ 747-1188 - voice
213/ 747-1975 - fax
Ward-edc.org - website
jdupontw@aol.com - email

OWNERS
Tuelyn Terrace
Ward Villas
Rosa Parks Villas

March 30, 2017

Los Angeles City Planning Department, Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012
Attention: Heather Bleemers

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

Ward Economic Development Corporation is a community development organization with 30 years of experience in the Exposition/University Park area. Over the decades, our vision has included insuring that Exposition Park has the most diverse and imaginative tenants who reflect the diverse interests of this multi-cultural region, as well as the immediate community. **The Lucas Museum of Narrative Art** would make that vision a reality; therefore we join the chorus of local stakeholders expressing our support for its location in **Exposition Park**.

The Lucas Museum promises to be a unique and transformative experience for visitors as well as the epicenter for over 100 K – 12 schools in the heart of the South Los Angeles Promise Zone. This provides the opportunity for the Museum to become a part of the artistic lifeblood for many of these schools and provide students an opportunity to take field trips, attend after-school programs and camps, and further their education outside the classroom through imaginative immersion.

As a member of LA Metro's Board of Directors, I am extremely pleased that the Lucas Museum visitors can enjoy safe and accessible service via two light rail stops as well as bus service on Vermont Ave and Figueroa Ave - Silver line, Rapid Transit, and Local service. The Museum will also have underground parking for visitors who travel by car to ensure there is ample space to park while creating 11 acres of new open, communal green park space around the Museum.

WEDC believes that the Lucas Museum will benefit our community's youth, elders, families, fellow Angelenos and Southern Californians. This is why we strongly urge your support for the Lucas Museum of Narrative Art at Exposition Park.

Sincerely,
WARD ECONOMIC DEVELOPMENT CORPORATION
By Its President

Jacquelyn Dupont-Walker

LOS ANGELES JOB CORPS CENTER

1031 South Hill Street, Los Angeles, California 90015
Telephone (213) 748-0135

Operated by the YWCA Greater Los Angeles
For the U. S. Department of Labor, Employment and Training Administration

eliminating racism
empowering women
ywca
of Greater Los Angeles

March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of **Los Angeles Job Corps Center** in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families.

We are supporting the Lucas Museum to be located at Exposition Park in the heart of the South Los Angeles Promise Zone because of the positive impact to our Job Corps students. Job Corps is a no-cost education and career technical training program that helps young people ages 16-24 improve the quality of their lives. The Lucas Museum will provide multiple opportunities for hands-on engaging educational experiences and curriculum-based learning for students. Job Corps students will be able to experiment in many artistic processes, including pre-professional cinema techniques.

The Museum will provide many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our students here at Job Corps. Some of the programming available will include media, arts, and visual literacy workshops, and film study workshops. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our students.

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children.

Thank you,

Fred Williams
Center Director
Los Angeles Job Corps

Cc: Los Angeles City Councilmember Curren Price

03/28/2017

Los Angeles City Planning Department, Expedited Processing Section
Attention: Heather Bleemers
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

On behalf of the Los Angeles Urban League, I am writing in support of the Lucas Museum of Narrative Art proposed to be located in Exposition Park.

The proposed site for the Lucas Museum is in the center of the South Los Angeles Promise Zone and near about 100 schools. We believe this is a perfect location for this world-class Museum as its art and education will be easily accessible to children of all ages who live in the neighborhood and across the region.

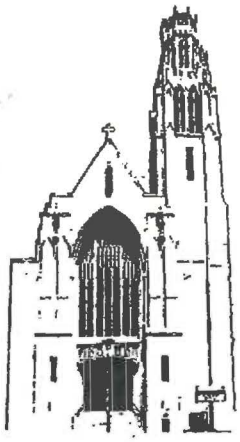
Over half of the children living in the South Los Angeles Promise Zone are living in poverty, which is more than twice the rate in Los Angeles County. As part of the Lucas Museum, it proposes to have robust educational programming with classes for preschool-aged children through adult and a publicly accessible research library. These resources will add to the educational enrichment of the children living in the surrounding neighborhoods.

Another important aspect of this project is the 11 new acres of publicly accessible green park space that will replace the current asphalt surface parking lots. The project will then replace and add new parking spaces in subterranean lots. There are limited parks in South Los Angeles and this project will provide beautiful new public park spaces for families to enjoy.

We view the Lucas Museum as a tremendous community asset and are excited for its future home to be in South Los Angeles at Exposition Park.

Sincerely,

Nolan V. Rollins
President & CEO
Los Angeles Urban League



McCarty Memorial Christian Church

4101 West Adams Boulevard, Los Angeles, CA 90018
Church Telephone (323) 731-4131 - Fax (323) 731-5192
Email: mccartylovesyou@yahoo.com

March 29, 2017

Los Angeles City Planning Department, Expedited Processing Section
Attention: Heather Bleemers
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers,

I'm writing this letter on behalf of the historic McCarty Memorial Christian Church in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. One of the most important resources the Lucas Museum brings is cultivating the minds of members of the community to harness their story by weaving their narrative into a larger fabric of possibility and imagination. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth inspiring them with the power of story. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

Our high school students as well as university students have a lot to gain from the Museum as well. With interactive workshops, master classes, a research library, internships, and pre-professional training in partnership with other universities, aspiring students that strive to become the next innovators of our future will be able to access the crucial tools, skills, and experiences they need to be successful.

These opportunities from the Lucas Museum are one-of-a kind and will play a valuable role in the education of our children as they learn to think outside the box, explore their creativity, and accomplish their goals. The Lucas Museum will be a welcome asset to the history making fabric of Los Angeles as it inspires Angelenos to remember the past and embrace our diverse future.

Thank you,

Rev. Edward L. Anderson

eliminating racism
empowering women
ywca
greater los angeles

March 28, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I am writing this letter on behalf of the YWCA Great Los Angeles and the community it serves to urge the City's expedited processing in support of the Lucas Museum of Narrative Art development. The Lucas Museum's commitment to providing educational benefits and art programming accessible and affordable to our students, local residents, and families while enhancing the built environment, certainly meets the objectives for which the Expedited Processing Section was established.

Located at Exposition Park in the heart of the South Los Angeles Promise Zone, it is particularly well positioned to serve this community. The museum will expand the exposure to world-class art, taking them on the journey of exploration of the art process leading to a greater understanding of the world in which we live. The development presents employment opportunities, as well, in both the construction and operational phases.

The YWCA Greater Los Angeles has served this community for more than 120 years. Through strategic planning we have addressed the needs of children, youth, adults and seniors in programming for early childhood education, academic tutoring, work force development, and health and wellness at seven YWCA Greater Los Angeles Empowerment Centers. We view the Lucas Museum project as one of the most exciting opportunities presented to the Los Angeles community in decades. With private funding, the city and surrounds have effectively leveraged this locale to provide an outstanding resource to the public at no expenditure of public funds.

Thank you for your attention and we look forward to an affirmative decision to grant this project expedited processing.

Thank you,

Faye Washington

Faye Washington
President & Chief Executive Officer
YWCA Greater Los Angeles

Cc: Los Angeles City Councilmember Curren Price

for every woman

YWCA Greater Los Angeles
1020 South Olive Street, 7th Fl
Los Angeles CA 90015

B. 213-365-2991
Fax. 213-365-9887

www.ywcagla.org

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empowering women
ywca

March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of the **YWCA Greater Los Angeles Union Pacific Empowerment Center** in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families. This Center was built in 2010 and serves children, youth and adults in early childhood education programs, youth tutoring and senior meals programs. The center is located in East Los Angeles, serving a largely low/moderate income community.

This center serves 6 week - 5 years old children in an early childhood education program; the YWCA Girls Club, after school tutoring, ESL and senior meals and activity programs. We look forward to aligning our resources to maximize the museum's impact on the community members we serve

Its promise of free and affordable access and its central focus on youth will allow us to expand our services for the children, while it provides extraordinary educational opportunities for students of all ages, be it the hands-on workshops, summer camps, visual literacy workshops, or daily film screenings.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

for every woman

YWCA Greater Los Angeles
Union Pacific Empowerment Center
4315 Union Pacific Ave.
Los Angeles, CA 90023

Main: (323) 415-6057
Fax: (323) 415-6019

www.ywcagla.org

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ywca

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children and community overall. We are excited and appreciative that Los Angeles will have its own Lucas Museum of Narrative Art and look forward to taking full advantage of this world-class resource.

Thank you,

Norma Gonzalez
Center Director
YWCA Greater Los Angeles
Union Pacific Empowerment Center

Cc: Los Angeles City Councilmember Curren Price

for every woman

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March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of **YWCA Greater Los Angeles Digital Learning Academy** in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families.

We are supporting the Lucas Museum to be located at Exposition Park in the heart of the South Los Angeles Promise Zone because of the positive impact to our Digital Learning Academy students. The YWCA Greater Los Angeles offers a fully equipped, digital print center and technology training program, designed to provide sustainable employment paths for youth throughout Greater Los Angeles who have talent and motivation but lack opportunity. The Lucas Museum will celebrate the power of visual storytelling in a setting focused on narrative painting, illustration, photography, film, animation and digital art which will be an added valued component to our academy.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children.

Thank you,

Sharon Shelton
Principal
YWCA Greater Los Angeles
Digital Learning Academy

Cc: Los Angeles City Councilmember Curren Price

for every woman

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March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of the **YWCA Greater Los Angeles Supervisor Gloria Molina Community Empowerment Center** in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families. This Center was built in 2014 and serves children, youth and adults in early education childhood programs, youth tutoring and senior meals programs. The center is located in Walnut Park, serving largely low income community.

We are in support of the Lucas Museum to be located at Exposition Park in the heart of the South Los Angeles Promise Zone due to the wealth of experience and art exposure it will provide to our community members. Our center is less than 7 miles from the museum and it will become an integral part of the services we provide. The museum's promise of free and affordable access as well as its central focus on youth will allow us to expand services for the children we serve by augmenting our resources and creating new programming that might otherwise not have been provided. We are particularly looking forward to the hands-on arts workshops for our child development program; summer camps; after-school programs for youth; and visual literacy workshop.

The Lucas Museum decision to locate this world class resource in Los Angeles is a gift to the city that will pay dividends in perpetuity.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

for every woman

YWCA Greater Los Angeles
Supervisor Gloria Molina
Community Empowerment Center
7515 Pacific Boulevard
Walnut Park, CA 90255

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Fax (323) 277-5594

www.ywcagla.org

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empowering women
ywca

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children.

Thank you,

Maria Elena Chavez
Center Director
YWCA Greater Los Angeles
Supervisor Gloria Molina Community Empowerment Center

Cc: Los Angeles City Councilmember Curren Price

for every woman

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ywca

March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of **YWCA Greater Los Angeles Compton Empowerment Center** in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families.

This center serves children 3 yrs.- 5 yrs. in an early childhood education; Youth and Adult Crisis Intervention programs. We look forward to aligning our resources to maximize the museum's impact on the community members we serve.

Its promise of free and affordable access and its central focus on youth will allow us to expand our services for the children, while it provides extraordinary educational opportunities for students of all ages, be it the hands-on workshops, summer camps, visual literacy workshops, or daily film screenings.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children.

Thank you,

Hilda Contreras

Hilda Contreras
Site Director
YWCA Greater Los Angeles
Compton Empowerment Center

Cc: Los Angeles City Councilmember Curren Price

for every woman

YWCA Greater Los Angeles
Compton Empowerment Center
1600 E. Compton Boulevard.
Compton, CA 90221

Main: (310) 763-9117
Reception x1612
Fax: (310) 763-9994

www.ywcala.org

eliminating racism
empowering women
ywca

March 29, 2017

Heather Bleemers
LOS ANGELES CITY PLANNING DEPARTMENT
Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

I'm writing this letter on behalf of the YWCA Greater Los Angeles - Angeles Mesa Empowerment Center in support of the Lucas Museum of Narrative Art because of the educational benefits and art programming it will bring to our students, local residents, and families.

We are supporting the Lucas Museum to be located at Exposition Park in the heart of the South Los Angeles Promise Zone where it is well positioned to serve this community, expanding their exposure to world-class art, taking them on the journey of exploration of the process of art leading to greater understanding of all the worlds in which we live. Its promise of free and affordable access and its central focus on youth will allow us to expand services for the children we serve by augmenting our resources; creating new programming, that might otherwise not have been provided. Our early education program has been in operation for more than 30 years during which we have witnessed the decline in much of arts education in the public schools on which nearly 100% of our children depend for their academic education. The Lucas Museum will help fill that gap. Our center will be particularly excited for our children to participate in the hands-on art-making; the arts curriculum spanning grammar school to college age and technology.

The Museum provides many opportunities and resources dedicated to educating students about art and innovation. With thousands of students throughout Los Angeles, the Museum will be a valuable asset to the education of our youth. Some of the programming available will include media, arts, and visual literacy workshops, film study workshops, and after-school programs and summer camps. Through these classes and programs, the Museum is uniquely positioned to help foster greater creativity and imagination among our youth.

The Lucas Museum is a one-of-a kind opportunity and will play a valuable role in the education of our children.

Thank you,

Rulywndra Walker

Rulywndra Walker
Site Director
YWCA Greater Los Angeles
Angeles Mesa Empowerment Center

Cc: Los Angeles City Councilmember Curren Price

for every woman

YWCA Greater Los Angeles
Angeles Mesa Empowerment Center
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Los Angeles, CA 90008

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www.ywcagla.org

SLATE-Z

April 5, 2017

Mayor Eric Garcetti
Los Angeles City Council Members
City of Los Angeles Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Dear Respected Leaders of the City of Los Angeles,

As a stakeholder and leader serving South Los Angeles residents, I support the Lucas Museum of Narrative Art locating in South Los Angeles' Exposition Park. The proposed Lucas Museum is a transit-friendly, community-oriented philanthropic investment in South LA that will create an accessible cultural destination for residents and visitors to enjoy the vast collections of art in all forms.

I appreciate that the construction and operations of the museum will generate economic opportunity through local hire agreements on temporary and permanent jobs; provide meaningful gathering spaces in and outside the museum with the conversion of three asphalt parking lots into six acres of publicly accessible green space; and replace the existing parking spaces on the asphalt lots with underground spaces and add 600 more spaces than what currently exists. I also appreciate that the museum will relocate the much-used Soboroff Soccer Field, replacing the toxic and heat-intensifying rubber pellets. The museum's leaders have smartly planned to limit the impact of the museum's construction on the field and its users by building the new field before dismantling the existing. The proposed project will add to the fabric of educational, scientific, historical and cultural programming in the Expo Park, creating a center for learning and inspiration for our youth - particularly those that attend the more than 100 elementary, middle, and high schools in the South Los Angeles Transit Empowerment Zone (SLATE-Z), a federally designated Promise Zone in which Exposition Park is located. Furthermore, the Lucas Museum is committed to providing opportunities and pathways for young people to pursue careers in art, design, film-making, and technology. Combined, these benefits would have inestimable effects and add value to the lives of residents – the most significant assets in South Los Angeles – and further elevate Exposition Park as the nucleus of culture, art, history, and science for the broader LA community and the world, thus enhancing the overall economic vitality of the region. I am enthusiastic about the potential of the Lucas Museum of Narrative Art to do good in our South LA community!

Those undersigned stand ready to partner with the Lucas Museum of Narrative Art to ensure its success for all Los Angeles.

Charisse Bremond-Weaver
President & CEO, Brotherhood Crusade

Larry Frank
President, Los Angeles Trade Technical College

Benjamin Torres
President & CEO, CDTech

Nolan Rollins
President & CEO, Los Angeles Urban League

Alberto Retana
President & CEO, Community Coalition

Fran Jemmott
Executive Director, Social Action Partners

Mark Wilson
Executive Director, Coalition for Responsible Community Development

Heddy Nam
Director, South Los Angeles Transit Empowerment Zone

Veronica Melvin
President & CEO, LA Promise Fund

Faye Washington
President & CEO, YWCA of Greater Los Angeles

Gary Toebben
President & CEO, Los Angeles Area Chamber of Commerce

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

Tel 213.763.3301
Fax 213.746.7538
lbv@nhm.org

DR. LORI BETTISON-VARGA
President and Director

April 5, 2017

Los Angeles City Planning Department
Expedited Processing Section
Attention: Ms. Heather Bleemers
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Support for CPC-2016-4121-SP-SPP

Dear Ms. Bleemers:

On behalf of the Los Angeles County Natural History Museum Foundation, I am writing in support of the Lucas Museum of Narrative Art proposed to be located in Exposition Park. The park is a dynamic cultural and sports destination with our neighbors, the California Science Center, CAAM, Expo Center, as well as the Coliseum, and new home of the LA Football Club. Visitors represent all cultures and socioeconomic backgrounds – Angelenos and out-of-town visitors alike. The Metro line makes Exposition Park one of the most accessible and convenient areas in the County.

The Lucas Museum of Narrative Art will take Exposition Park to a whole new level as a local and national/international destination. We are excited by the prospect of another cultural partner and look forward to exploring potential collaborative educational and programming initiatives.

At the Natural History Museum, our mission is to inspire wonder, discovery and responsibility for our natural and cultural worlds. Through our research, collections, exhibits, and education programs, NHM engages audiences in discussion of the past, present, and future through evidence-based storytelling. As we develop a new narrative approach to LA history, culture, and nature, there are exciting possibilities for our museums to complement one another. This applies as much to the urban nature and open green space outdoors as it does to the galleries and theaters indoors.

The Lucas Museum of Narrative Art will bring new opportunities for all visitors to Exposition Park, with learning, exploration and fun in a unique environment. We look forward to welcoming them, and to collaborating with them in the future.

Sincerely,

Dr. Lori Bettison-Varga
President and Director

LBV:mg

Heather Bleemers <heather.bleemers@lacity.org>

Being invited to next museum hearing

1 message

Rondell Brandon <magnetman69@gmail.com> Wed, Apr 5, 2017 at 11:20 AM
To: Heather.bleemers@lacity.org

Good morning Ms. Bleemers. My name is Ron Brandon and I live at 827 W. 40th pl which is (between Hoover-Menlo) 1 block south of MLK blvd.

My fiancé (Rosa) and I have been here 8 yrs. Our complaint is about the conjestion of traffic that runs parallel to Bill Robertson to Vermont and west/east on King The alley that is directly behind me (where I park) is always impacted with those who don't wish to pay for parking which inhibits our (tenants adjacent to me) ability to go from/ to our respective destinations always during USC/RAMS or other ridiculous events i.e. RAVES / PARKING LOT CONCERTS!! The noise is unbearing, perpetual and intolerable! We object to another conjestive spot in the Vermont/Exposition/Figueroa/MLK border.

I am here today at City Hall but cannot stay for the entirety of this initial hearing. Please reinvite me so I may be heard. Thank you and send updated files to:
Magnetman69@gmail.com

Sincerely,

Ron Brandon
213 820 9813

Note:
If eminent domain is an option we may be able to negotiate as tenants of Expo Park vs LA CITY.

Heather Bleemers <heather.bleemers@lacity.org>

Case No. CPC-2016-4121-GPA-SP-SPP

1 message

Jayden Melendez <jaydenmelendezpc@gmail.com> Mon, Apr 3, 2017 at 8:56 AM
To: Heather.Bleemers@lacity.org

OPPOSING ARGUMENT -I am 100% against this project. There is an existing park and green space that will be lost. USC takes on a project and completely
Alienates local residents. Traffic is already terrible. They will exacerbate it even further. I currently use 39th to get to Exposition and this plan calls for the closure of said street. This neighborhood has been in decline and USC takes advantage by buying properties then boarding them up so neighbors end up seeing the demise then move out or sell to USC for cheap. Once it has enough homes it demolishes and builds student housing or parking. There are also two current lots between Export and King that will be removed. To build five floor parking this means MORE TRAFFIC! I bought my house on 1008 Leighton and one of the reasons I bought was because I have a view of downtown and the Coliseum. The five floor behemoth structure proposed will be an eye sore. It will bring visitors who don't care to leave their mess behind (come down on a game day you will see to what I am referring.) ALL I CAN SAY IS TRAFFIC GALORE, IT WILL BE STRESSING FOR RESIDENTS TO GET IN AND AROUND. USC will not replace the green space that they are stealing and if they do they will fence it off with no access to it by 7. As they historically have done. About two years ago a USC student was shot and killed. The news and the school reported that local gangs killed the kid. Bad neighborhood so no one questioned it. Case closed. However, I know through neighbor accounts that the student sold cheap drugs to some users and tried to scam them. Well needless to say it didn't fare well. I doubt that you will get much push back from others , I know this to be because there are a lot of long time residents who will not speak up because they do not know how or are intimidated but the process. I see on a daily basis people who use the car lots to walk, jog , bring their kids to ride a bike, walk their dogs and generally to get out. USC will take this away. Please do not let them. They will build and not allow for residents to have access. I see that the plan also intends to get rid of the Rose Park. How or why on earth would anyone allow this? They should be held accountable to the residents they aim to push out. Please do not allow this to ruin our neighborhood. People of higher means have their neighborhoods then they come here and feel entitled to litter, cause traffic, alienate and leave their aftermath for the residents. This plan will only perpetuate the ENTITLEMENT that is already unbearable to see and witness by residents. Please do not allow this plan to ruin my community. Thank you.
Best regards,
Cecilia Mercado
cmercadopc@gmail.com
323 216 9696