



Department of City Planning - Environmental Analysis Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



*Volume 11 of 12*  
*Final EIR Appendix A – Original Comment Letters*  
***FINAL ENVIRONMENTAL IMPACT REPORT***

*WILSHIRE COMMUNITY PLAN AREA*

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***Academy Museum of Motion Pictures Project***

*Case Number: ENV-2013-1531-EIR*  
*State Clearinghouse Number: 2013051086*

**THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES 1 THROUGH 9), WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.**

**Project Address:** 6067 Wilshire Boulevard, Los Angeles, California 90036

**Project Description:** The proposed Academy Museum of Motion Pictures (“Project” or “Museum”) would involve rehabilitation and adaptive reuse of the historically significant May Company Building, and construction of a New Wing, which would require demolition of a 1946 Addition to the May Company Building. The Project would retain important historic features of the Original Building constructed in 1939, including rehabilitation of its primary façades, while retrofitting the building interior to accommodate Museum uses. The New Wing would be constructed on the north side of the Original Building and include a Museum entrance, a 42,300-square foot Sphere housing a state-of-the-art Main Theater with seating for up to 1,000 persons, a 10,000-square foot enclosed View Deck within the Sphere, pedestrian bridges linking the Sphere to the Original Building, and an outdoor Piazza.

**Council District:** 4, Tom LaBonge

**APPLICANT:**  
**Homewood Foundation**

**PREPARED BY:**  
**Environmental Review Section**  
**Los Angeles City Planning Department**

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**February 2015**



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## **Appendix A: Original Comment Letters**

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## A. State Agencies

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Letter A1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.  
GOVERNOR

October 21, 2014

KEN ALEX  
DIRECTOR

Luciralia Ibarra  
City of Los Angeles  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Subject: Academy Museum of Motion Pictures Project  
SCH#: 2013051086

Dear Luciralia Ibarra:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 13, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse



## **B. Native American Organizations**

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## Letter B1

From: **Gabrielino Tongva Nation** <[gtnation88@gmail.com](mailto:gtnation88@gmail.com)>  
Date: Sat, Oct 11, 2014 at 11:32 PM  
Subject: Academy Myuseum of Motion Picture Project File No. ENV-2013-1531-EIR  
To: [luciralia.ibarra@lacity.org](mailto:luciralia.ibarra@lacity.org)

**RE: Draft EIR City Case No. ENV-2013-1531-EIR; State Clearinghouse No. [2013051086](#)**

Luciralia Ibarra,

Thank you for contacting us for comments about our concerns regarding this project. We appreciate that you have included us in this undertaking.

Since the proposed project is within the traditional tribal territory of the Gabrielino Tongva Nation I would request that a Native American monitoring component be implemented during ground disturbing construction activity.

The Native American monitor would be provided by our tribal group. Please contact me at [909-262-9351](tel:909-262-9351).

Respectfully,

Sam Dunlap  
Cultural Resource Director  
Gabrielino Tongva Nation  
[\(909\) 262-9351](tel:909-262-9351)

--

Luciralia Ibarra  
City Planner  
Major Projects  
Department of City Planning  
200 N. Spring Street, Rm 750  
Los Angeles, CA 90012  
Ph: 213.978.1378  
Fx: 213.978.1343

## C. County Agencies

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**Metro**

Los Angeles County  
Metropolitan Transportation Authority

Letter C1

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

October 7, 2014

Ms. Luciralia Ibarra  
Environmental Analysis Section  
Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

**RE: Academy Museum of Motion Pictures Project Draft Environmental Impact Report**

Dear Ms. Ibarra:

The Los Angeles County Metropolitan Transportation Authority (Metro) has reviewed the Draft Environmental Impact Report (EIR) for the Academy Museum of Motion Pictures Project (AMMP Project) located at 6067 Wilshire Boulevard (State Clearinghouse No. 2013051086). This letter conveys recommendations from Metro concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project, as well as in response to the proposed project's potential impacts on existing Metro transit services and those services in the planning or pre construction stages.

1. General Comment: Please note that Metro has officially changed the name of the Westside Subway Extension to the Westside Purple Line Extension.
2. General Comment: Construction Schedule Coordination – Please note that the Westside Purple Line Extension will be under construction at the same time as AMMP Project. Therefore, AMMP construction activities must be closely coordinated with Metro.

The construction of the Wilshire/Fairfax Station, which is adjacent to the Project, is scheduled to last from 2014 through 2022 with the major activities estimated as follows:

- Utility Relocation: Summer 2014 – Summer 2016
- Shoring: Summer 2016 – Winter 2017
- Street Decking: Winter 2017 – Spring 2017
- Beneath Street Station Construction: Spring 2017 – Fall 2022
- Deck Removal and Street Restoration: Spring 2021 – Winter 2022

Utility relocation, shoring for the station excavation, street decking, and street restoration will all result in temporary lane closures along Wilshire Boulevard. Street decking, possibly raised in some locations, will be installed curb to curb along the Wilshire Boulevard from Ogden Drive to just west of Fairfax Avenue, and is expected to be in place from about September 2015 through January 2022. During this time, any construction work on the Original Building of the AMMP Project will need to be coordinated with Metro subway construction which could be severely restricted. Subway construction and decking would restrict times and the access for the delivery

of construction materials for the project bordering Wilshire and could restrict or prevent the moving of cranes and equipment needed for the project improvements from Wilshire. Alternative ways to get materials and equipment to the front of the building will need to be evaluated for any construction to the Wilshire side during this period.

Additional details on construction activities are also available in the Westside Subway Extension Final EIS/EIR (March 2012). Specifically, refer to Section 3.8 and Section 4.15. Metro also recommends reviewing Appendix G – Memorandum of Understanding for Paleontological Resources, which contains a detailed description of the construction activities planned at the Wilshire/Fairfax Station.

Metro will be able to provide specific dates and locations for construction activities at the Wilshire/Fairfax Station once the Section 1 (Wilshire/Western to Wilshire/La Cienega) design-build contractor has been issued its Notice to Proceed. At that point, the contractor will also finalize Traffic Management Plans for the Wilshire/Fairfax Station, which will be shared with the AMMP Project to facilitate coordination of construction activities.

3. Executive Summary and Page 2-5, 2-24, 3-1, 3-3: Description of Metro Westside Subway Extension notes an opening date of 2023. Section 1 of the Westside Purple Line, which includes the Wilshire/Fairfax Station, is currently scheduled to open in 2024.
4. Page 2-5: In addition to the construction staging area on the south side of Wilshire Boulevard, the Wilshire/Fairfax Station will require some construction staging area on the north side of Wilshire Boulevard, to the west of the Johnie's Coffee Shop property.
5. Page 2-24: Public Transit Access – the Wilshire/Fairfax intersection is also served by Antelope Valley line 786.
6. Page 2-26: Construction Schedule and Staging – as mentioned above, the construction timeline for the AMMP project overlaps with the construction timeline of the Westside Purple Line Extension Project. Metro suggests adding language in this section committing to coordination with Metro, especially regarding any temporary lane closures.
7. Page 2-29: In addition to temporary relocation of bus stops along Fairfax Avenue, the bus stop along Wilshire Boulevard may also need to be temporarily relocated if there are sidewalk and lane closures along the north side of Wilshire Boulevard.
8. Page 3-3: The EIR states that the Metro Westside Subway Extension project is considered in the analysis for certain topics where there is potential for cumulative impacts in association with the Project. Please identify these topics and reference sections. Were cumulative construction traffic or construction air quality impacts considered?

9. Page 4.D-23: Please reference the Final EIS/EIR instead of the Draft EIS/EIR.
10. Page 4.J-26: Please include Metro staff in the development of the Construction Traffic Management Plan (PDF-TRAF-1), the Parking and Traffic Management Plan (PDF-TRAF-2) and the Transit Connection Enhancements (PDF-TRAF-3).
11. Page 4.J-3: Description of Wilshire Boulevard – suggest mentioning introduction of bus-only (Wilshire BRT) lanes. Were the bus only lanes assumed in the Future plus Project conditions?
12. Page 4.J-17: The methodology states that a transit trip credit was applied to the Intersection Service Levels analysis due to the adjacent Metro Purple Line. However, if Museum scheduled to open in 2017 and the Wilshire/Fairfax Station does not open until 2024, there is a seven year window. Is this gap addressed in the Intersection Service Levels analysis?
13. Footnote in Table 4.J-5 indicate “Transit reduction is consistent with standard LADOT policy for development located within ¼ mile walking distance from a RapidBus stop. If the transit trip credit reduction is due to the proximity of the Metro Rapid rather than the Purple Line, that should be clearly stated on Page 4.J-17 and in Appendix M.
14. Page 73 of Appendix M states that no additional transit credit was taken for the Project because the Wilshire/Fairfax station is not anticipated to be complete prior to the Project build-out in year 2017. This contradicts the statement on Page 4.J-17. Please clarify.
15. Page 4.J.26 and 4.J.28: PDF-TRAF-1, Construction Traffic Management Plan – suggest adding a bullet regarding coordination with Metro construction activities to minimize traffic impacts and a bullet regarding safety precautions for transit riders at relocated bus stops.
16. Page 4.J-31: Impact Statement TRAF-1 states “Any temporary relocation of bus stops would not exceed one-quarter mile distance from the Project Site.” If the existing bus stop on Fairfax is shifted north one-quarter mile and the existing bus stop along Wilshire Boulevard is shifted east one-quarter mile, that would result in a potential half-mile walk for passengers transferring between lines. Please coordinate relocation of bus stops with Metro to minimize transfer distance between east-west and north-south bus lines.
17. Page 4.J-32: Fairfax Avenue is identified as a haul route for the AMMP project with up to 40 daily haul trips. Please note that the construction of the Wilshire/Fairfax Station will require between 40 and 80 daily haul trips along La Brea Avenue and La Cienega Boulevard. Although the Westside Purple Line Extension will not be using Fairfax Avenue as a designated haul route, the haul trucks will arrive and depart from the vicinity of the Wilshire/Fairfax intersection. Increased haul truck traffic from the

- Wilshire/Fairfax Station is anticipated during the 2016-2017 and 2021 timeframes when shoring, station and station entrance construction occur. Materials deliveries will occur throughout the Metro construction period.
18. Page 4.J-32: Any temporary lane closures should be coordinated with Metro to avoid conflicts with lane closures scheduled for the construction of the Wilshire/Fairfax Station.
  19. Page 4.J-44: Please note that the planned construction of the Wilshire/Fairfax Station may disrupt access the existing curb cuts identified for pick-up/drop-off. Access will temporarily be impacted by street level construction of the Wilshire/Fairfax Station during soldier pile installation for most of 2016, street decking in Winter 2017 and during decking removal and street restoration in 2021 and appendage construction in 2022. In addition, potential sections of raised decking along Wilshire Boulevard from 2017 through 2021 may impact the Wilshire Boulevard pick-up/drop-off.
  20. Page 4.J-45: During construction of the Wilshire/Fairfax Station, the entrance to the Original Building along Wilshire Boulevard will be accessible along the sidewalk, but direct access from this entrance to the street would most likely be blocked by a construction fence during certain phases of construction. The Original Building will be blocked by fence and k-rail during soldier pile installation for six months in 2016. The AMMP should consult with Metro to coordinate access routes to the Museum during the construction phases of the projects.
  21. Page 4.J-47 states “The Project’s final parking requirement reflects a final parking requirement reflects a reduction for proximity to transit facilities (10 percent or -56 spaces).” Please clarify which transit facilities result in the credit.
  22. Page 4.J-54. MM-TRAF-3 states “In line with the City’s policy to promote and encourage the use of transit, as well as the Project Site’s location above the future Metro Purple Line, an increased trip reduction credit of 25 percent, instead of LADOT’s standard 15 percent reduction, is assumed for impact analysis.” The Purple Line will not be operational until 2024. Please clarify that the seven year gap between Project completion and Purple Line completion was reflected in analysis and that the increased trip reduction credit reflects Metro Rapid lines, which will be operational in 2017.
  23. Appendix M-1: Page 72 identifies the Metro Purple Line Extension as a future improvement that was assumed in the 2017 Future Baseline conditions. However, the first section of the Westside Purple Line Extension, which includes the Wilshire/Fairfax Station, will not be completed until 2024. Please clarify whether the Wilshire/Fairfax Station was assumed open for the future traffic analysis.

Thank you for the opportunity to comment on the Academy Museum of Motion Pictures Project Draft EIR. Metro appreciates that one of the stated objectives of the AMMP project is to locate the Museum to take maximum advantage of mass transit infrastructure. Metro looks

forward to working closely with the Academy as the AMMP Project moves into design and construction. As stated above, Metro should review and provide input on the Construction Traffic Management Plan (PDF-TRAF-1), the Parking and Traffic Management Plan (PDF-TRAF-2) and the Transit Connection Enhancements (PDF-TRAF-3) to ensure there are no conflicts between the various construction activities.

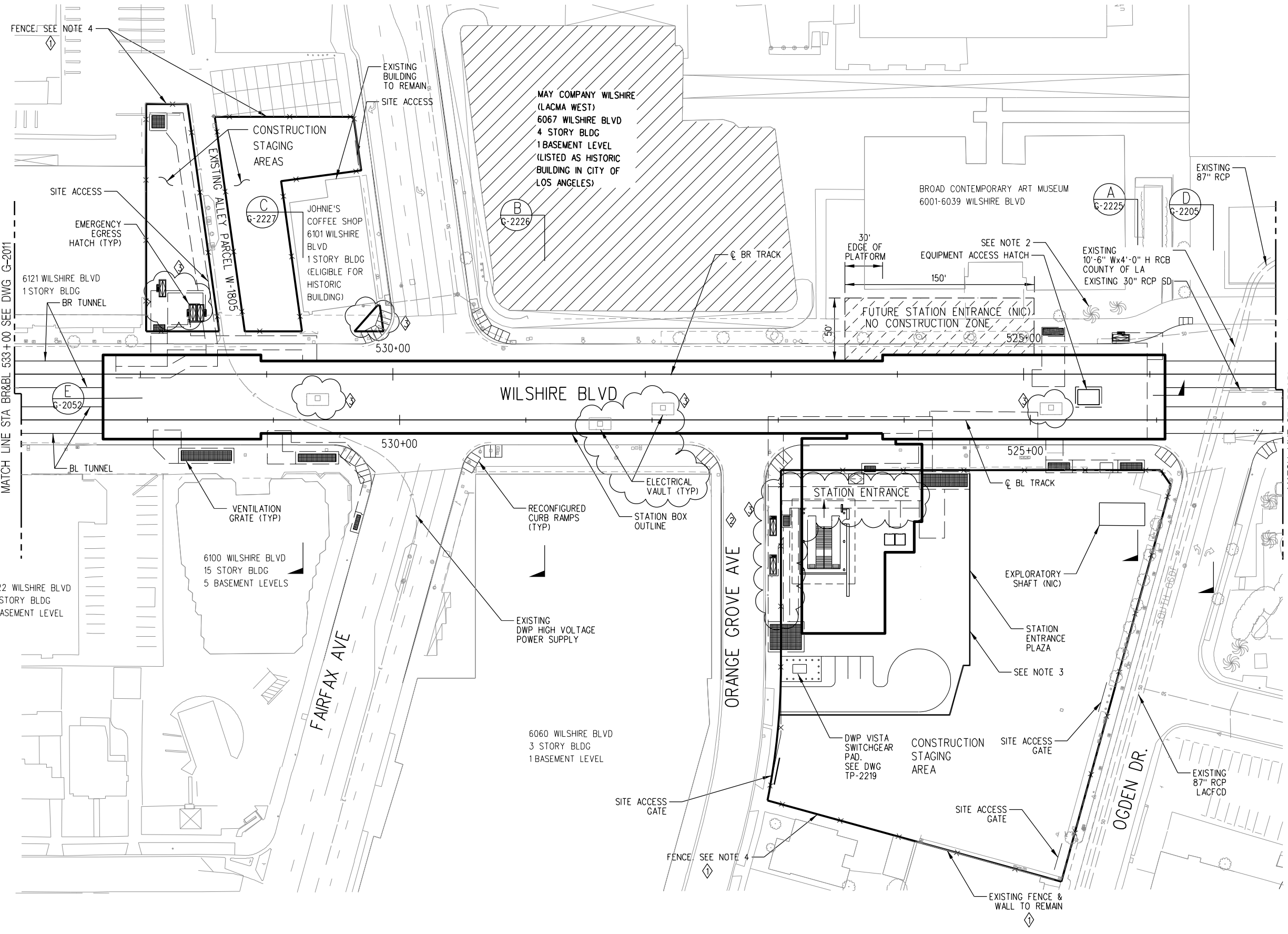
All communication regarding coordination of the two projects should be directed to Westside Purple Line Extension Project Director David Mieger. Mr. Mieger can be reached at 213-922-3040 or miegerd@metro.net. Information about the Westside Purple Line Extension Project can also be found on the Metro website at <http://www.metro.net/projects/westside/>.

Attachment: Fairfax Station Location

Sincerely,

A handwritten signature in black ink that reads "Xin Tong". The signature is written in a cursive, flowing style.

Xin Tong  
Development Review Coordinator, Metro Planning Department



**NOTES:**

1. FOR GENERAL NOTES AND LEGEND SEE DWG G-2001.
2. WORK IMPACTING THE LANDSCAPING ARTWORK LOCATION WILL BE COORDINATED WITH LACMA.
3. STATION ENTRANCE PLAZA, STRUCTURE, AND APPENDAGES SHALL BE CONSTRUCTED ENTIRELY WITHIN PARCEL NUMBERS W-1704 AND W-1703 INCLUDING TEMPORARY CONSTRUCTION. SEE DRAWING R-2017 FOR PARCELS.
4. SEE NOTE 8 ON DRAWING G-2001 FOR FENCE REQUIREMENTS.



MATCH LINE STA BR&BL 533+00 SEE DWG G-2011

MATCH LINE STA BR&BL 523+00 SEE DWG G-2009

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	05/22/13						ISSUED FOR SOLICITATION
1	09/16/13	JW	RC				AMENDMENT 2
2	10/15/13	IS	RC				AMENDMENT 3
3	11/19/13	IS	CB				AMENDMENT 4

DESIGNED BY I. SALVATIERRA
DRAWN BY L. VARGAS
CHECKED BY M. ELLWOOD
IN CHARGE C. BARRATT
DATE 05/22/2013

**LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY**

WESTSIDE SUBWAY EXTENSION SECTION 1  
GENERAL ARRANGEMENT PLAN  
WILSHIRE/FAIRFAX STATION  
SHEET 10

CONTRACT NO C1045	REV 3
DRAWING NO G-2010	SCALE 1" = 40'
SHEET NO 20	

L:\LA\SB\IM\WACBM\CADD\10-Civil\Amendment\_4\C1045g2010.plg 11/13/2013 4:57:16 PM

## **D. City Departments**

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# Letter D1

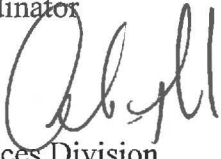
FORM GEN. 160 (Rev. 8-12)

## CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

**DATE:** September 15, 2014

**TO:** Luciralia Ibarra, Project Coordinator  
Department of Planning

**FROM:** Ali Poosti, Division Manager  
Wastewater Engineering Services Division  
LA Sanitation



**SUBJECT: ACADEMY MUSEUM OF MOTION PICTURES PROJECT – NOTICE OF COMPLETION DRAFT EIR**

This is in response to your August 28, 2014 letter requesting a review of your proposed motion pictures museum building. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

### WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

### **Projected Wastewater Discharges for the Proposed Project:**

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Theater	3 GPD/SEAT	1,350 SEATS	4,050
Conference and Banquet	3 GPD/SEAT	1,200 SEATS	3,600
Café	50 GPD/SEAT	150 SEATS	7,500
Museum Store	120 GPD/1000 SQ.FT	5,000 SQ.FT	600
Office	120 GPD/1000 SQ.FT	5,300 SQ. FT	636
<b>Total</b>			<b>16,386</b>

### SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Wilshire Blvd RW and 15-inch lines on Fairfax Ave and Wilshire Blvd. Sewage from the 8-inch line on Wilshire Blvd RW and the 15-inch line on Fairfax Ave join the 15-inch line on Wilshire Blvd and feed into a 21-inch line on Ogden Dr before discharging into a series of 21-inch lines on Genesee Ave, Olympic Blvd, San Vicente Blvd, Fairfax Ave, Alley E/O Hayworth Ave, Packard St, and Crescent Heights Blvd. Figure 1 shows the details of the sewer system

within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Wilshire Blvd RW	*	229,323 GPD
15	Fairfax Ave	*	1.29 MGD
15	Wilshire Blvd	59	1.27 MGD
21	Ogden Dr	*	2.47 MGD
18	Genesee Ave	*	2.27 MGD
21	Genesee Ave	*	2.77 MGD
21	Olympic Ave	*	2.85 MGD
21	San Vicente Blvd	*	3.01 MGD
21	Fairfax Ave	*	2.85 MGD
21	Alley E/O Hayworth Ave	52	3.01 MGD
18	Alley E/O Hayworth Ave	*	3.01 MGD
21	Packard St	*	3.92 MGD
21	Crescent Heights Blvd	54	2.85 MGD
39	Cresecent Heights Blvd	54	19.25 MGD

\* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

## **STORMWATER REQUIREMENTS**

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

## **POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled “*Development Best Management Practices Handbook – Part B: Planning Activities*”. Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found

at: [www.lastormwater.org](http://www.lastormwater.org). It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

#### **GREEN STREETS**

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

#### **CONSTRUCTION REQUIREMENTS**

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3<sup>rd</sup> Fl, Station 18

#### **SOLID RESOURCE REQUIREMENTS**

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

KB/AP:tn

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LA SAN  
Daniel Hackney, LA SAN  
Eduardo Perez, LA SAN












**Legend**

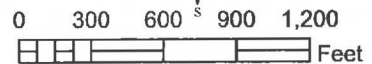
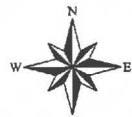
**Gauges d/D**

-  < 0.25
-  0.25 - 0.50
-  0.50 - 0.75
-  > 0.75

-  Discharge\_Route\_1
-  Discharge\_Route\_2
-  Project\_Location
-  Outfalls
-  Secondary Lines
-  Primary Lines
-  All Streets

Wastewater Engineering Services Division  
Bureau of Sanitation  
City of Los Angeles

**Figure 1**  
**Academy Museum**  
**Sewer Map**



Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

