

**Barry Building
Relocation Feasibility**

**Report
of
James C. Wolf**

Prepared at the Request of:
Alston & Bird

December 22, 2021

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List of Reference Materials

Shared References

- HISTORIC RESOURCES GROUP
 - Report – Voluntary Seismic Retrofit and ADA Update, July 2018
 - Report – Phase 1 Level Repair Work, June 22, 2021
 - Technical Report, November 2021
 - Project Impacts Assessment, June 2021
 - Evaluation Relocation, November 15, 2021
- Gruen Associates
 - Barry Building ADA Upgrade Requirements, June 2021
- Englekirk Structural Engineers
 - ASCE 41-13 Seismic Assessment, May 26, 2021
 - 11971 San Vicente Boulevard – Retrofit Schemes, June 1, 2021
- National Parks Service
 - Technical Presentation Services, Four Approaches to Treatment
- Secretary of the Interior’s Standards for Rehabilitation
 - Technical Preservation Services

I. EXECUTIVE SUMMARY

- 1. Considerations:** The Barry Building is a two-story building with four elements facing a central courtyard. This executive summary addresses the results of each option to move the building considered after considering logistical challenges associated with the move and historical risks to character defining features. While there is a myriad of possibilities of how to move the Barry Building elements, this evaluation focuses on four moving options. The four options are discussed in greater detail later in this evaluation; however, this summary provides the major reasons why any specific option is feasible or infeasible. The options are listed below in the order from infeasible to most logistically possible and follows the order that they will be discussed in the report.
- 2. Option 1:** Move the building as one intact building.
Logistical Challenges: Highest. The overall length, width, and height of the intact building present too many obstacles to facilitate a move navigating the public streets.
Historical Risks: Low. Damage and destruction to the character defining features and historic fabric of the building mitigatable.
Conclusion: Infeasible.
- 3. Option 2:** Move two-story portions of the building separated vertically by moving a small number of two-story portions of the building essentially separated vertically from one element to another.
Logistical Challenges: High. The overall length and height of the two-story pieces, though separated, present too many obstacles to facilitate a move.
Historical Risks: Low. Limited damage and destruction to the character defining features and historic fabric of the building.
Conclusion: Infeasible.
- 4. Option 3:** Move one-story portions of the building separated horizontally by moving multiple one-story portions essentially separated horizontally throughout and strategically vertically into pieces.
Logistical Challenges: High. While this option is feasible, it is impractical due to the length of the building which exceeds navigating capabilities associated with turning from San Vicente Boulevard to another street and beyond.
Historical Risks: High. Significant damage and destruction to the character defining features and historic fabric of the building.
Conclusion: Feasible but impractical and likely to result in significant damage to the historical character of the property.
- 5. Option 4:** Move a large number of multiple one-story portions of the building, separated horizontally and vertically.
Logistical Challenges: Low. This option overcomes many of the moving challenges.

Historical Risks: Highest. Extensive and non-repairable damage and destruction to the character defining features and historic fabric of the building would jeopardize the building's historical designation.

Conclusion: Feasible but likely to result in significant damage to the historical character of the property.

II. PURPOSE AND SCOPE

6. **Scope:** Alston and Bird, Counsel for 11973 San Vicente, LLC, engaged Mr. James C Wolf, Senior Consultant of HKA Global, Inc., to explore, evaluate, and report on the feasibility of an alternative of relocating the existing Barry Building to an off-site location while respecting and maintaining the historical “character defining features” of the building and its siting features. In addition, Alston and Bird has asked for an estimate on the duration for deconstruction and reconstruction of the Building.
7. **Qualifiers:** At the time of this report, an off-site location (property) has not been explored or determined. Mr. Wolf’s exploration, evaluation, and feasibility opinions are based on review of the currently available documents (historical, structural upgrades, and ADA compliance upgrades) prepared by others (see List of Exhibits, Shared Exhibits), visit to the project site, and general observation of limitations of the vicinity surrounding the existing building site. Should additional information become available or differing course direction change, this report is subject to revision as directed by counsel.
8. **Not in Scope:** Work associated with efforts to determine suitable off-site locations (properties) for a relocation nor any cost estimates of design, specialty consultants and contractors associated with facilitating a relocation be it temporary construction, permitting, moving, or agencies of jurisdiction or utilities disconnection and re-connection.

III. INTRODUCTION

- 9. Building Location:** As described in THE HISTORIC RESOURCES GROUP report, July 2018 by reference.

“The Barry Building is located on the north side of San Vicente Boulevard between Montana Avenue and South Saltair Avenue in the Brentwood area of Los Angeles. The two-story commercial building was designed in the International Style by architect Milton H. Caughey and was constructed in 1951. The building consists of four ranges of offices around a central garden courtyard, forming an open square in plan. The second story of the south range is supported only on slender steel pipe columns, leaving the ground floor open to both San Vicente Boulevard and the courtyard. The building has a flat roof and its exterior walls are veneered in smooth cement plaster. Fenestration consists of fixed, wood framed windows and window walls, and steel-sash casement windows. The landscaped courtyard has raised concrete planters and two curvilinear concrete-and-steel staircases with metal pipe guardrails.”

- 10. Historical Designation:** As described in THE HISTORIC RESOURCES GROUP report, November 15, 2021

“The Barry Building is designated Los Angeles Historic-Cultural monument (HCM) #887 and is therefore considered an historical resource by the California Environmental Quality Act (CEQA).”

- 11. Physical parameters:** Given the size and configuration of the building, it is expected that the building could not be moved intact but would need to be at least partially disassembled for transport to a new site. This would require that the disassembly and relocation of the building do not damage or destroy character-defining features and materials; that the building is reassembled on its new site. A moved property significant for its architectural value must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association. In addition, the moved property must still have an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance.

- 12. Exploration and evaluation:** My exploration and evaluation are limited to the following: 1) specialty consultant reports provided by counsel, 2) a visit to the existing building site on Monday, November 22, 2021, 3) general knowledge of building design and construction of historically significant buildings, and 4) general knowledge of renovation and rehabilitation of historically significant buildings.

- 13. Site Visit:** On November 22, 2021, I was able to visit the existing Barry Building and its site during a visit coordinated by counsel.

- 14. Building Perimeter – South:** The building is situated adjacent to the public sidewalk flanking San Vicente Blvd. with a temporary chain link security fence between the public sidewalk and the property.



15. Building Perimeter – East: The building is flanked by a paved access drive from San Vicente Blvd. leading to off-street surface parking to the north. Portions of the site are fenced with a chain link security fence, and portions of the building are exposed, without fencing, along the paved access drive.



- 16. Building Perimeter – North:** The building is separated from the off-street surface parking by a chain link security fence with wooden sheathing attached. The remaining portion of the site is comprised of a paved surface parking area surrounded by security fencing.



17. Building Perimeter – West: The building faces a currently secured vacant lot and security fence.



- 18. Building Courtyard:** The building has an interior courtyard, essentially surrounded on four sides with the exception that the south portion is not enclosed; however, the building's second floor spans across the courtyard from east to west leaving the first-floor level open. The courtyard is comprised of a number of features including two curved stairs spanning from the courtyard floor to the second-floor exterior corridors, decorative raised planters and paving consistent with the historical style.



- 19. Building Exterior:** Some portions of the exterior elevations have been covered with protective materials (plywood). Some exterior existing building features were not viewable. Consequently, I rely upon information and photographs found in the specialty consultant reports noted above for understanding of elements as they existed at time of study and how those elements may or may not be impacted during a relocation process.
- 20. Building Interior:** Several spaces currently have exposed construction where the interior finishes have deteriorated due to a variety of circumstances, water intrusion, age, and damage.

IV. METHODOLOGY

- 21. Structural Relocation Overarching Premise:** Relocate the Building and its appurtenances and features in one contiguous building would be most ideal to preserve and maintain the historical integrity with minimal disruption or damage. See Options below in next section: Summary of Options.
- 22. General National Park Service Background as Applied to Barry Building:** As described in the HISTORIC RESOURCES GROUP report dated November 15, 2021, for reference.

“The National Park Service (NPS) provides guidance for evaluating historic buildings that have been relocated. A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event. A moved property significant for its architectural value must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association. In addition, the moved property must still have an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance.”

“The Barry Building is significant as an excellent example of Mid-century Modern 2 commercial architecture. If the building were to be relocated in compliance with NPS guidance it would remain eligible for continued designation as an historical resource. This would require that the disassembly and relocation of the building do not damage or destroy character-defining features and materials; that the building is reassembled on its new site and rehabilitated in conformance with the Secretary of the Interior’s Standards for Rehabilitation; and that the new site meets the NPS guidance. The new site would have to be located on a similar commercial thoroughfare and have a similar flat topography. The building would have to be located in the same general orientation to the street, facing generally south, with similar setbacks, hardscape, and landscape. As long as the new site is located within the City of Los Angeles, so that the building remains eligible for designation as a Los Angeles Historic-Cultural Monument, there is no limit to the distance from the old site to the new, other than those limits imposed by physical and economic feasibility. If the Barry Building is relocated according to NPS guidance, it would likely retain eligibility for historic designation and avoid a significant impact under CEQA.”

V. SUMMARY OF OPTIONS

23. Evaluation of this type: When evaluating the Barry Building structural relocation, one needs to address the environmental and economic impacts. Such as those that were considered for another monumental move to bring the Space Shuttle Endeavor to its new museum location.

Most people are well acquainted, due to the publicity and public interest, in the monumental move of the Space Shuttle Endeavor in one piece from the Los Angeles International Airport (after the shuttle's arrival on "piggy-back" on a Boeing 747 aircraft) and its travel through southern California streets to its exhibit location at Exposition Park. The space shuttle program enjoys an historical warmth in the hearts of the public at large. The move was remarkable in its logistics. It required a significant temporary, with a few permanent, impacts to the public and thoroughfares during the shuttle move. Specifically, it involved temporary removal and trimming of street trees, temporary de-energizing, decommissioning and recommissioning of utilities, streetlights and traffic signals and signs. The move enjoyed tremendous public support and willingness to endure the inconveniences associated with the move. It is important to make a distinction between moving the Endeavor Space Shuttle to its museum home and the relocation of a historic building.

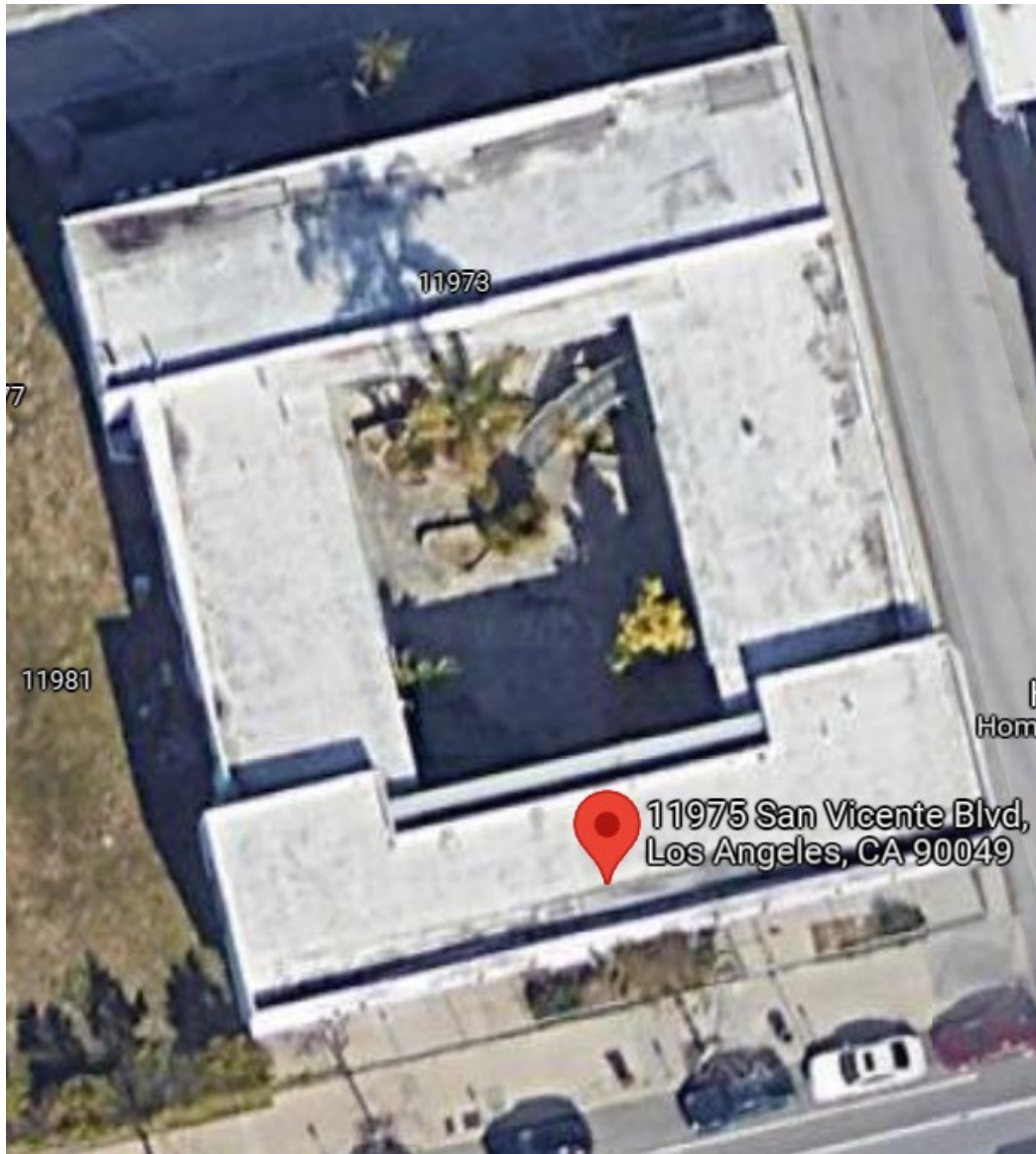
When evaluating other building moves within the city, a balance between feasibility and practicality must be struck. Just about anything is feasible with unlimited funds, relaxation or elimination of all regulations and physical barriers, disregarding impacts to public and private conveniences, and making physical restorations to the building caused by the move. Practicality is the other weight in balancing the scale. Can damage and destruction to the building's historical features and appearances be restored to its pre-move historic state, not to mention can the off-site public environment be restored to its original pre-move state? To strike that balance, four options were explored, which embrace both ends of the spectrum and some in between. Regardless which option might be employed, if at all, the public interest will be impacted perhaps numerous times in the effort to move the existing building and its historic features to a new property.

Graphic reference on the various option diagrams:

- Dashed lines represent the proposed location of separation of the building elements into portions for moving.
- Shading between solid lines represent areas of damage and destruction to historical architectural features required to facilitate the separation of the various building elements into moveable portion.

24. Barry Building Relocation - Option 1

25. **Option 1:** Relocate virtually all building elements intact in one massive piece.

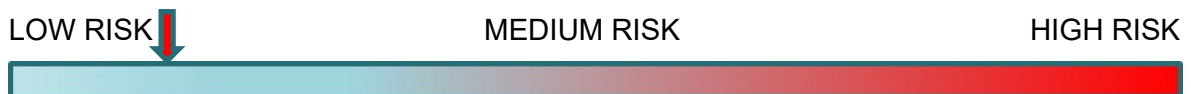


26. **Logistical Challenges:** Due to the overall building mass, though the total weight may not be insurmountable to contend with due to the slender tube steel columns, small I-beams, and wood framing for walls and floors and roof (light construction materials) not uncommon in this architectural style, the building could probably be sufficiently secured with temporary construction and stabilization. Getting the building off the site and navigating public streets present the most challenging aspect of this option. The overall building footprint (length and width) presents insurmountable width challenges for transport along city streets, not to mention the overall height. Street loading capacities

and width limitations and maneuvering challenges (turning from one street to another) make this option categorically infeasible. Many of the navigational challenges such as street trees (Coral Trees and others), traffic signals, over-head wires (telephone and cable) would be encountered immediately upon leaving the existing site and entering onto San Vicente Boulevard. These obstacles would also be encountered beyond San Vicente Boulevard. Street trees would need to be severely trimmed or cut down, traffic signals and streetlights would need to be temporarily removed and then reinstalled, power/telephone/cable wires would need to be lifted or re-routed to allow for passage. It is unlikely that governing agencies (Police Department, Fire Department, Street Services – Trees, Urban Forestry, Transportation – Traffic Signals and Stop Signs, Bureau of Street Lighting, Parking Enforcement, Building and Safety, etc.) and public utilities (Los Angeles Department of Water and Power, Telephone Companies, Cable Companies, etc.) would permit such a proposed move as this option. Consequently, the logistical challenges would be very difficult.



27. Historical Preservation Risks: From a historical preservation perspective, this option presents the greatest preservation and the least exposure to material damage and/or destruction since the building would be moved as a singular mass. However, this option would suggest that all applied architectural exterior appurtenances be temporarily removed, cataloged, and crated for protection with the anticipation that those appurtenances would be reinstalled following the move to the new property. For instance, wooden architectural and sun-control elements facing the interior courtyard on the second-floor exterior corridors should be temporarily removed, cataloged, and crated prior to any move of the building. The exterior steel and concrete stairs would need to be removed, protected, and stored until reinstallation at the new location. Although the risk to the historical and architectural integrity would be low, it is infeasible to move the building in a single piece for the reasons discussed above.



28. Conclusion: While the architectural and historical integrity would most likely experience the least amount of damage and destruction, this option is infeasible from a structural moving perspective. The logistical challenges are extremely high. Besides undercutting beneath the building and then supporting the entire building while on the present site, it is infeasible to move the intact building in one piece once it is on the city streets and moving to its next property due to the physical challenges (street trees, traffic signals, over-head wires, etc.), to be encountered during the move. This option is infeasible due to these logistical challenges.

29. Barry Building Relocation - Option 2: Given the size and configuration of the building, it is infeasible to move the building intact as one massive piece (as described in Option 1) but would need to be at least partially disassembled for transport to a new property.

30. Option 2: Option 2 considers partially dismantling the building elements into 6 parts at strategic vertical locations resulting in multiple two-story building portions which would be moved individually. This option proposes separating the north and the south two-story building elements from the connecting west and east two-story elements. See diagrams below for the proposed separation lines, destruction zones to exterior architectural features, and individual building portions. This option also suggests removing, cataloging, and crating exterior stair elements, applied architectural features such as aluminum sun-control fins, applied architectural fixed-in place wooden sun-control and ornamental architectural features.



North Elevation
Option 2



North Elevation
Option 2



East Elevation
Option 2

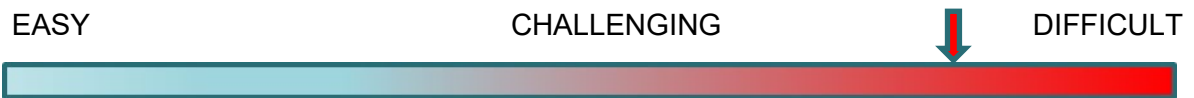


South Elevation
Option 2

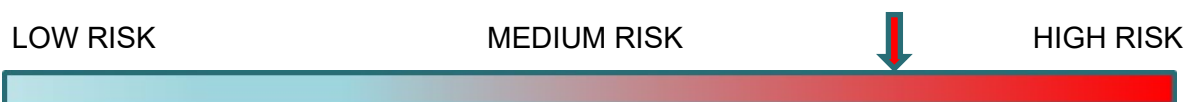


West Elevation
Option 2

31. Logistical Challenges: Option 2 presents a mixture of transportation moving challenges. While the overall building elements would be limited to the width of the portion of the building, the overall length would remain a challenge and would most likely receive resistance from governing agencies (similar to those described in Option 1 above) and public utilities (similar to those described in Option 1 above). The building segment would be the general width of the element; however, the length would still be substantial which would make the transporting maneuverability infeasible at turns from one street to another street along the path from San Vicente Boulevard to a presently undetermined property. The overall height would make this option infeasible as noted in Option 1 as a result of the inability to clear street landscaping, utilities, street lighting, and traffic signals. Moving these individual building portions due to the overall lengths and height of each is infeasible.



32. Historical Preservation Risks: This option proposes that the building elements be separated for the move on the outside and inside of the east and west elements of the building. It appears that the east and west elements of the building have the least architecturally significant fenestration and window type (cold rolled windows and frames). Separating the building elements at the proposed locations in this option will most likely cause limited exterior plaster destruction. It is anticipated that the plaster veneer on the exterior walls would be approximately five feet to each side of the separation line. While the architectural plaster veneer finish is considered a key component of the architectural style, it is possible that the plaster could be suitably repaired following the relocation move. The repair may, however, require a “feathering” of the plaster between old and new by highly skilled and experienced plaster tradesmen and/or an addition of a plaster screed. It is important to note that the application of a plaster screed would impact the historic integrity of the veneer plaster finish due to the recognition that the existing plaster veneer was not installed using such separation screeds or expansion joints. This would result in significantly altering the historic fabric of the building’s exterior. It is anticipated that temporary construction to stabilize the building prior to and during the move is anticipated in this option to be located essentially on the interior of the building without impacting the architecturally significant exterior building features. Since the floor and walls, not to mention some steel beams, will be separated, temporary construction (addition of wood and steel beams, vertical and diagonal braces, diaphragms, and underpinning) prior to the relocation will need to be installed to stabilize and hold the existing remaining construction together during the relocation trip. Stabilization of the first-floor pipe columns located on the south element of the building are expected to be stabilized in a manner that would not permanently damage the slender pipe columns.



33. Conclusion: While this option has elevated risks to architectural and historical preservation, the logistical challenges render this option infeasible should the relocation property require transportation under freeway overpasses, street trees, traffic signals, street lights, and over-head power/telephone/cable lines. It is important to acknowledge when considering that the new property should possess the same or similar characteristics as stated by the THE HISTORIC RESOURCES GROUP report dated November, 2021, repeated here for reference.

“A moved property must still have an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance.”

A suitable property may not be available to satisfy the same or similar characteristics as the existing property.

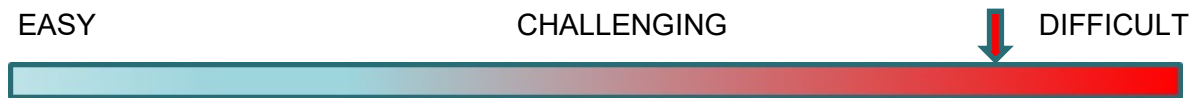
This option is infeasible based upon logistical challenges.

34. Barry Building Relocation - Option 3: As mentioned in Option 2, given the size and configuration of the building, it is infeasible to move the building intact, so it would need to be at least partially disassembled for transport to a new site.

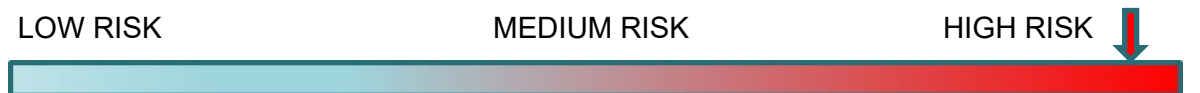
35. Option 3: This option proposes partially dismantling the building elements at strategic horizontal locations into 9 total pieces, thereby achieving multiple one-story building portions. In addition, strategic vertical separations would also be necessary to keep the overall length for each building element respectful to the architectural massing. See diagrams below for the proposed separation lines, destruction zones to exterior architectural features, and individual building portions. This option also suggests removing, cataloging, and crating exterior stair elements, applied architectural features such as aluminum sun-control fins, applied architectural fixed-in place wooden sun-control and ornamental architectural features.



36. Logistical Challenges: This option presents a mixture of transportation moving challenges. While the overall building elements would be limited to the width of the wing or portion of the building, the overall length would remain a challenge and would most likely receive resistance from governing agencies (similar to those described in Option 1) and public utilities (similar to those described in Option 1 above). As in Option 2, the building portions would be the general width of the element (building wing); however, the length would still be substantial which would make the transporting maneuverability difficult at turns from one street to another street along the path from San Vicente Boulevard to a presently undetermined property. The overall height might be less of a challenge, for clearance of street landscaping, utilities, street lighting, and traffic signals since the singular floor height would be substantially less than the buildings two-story height.



37. Historical Preservation Risks: This option presents a challenge previously discussed in Option 2, but this challenge is much more substantial. Since the structure will be separated at a point above the second-floor plane but below the historical windows, that structure must be stabilized temporarily (addition of wood and steel beams, vertical and diagonal braces, diaphragms, and temporary floor construction to take place of the floor which will remain as part of the first story) to protect the construction from excessive movement during the relocation trip. While this option is feasible, it is impractical. The risks associated with it are significant both during the relocation and once at the new property to put the building back together. Differing from the portioning discussed in Option 2, this option presents significant architectural destruction and damage when separating the building into portions for moving. Separating the two-story building slightly above the second-floor line presents a long horizontal line of destruction and damage to the architectural exterior veneer plaster not to mention the similar damage and destruction at the vertical separations. As the overall building is separated into strategic portions to facilitate structural relocation, more and more damage and restoration will be required. As mentioned in Option 2, restoring the veneer plaster at the separation locations would require feathering the plaster between the old and the new and/or installing screeds as plaster stops and expansion joints. This would result in significant degradation to the historic fabric of the building's exterior and to the character defining features.



38. Conclusion: From a move/relocation perspective, this option is logistically challenging but possible and ranks 2nd in the options regarding logistical feasibility. The offset to this is that this option, of the four proposed options, ranks second as least desirable historical risk options. It will cause some of the most damage and destruction to

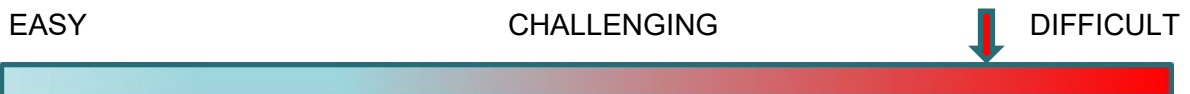
character defining features which will be difficult to restore, eliminating the benefit of preserving the historic characteristics of the building through relocation.

39. Barry Building Relocation - Option 4: As mentioned in Opinion 2, given the size and configuration of the building, it is expected that the building could not be moved intact but would need to be at least partially disassembled for transport to a new property.

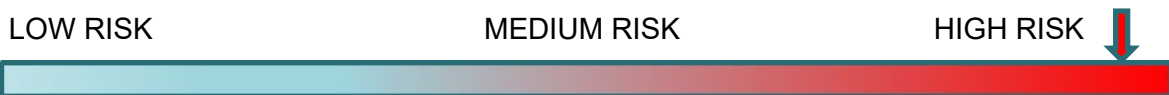
40. Option 4: This option proposes partially dismantling the building elements at strategic horizontal and vertical locations into 20 pieces achieving multiple small building portions. This option also suggests removing, cataloging, and crating exterior stair elements, applied architectural features such as aluminum sun-control fins, applied architectural fixed-in place wooden sun-control and ornamental architectural features. See diagrams below for the proposed separation lines, destruction zones to exterior architectural features, and individual building portions.



41. Logistical Challenges: This option presents fewer transportation moving challenges. The building segments would be the general width of the element (building wing); and the building segments length would be shorter which would make the transporting maneuverability somewhat easier at turns from one street to another street along the path from San Vicente Boulevard to a presently undetermined property. The overall height might be less of a challenge, for clearance of street landscaping, utilities, street lighting, traffic signals, and over-head power/telephone/cable lines since the singular floor height would be substantially less than in an option where the building remains at two stories during the relocation. Involvement of the governing agencies (similar to those described in Option 1) and public utilities (similar to those described in Option 1) would still be required. This option presents a temporary construction (addition of wood and steel beams, vertical and diagonal braces, diaphragms, and temporary floor construction to take place of the floor which will remain as part of the first story) challenge, previously discussed in Options 3, but this challenge is much more significant. An immense amount of structure must be added to stabilize portions of the building temporarily to protect the building construction from excessive movement during the relocation trip since the structure will be separated at a point above the second-floor plane but below the historical windows and in addition separated at strategic vertical locations to lessen the building portions lengths. While this option is feasible but costly, the risks associated with it are tremendous both during the relocation and once at the new property to put the 20 sperate pieces of the building back together into a single building.



42. Historical Preservation Challenges: This option presents the greatest risk to architectural and historical feature integrity due to actual damage and destruction of building construction needed to meet the logistical criteria needed to perform the structural relocation. The process to separate the building elements, both horizontally and vertically, into smaller and more mover friendly portions will result in unreparable devastation to the buildings character defining features and finishes. With the anticipated wall openings and cuts, the ability to restore those elements once relocated will be impossible to accomplish. The characteristic veneer plaster will be cut and removed over major portions of the building's exterior to allow for the separation of the building into moveable portions. At many vertical locations, it is unavoidable, to accomplish the separation, without cutting through the line of the character defining windows.



43. Conclusion Option 4: This option is the most feasible logistically of the four options presented in this evaluation; however, it also presents the greatest amount of

preparatory and reconstructive work of all the options which makes it quite difficult to achieve. In addition, and perhaps more importantly than difficulty of the move, this option presents the greatest damage and destruction risks to the building's character defining features making this option least desirable historical risk option if the desired effect is to protect the architectural integrity of the building. This option, by chopping the building into many pieces, jeopardizes the building's character defining features.

44. Duration for Deconstruction and Reconstruction: Since Options 1 and 2 are clearly not feasible, the discussion of their deconstruction and reconstruction durations will not be addressed here. However, Options 3 and 4 are impractical but perhaps doable. Due to the expected effort to prepare for, move, and restore the building, and complete the work at the new property, many of the processes are like those experienced in new building construction.

45. Option 3 Duration Estimate: Preparing for the move will not be much different than that for a new project site preparation (clearing; grading; underground electrical, water, natural gas, sewer, drainage, telephone, and data) and foundation installation at the new property. At the existing building preparing for the move will require “move ready” structure (mover’s beams, cribbing, columns, diagonal braces, lateral resistance panel, etc.) be installed. The physical move of the separate portions of the building will take time. Once at the new property, restoration, rehabilitation, and code required upgrades (seismic, ADA compliance, energy) will need to be performed. Historical architectural features and finishes reconstruction and rehabilitation both to address the damage and destruction needed to facilitate the move along with the other improvements will add time to the schedule to perform that work after the building has been moved. Property site improvements together with historical hardscape replication will also add time to the overall schedule duration. Much of these efforts are like those for new construction. Consequently, a rough estimated time-line range could reasonably fall between 14 and 18 months.

Option 4 Duration Estimate: Similar to the activities discussed in Option 3, preparing for the move will not be much different than that for a new project site preparation (clearing; grading; underground electrical, water, natural gas, sewer, drainage, telephone, and data) and foundation installation at the new property. At the existing building preparing for the move will require “move ready” structure (mover’s beams, cribbing, columns, diagonal braces, lateral resistance panel, etc.) be installed. The physical move of the many separate portions of the building will take time. In this option, significantly more damage, destruction, and removal of existing character defining features will add time to the schedule. Once at the new property, restoration, rehabilitation, and code required upgrades (seismic, ADA compliance, energy) will need to be performed. Historical architectural features and finishes reconstruction and rehabilitation both to address the damage and destruction needed to facilitate the move along with the other improvements will add time to the schedule to perform that work after the building has been moved. One “silver lining in the gray cloud” of destruction and preparation for move in this option is that more inside structure will be exposed allowing for perhaps an easier installation of the seismic improvements described in the Englekirk reports. However, the exterior veneer plaster restoration, if possible, would be extensive and time consuming. Property site improvements together with historical hardscape replication will also add time to the overall schedule duration. Much of these efforts are like those for new construction. Consequently, a rough estimated time-line range could reasonably fall between 16 and 20 months.

VI. CURRICULUM VITAE

JAMES C. WOLF MANAGER

QUALIFICATIONS

BS, Architecture, University of Southern California, 1975
BS, Civil Engineering, University of Southern California, 1972
Architecture License, California

MEMBERSHIPS

Member, American Institute of Architects (AIA)
Member, Construction Management Association of America (CMAA)

PERSONAL DEVELOPMENT

California Legislature “Assembly – Certificate of Recognition”
City of Los Angeles City Council “Certificate of Appreciation” for Public Safety Committee
City of Los Angeles “Mayoral Certificate of Appreciation” for Hancock Park Street Lighting Replacement Project
City of Los Angeles “Public Works Award” for Hancock Park Street Lighting Replacement Project
City of Los Angeles City Council “Certificate of Appreciation for Service to Community”
Windsor Square – Hancock Park Historical Society “Preservation Services Award”

PROFILE

James Wolf is a Registered Architect in California with over 40 years of experience in the areas of construction consulting, construction, project management, and architecture. His project-type experience encompasses commercial, retail, housing, educational facilities, public works, healthcare, libraries, community centers, historic buildings, theaters, research facilities, historical preservation, veteran’s homes, hotels, parking structures, airlines facilities and terminals, and petrochemical facilities.

James has also served the design and construction industries in the capacities of Vice President, Area Manager, Project Director, Senior Project Manager, and Project Architect. He has previously directed the Los Angeles office of a major construction management firm, been a construction project manager, and a design architect.

While being involved with both pre-construction and construction project phases, James possesses particular expertise in preconstruction planning from program to construction contract award involving project programming, design professional selection, design milestones and conformance with project program, design criteria, and project budget, while navigating public agency entitlements and plan checking processes, interface with public utilities for power, natural gas, water, and data/voice communications leading up to the successful launch of the construction process with a variety of project delivery strategies including design-bid-build, multiple prime, design-build, and guaranteed maximum prices negotiated contracts.

In his dispute resolution roles, James has served as an Expert Consultant and a Testifying Expert. In these capacities, he has conducted expert investigations, produced expert work product, attended mediation, and testified at trial.

EXPERIENCE

BUILDINGS

Tokyo Disney Resort Toy Story Hotel, Tokyo, Japan

Provided full pre-construction and construction period project management services including consultant selections, design document reviews, value engineering, scheduling, review of design/builder designs, submittals, and schedule, and construction administration on this \$280M project.

Disneyland Resort Paradise Pier Hotel, Anaheim, California

Provided pre-construction period project management services through the feasibility stage on this \$85M major hotel renovation project.

Disneyland Resort Evergreen Hotel, Anaheim, California

Provided full pre-construction period project management services including consultant and contractor selections, design document reviews, value engineering, estimating, scheduling, and agency of jurisdiction reviews on this \$700M project.

Sequoia Hospital, Redwood City, CA

Assisted an attorney and his client in making an expert evaluation as to whether the design professionals satisfied the architectural standard of care for the hospital addition. Developed expert work product that was used during expert meetings and at mediation. The case settled successfully as the result of the mediation.

Tulare Regional Medical Center, Tulare, CA

Assisted an attorney and his client in making an expert evaluation as to whether the design professionals satisfied the architectural standard of care for a new hospital construction project. Developed expert work product that was used during expert meetings and at mediation. His portion of the case settled successfully as the result of the mediation.

University of California, Los Angeles (UCLA), Santa Monica Replacement Hospital, Santa Monica, CA

Provided a preliminary expert evaluation of architectural design documents on an approximately \$400M critical care facility in Santa Monica, California.

Edgemoor Skilled Nursing Facility, San Diego (Santee), CA

Provided a preliminary expert evaluation of a construction manager's standard of care in managing construction of a 192-bed extended care facility.

UCLA Neurological Sciences Medical Research Building, Los Angeles, CA

Provided full pre-construction and construction period construction management services including design document reviews, value engineering, cost estimating, scheduling, bidding and award, and construction administration on this \$55M project.

UCLA AIDS Research Building, Los Angeles, CA

Provided full pre-construction and construction period construction management services including design document reviews, value engineering, cost estimating, scheduling, bidding and award, and construction administration on this \$45M project.

UCLA Orthopedic Research Building, Los Angeles, CA

Provided full pre-construction and construction period construction management services including design document reviews, value engineering, cost estimating, scheduling, bidding and award, and construction administration on this \$48M project.

Saint John's Health Center Replacement Project, Santa Monica, CA

Appointed Pre-construction Project Manager, providing full-service management services to facilitate phasing, cost estimating, and document reviews including expediting OSHPD code reviews for full medical center replacement hospital while maintaining full operational functions on this \$340M program.

UCLA Gordon and Virginia MacDonald Medical Research Building, Los Angeles, CA

Provided construction management during construction phase including document control for RFI's, Submittals, Change Orders, Inspection, construction administration for schedule review, progress payments, and project close-out on this \$38M project.

Cedars-Sinai Medical Center Barbara and Marvin Davis Medical Research Center, Los Angeles, CA

Provided construction management during preconstruction and construction phases including design and progress reviews of milestone design documents, bid packing, solicitation, and award, document controls for RFI's, Submittals, Change Orders, inspection coordination, construction administration for schedule review, progress payments, and project close-out on this \$43M project.

County of San Bernardino Regional Medical Center (Arrowhead Medical Center), Colton, CA

Provided pre-construction design document constructability, coordination (including clash detection), and bid-ability reviews on this \$450M project.

County of Los Angeles Public Works, Olive View Medical Center, Emergency Department Expansion Project, Los Angeles, CA

Provided project oversight for project management team conducting overall management, document review and lessons learned, and cost estimating services during the very volatile construction cost escalation period experienced in the middle part of the last decade.

Providence Healthcare St. Joseph's Burbank Hospital Replacement Program, Burbank, CA

Guided project management team in phasing assessment and planning for ongoing campus utilization while phasing in new and expanded facilities. Oversight of project reviews associated with document review, buy-out strategies, and estimating services. This \$100M program included the replacement of the patient tower, expansion to the emergency department and the central plant, and eight phases of campus upgrades while under full hospital operations.

Holy Cross Medical Center Patient Tower Addition and Central Plant Expansion, CA

Provided program oversight included project planning and phasing on this \$120M program, while the hospital maintained full operations. Project included the addition of a new patient tower and an expanded central plant.

Kaiser Permanente Oakland Replacement Hospital, Oakland, CA

Provided program oversight for project review team that conducted milestone document development reviews and evaluations for consistency with Kaiser Permanente design standards on this \$400M program.

Kaiser Permanente – Bakersfield Medical Office Building and Honolulu Patient Wing Addition

Provided program oversight for project review team that conducted milestone document development reviews and evaluations for consistency with Kaiser Permanente design standards. Provided oversight of forensic evaluation team evaluating construction defects. Implemented corrective strategies to facilitate work with planned minimal operational disruptions.

Aerospace Corporation Research Building, El Segundo, CA

Provided oversight for project team for this \$8M black ops research facility.

Chevron Oil El Segundo Research Building, El Segundo, CA

Project architect and manager for research building project.

Mount San Antonio Community College – Agricultural Science Complex, Walnut, CA

Assisted an attorney and its school district client in making a preliminary expert evaluation as to whether the design professionals satisfied the architectural standard of care for a science complex for teaching, laboratory training, animal care procedure and training spaces, and animal care and animal housing facilities.

Los Angeles Unified School District (LAUSD), East Valley High School 1A, Pacoima, CA

Assisted an attorney and their subcontractor client in a subcontractor scope of work and licensing dispute. This matter went to trial with a verdict entered by the court in favor of the subcontractor, based on his testimony.

Ventura County Community College District, Camarillo, CA

Principal-in-Charge for this \$360M, four-campus expansion and modernization program.

Los Angeles Community College District (LACCD), Staff Augmentation, Los Angeles, CA

Principal-in-Charge for staffing of various projects.

LACCD, New Construction Staff Augmentation and Region 2 Modernization Program Management Team, Los Angeles, CA

Principal-in-Charge of a 14-member, on-site team with oversight of more than 100 school campuses.

California Institute of Technology Nano-science Technology Research Building, Astronomy and Astrophysics Research Building, Chemical Engineering Research Building, Environmental Sciences Research Building Historical Preservation and Modernization, and Undergraduate Student Housing Historical Building Preservation and Modernization, CA

Provided oversight and project management for a series of research building projects valued at \$122M. Coordinated construction activities with campus operations. Developed project controls system and unified multiple-project reporting for university.

Southwestern University School of Law Library - Adaptive reuse of Historic Bullocks Wilshire Building

Preconstruction management period services including document reviews, cost estimating, scheduling, and strategizing construction period procurement.

El Segundo Unified School District High School Gymnasium

Project architect and manager for new high school gymnasium.

El Segundo Unified School District High School Food Service Facility

Project architect and manager for district-wide food service facilities including food preparation and service, dining areas, and centralized food storage warehouse.

USC Trojan Residential Hall Expansion and Food Service Facility

Project architect and manager for foodservice operations kitchen modernization and expansion with enhanced and enlarged dining facilities in the existing residence hall.

Torrance Unified School District South High School Gymnasium

Project architect and manager for new gymnasium project.

Torrance Unified School District North High School Administration Expansion

Project architect and manager for extensive alterations and additions to administration offices.

Palos Verdes Miraleste High School Music/Fine Arts Building

Project architect and manager for new music and fine arts building with multiple funding sources and phasing.

Las Virgenes Unified District School Calabasas High School Aquatic Facility

Project architect and manager for new Olympic class swimming pool.

City of Highland, California Storm Flood Damage Analysis, Highland, CA

Assisted the attorney in determining the scope and costs associated with the necessary repairs or replacements to restore the properties to pre-damage condition. Project involved site survey, measurements, documentation, photography, and cost estimates for over 40 residences in class action lawsuit associated with stormwater flooding impacting 150 homes.

CSI (Church of Scientology), PAC (Pacific Area Command) Los Angeles, CA

Pre-construction and construction period project management. Scope of services included working with client on several existing facilities undergoing alteration, addition and expansion by evaluating scope, costs, and schedule associated with the modifications to many existing facilities. Work included visual evaluation of existing conditions applicable to the scope of services for architects and engineers for specific design services. Oversight of contractor's effort to price, schedule, and construct the alterations and additions scope of work. Facilitated communications with project team including reporting project status and making recommendations to the owner.

CSI (Church of Scientology), Valley Org, North Hollywood, CA

Construction period project management. Scope of services included working with client on a multi-building campus undergoing adaptive reuse and enhancements to facilities. Oversight of contractor's effort to construct the alterations and additions scope of work. Coordinated efforts of client and other contractors and professionals performing work simultaneously with contractor's work. Facilitated communications with project team including reporting project status and making recommendations to the client.

California Department of Corrections and Rehabilitation – Women's Facility, Corona, CA

Currently assisting the State of California in the analysis of potential design deficiencies related to architectural services and standard of care.

California Department of Corrections and Rehabilitation – Men's Colony, San Luis Obispo, CA

Assisted the State of California in the analysis of potential design deficiencies related to architectural services and standard of care.

City of Vacaville Easterly Wastewater Treatment Plant Expansion Project, Vacaville, CA

Provided a preliminary expert evaluation of potential claim exposure on an approximately \$65M wastewater treatment plant in Vacaville, California. Reviewed the project change orders and proposed change orders relative to the architectural design and architect's practice of the standard of care on behalf of the architect's insurance company.

County of Riverside District Attorney Headquarters Building, Riverside, CA

Participated in this \$100M project.

City of Fontana Main Public Library, \$45M Project; City Hall Expansion, \$8M Project; Community Center, \$5M Project, CA

City of West Hollywood 25th Anniversary Campaign Program, Main Public Library and City Council Chambers, City Hall Expansion, and Park and Historic Theater Renovation, CA.

Served as an integral team member on this \$150M program.

City of Buena Park Senior Community Center, Buena Park, CA

Participated in this \$6M project.

City of Moreno Valley Main Public Library, Moreno Valley, CA

Participated in this \$15M project.

State of California Veterans Homes West Los Angeles, CA

Pre-construction Project Director for this \$180M, 400-bed skilled nursing facility on the West Los Angeles VA campus. Set up coordinated functions and communications between Federal VA and State of California. Provided full project management services before construction including design document reviews, cost estimating, and value engineering and procurement strategies.

State of California Veterans Home Palmdale, CA

Pre-construction Project Director for this \$24M, 60-bed resident care nursing facility in Palmdale. Provided design document reviews, cost estimating, and value engineering and procurement strategies associated with project management services.

State of California Veterans Home Ventura, \$24 million Project.

Pre-construction project director for this \$24M, 60-bed resident care nursing facility in Ventura. Provided design document reviews, cost estimating, and value engineering and procurement strategies associated with project management services.

UCLA Northwest Campus Undergraduate Student Housing, Los Angeles, CA

Construction phase construction management services including project controls, change orders, submittals, and progress payment processing.

California Institute of Technology Undergraduate Student Housing Historical Building Preservation and Modernization Project, CA

Provided construction management during construction phase including document controls for RFI's, submittals, change orders, inspection coordination, construction administration for schedule review, progress payments, and project close-out.

Armand Hammer Museum, Los Angeles, CA

Appointed co-project manager for construction management services. Project management responsibilities included project communications, information facilitation, submittal process, payment application review and recommendation, contract compliance reviews, schedule review, change order review and recommendation. Part of the management effort was to keep the Headquarters Building fully operational while the museum construction was underway. The project involved construction of a new museum building adjacent to the Occidental Petroleum Headquarters building at Wilshire and Westwood Boulevards with a direct interface and connection to the Headquarters Building. This project was completed around 1990.

The Huntington Museum, Pasadena, CA

As a licensed architect with construction project management experience, was involved in the repairs to the Huntington Museum as a result of a fire at the museum. Assisted the on-site project superintendent /Project Manager and he was one of two project managers. Charged with setting up project controls and working with the on-site Project Superintendent/Project Manager. Efforts included contract administration and overall schedule compliance on the construction side. The project involved removing for restoration the very valuable artwork, fire damage removal and extensive cleaning and repair, improvements to the fire sprinkler system and fire alarm system, alterations to the elevator shaft and enclosures as the fire had raced up the elevator shaft and impacted various floors of the museum. Improvements were also made to the HVAC system and lighting system as well.

Multiple Southern California Shopping Centers, CA

Conducted existing conditions surveys associated with pre-occupancy and post-vacate conditions for commercial tenant occupancies at several locations in several shopping centers. The detailed examinations included a review of tenant leases for specific requirements as to landlord and tenant responsibilities, assessment of conditions to document scope, measurements, and costs (estimated or quoted) of physical conditions and required restorations necessary before the return of security deposits.

INFRASTRUCTURE

Anaheim Regional Transportation Intermodal Center (ARTIC), Anaheim, CA

Assisted a general contractor in resolving a subcontractor dispute as to the scope of work and performance parameters, including a schedule evaluation.

San Diego SR125 Toll Road, CA

Provided a preliminary expert evaluation of potential claim exposure on an approximately \$400M toll road project in San Diego, California. Reviewed the contractor's payment applications and progress reports on behalf of the title insurance company.

American Airlines LAX Terminal 4 Expansion Program, Los Angeles, CA

Provided project management for this CM-at Risk project involving ticketing terminal and board terminal additions associated with second-level roadway addition.

American Airlines O'Hara Airport Terminal Expansion Program, Chicago, IL

Provided management and coordination for this extensive terminal expansion effort.

American Airlines Santa Barbara Airport Terminal Expansion, CA

Assisted in the design and implementation of upgrading the airline terminal operations at this historic airport facility allowing for commercial jet aircraft operations.

Los Angeles World Airports Utility Infrastructure Upgrade and Central Plant Expansion, CA

Provided architectural services associated with full underground utility work and Central Plant and Cooling Tower Facility expansion in conjunction with new terminal additions and existing terminal expansions separating arriving and departing passengers within the expanded terminal buildings.

Cedars-Sinai Medical Center, South Parking Structure (2,000 spaces), CA

Preconstruction and construction phase full services associated with this \$24M design-build parking structure.

LANGUAGES

English (native)